

Commonwealth of Massachusetts
 Executive Office of Energy and Environmental Affairs ■ MEPA Office

For Office Use Only Executive Office of Environmental Affairs MEPA Analyst: Phone: 617-626-
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Notice of Project Change

The information requested on this form must be completed to begin MEPA Review of a NPC in accordance with the provisions of the Massachusetts Environmental Policy Act and its implementing regulations (see 301 CMR 11.10(1)).

EEA #		
Project Name: Martha's Vineyard Airport Capital Improvement Plan Projects		
Street Address: 71 Airport Road		
Municipality: West Tisbury/Edgartown	Watershed: Islands (coastal)	
Universal Transverse Mercator Coordinates:	Latitude: 41 23' 35" N Longitude: 70 36' 45" W	
Estimated commencement date: 2021	Estimated completion date: 2030	
Project Type: Airport Capital Improvements	Status of project design: 30+-	%complete
Proponent: Martha's Vineyard Airport Commission		
Street Address: 71 Airport Road		
Municipality: West Tisbury	State: MA	Zip Code: 02575
Name of Contact Person: Geoff Freeman, Airport Director		
Firm/Agency: Martha's Vineyard Apt. Commis.	Street Address: 71 Airport Road	
Municipality: West Tisbury	State: MA	Zip Code: 02575
Phone: 508-693-7022	Fax: 508-696-4631	E-mail: gfreeman@mvyairport.com

With this Notice of Project Change, are you requesting:

a Single EIR? (see 301 CMR 11.06(8)) Yes No

a Special Review Procedure? (see 301CMR 11.09) Yes No

a Waiver of mandatory EIR? (see 301 CMR 11.11) Yes No

a Phase I Waiver? (see 301 CMR 11.11) Yes No

Which MEPA review threshold(s) does the project meet or exceed (see 301 CMR 11.03)?
 11.03(2)(b)2: Greater than two acres of Priority Habitat; potentially 11.03(1)(b)1 land alteration

Which State Agency Permits will the project require?
 MassDEP UIC registration; MESA Conservation and Mgmt Permit; MA DCR Construction Access Permit; Article 97

Identify any financial assistance or land transfer from an Agency of the Commonwealth, including the Agency name and the amount of funding or land area in acres: MassDOT funding (amount TBD);

possible easement acquisition from DCR

PROJECT INFORMATION

In 25 words or less, what is the project change? The project change involves . . . removing obstructions from regulated airspace, including approximately 33 acres of vegetation on and off airport; two Business Park lots; and a second new hangar.

See full project change description beginning on page 3.

Date of publication of availability of the ENF in the Environmental Monitor: (Date: 12/26/2018)

Was an EIR required? Yes No; if yes,
was a Draft EIR filed? Yes (Date:) No Filing January 15, 2021
was a Final EIR filed? Yes (Date:) No
was a Single EIR filed? Yes (Date:) No

Have other NPCs been filed? Yes (Date(s):) No

If this is a NPC solely for lapse of time (see 301 CMR 11.10(2)) proceed directly to **ATTACHMENTS & SIGNATURES**.

PERMITS / FINANCIAL ASSISTANCE / LAND TRANSFER

List or describe all new or modified state permits, financial assistance, or land transfers not previously reviewed: **dd w/ list of State Agency Actions (e.g., Agency Project, Financial Assistance, Land Transfer, List of Permits)**

MESA Conservation and Management Permit (not new but expanded); MA DCR Construction Access Permit (new); Article 97 approval (new)

Are you requesting a finding that this project change is insignificant? A change in a Project is ordinarily insignificant if it results solely in an increase in square footage, linear footage, height, depth or other relevant measures of the physical dimensions of the Project of less than 10% over estimates previously reviewed, provided the increase does not meet or exceed any review thresholds. A change in a Project is also ordinarily insignificant if it results solely in an increase in impacts of less than 25% of the level specified in any review threshold, provided that cumulative impacts of the Project do not meet or exceed any review thresholds that were not previously met or exceeded. (see 301 CMR 11.10(6)) Yes No; if yes, provide an explanation of this request in the Project Change Description below.

FOR PROJECTS SUBJECT TO AN EIR

If the project requires the submission of an EIR, are you requesting that a Scope in a previously issued Certificate be rescinded?

Yes No; if yes, provide an explanation of this request_____.

If the project requires the submission of an EIR, are you requesting a change to a Scope in a previously issued Certificate?

Yes No; if yes, provide an explanation of this request_____.

SUMMARY OF PROJECT CHANGE PARAMETERS AND IMPACTS

Summary of Project Size & Environmental Impacts	Previously reviewed	Net Change	Currently Proposed
LAND			
Total site acreage	688 ac	30+- ac	718+- ac
Acres of land altered	118.1	-58+-	60+-
Acres of impervious area	77.4 ex.+17.4 new	-19.3	-1.9 = 75.5 net
Square feet of bordering vegetated wetlands alteration	0	0	0
Square feet of other wetland alteration	0	0	0
Acres of non-water dependent use of tidelands or waterways	0	0	0
STRUCTURES			
Gross square footage	+57,350 SF	-45,616 SF	+11,734 SF
Number of housing units	0	0	0
Maximum height (in feet)	TBD	0	TBD
TRANSPORTATION			
Vehicle trips per day	Minimal	Minimal	Minimal
Parking spaces	569	-569+-	0+-
WATER/WASTEWATER			
Gallons/day (GPD) of water use	15,119	0	15,119+-
GPD water withdrawal	NA	NA	NA
GPD wastewater generation/ treatment	12,095	0	12,095
Length of water/sewer mains (in miles)	NA	NA	NA

Does the project change involve any new or modified:

1. conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97? Yes No
2. release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction? Yes No To be determined
3. impacts on Rare Species? Yes No
4. demolition of all or part of any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?
 Yes No
5. impact upon an Area of Critical Environmental Concern? Yes No

If you answered 'Yes' to any of these 5 questions, explain below:

PROJECT CHANGE DESCRIPTION (attach additional pages as necessary). The project change description should include:

- (a) a brief description of the project as most recently reviewed
- (b) a description of material changes to the project as previously reviewed,
- (c) if applicable, the significance of the proposed changes, with specific reference to the factors listed 301 CMR 11.10(6), and
- (d) measures that the project is taking to avoid damage to the environment or to minimize and mitigate unavoidable environmental impacts. If the change will involve modification of any previously issued Section 61 Finding, include a draft of the modified Section 61 Finding (or it will be required in a Supplemental EIR).

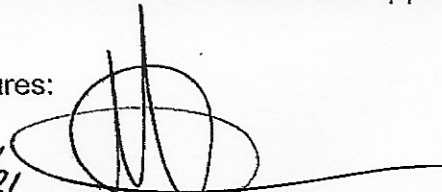
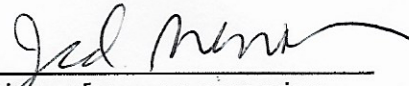
See attached sheets.

ATTACHMENTS & SIGNATURES

Attachments:

1. Secretary's most recent Certificate on this project See Appendix A of attached DEIR/EA
2. Plan showing most recent previously-reviewed proposed build condition See attached ENF figure
3. Plan showing currently proposed build condition See DEIR/EA Figure 2-1 and Chapter 3 figures
4. Original U.S.G.S. map or good quality color copy (8-1/2 x 11 inches or larger) indicating the project location and boundaries See ~~attached ENF figure~~ and DEIR/EA Figure 1-1
5. List of all agencies and persons to whom the proponent circulated the NPC, in accordance with 301 CMR 11.10(7) See DEIR/EA Appendix B, Distribution List

Signatures:

1/14/21		1/14/21	
Date	Signature of Responsible Officer or Proponent	Date	Signature of person preparing NPC (if different from above)

Geoff Freeman	Jed Merrow
Name (print or type)	Name (print or type)
Martha's Vineyard Airport	McFarland-Johnson, Inc.
Firm/Agency	Firm/Agency
71 Airport Road	53 Regional Drive
Street	Street
Vineyard Haven MA 02568	Concord NH 03301
Municipality/State/Zip	Municipality/State/Zip
508-693-7022	603-225-2978 ext 1030
Phone	Phone

PROJECT CHANGE DESCRIPTION

Submitted with the Martha's Vineyard Airport Capital Improvement Plan Notice of Project Change.

January, 2021

Projects included in the ENF have continued to be studied, with new alternatives developed and impacts and mitigation refined. These are all addressed in the Draft EIR.

Two projects were not in the ENF and one has been substantially modified. These are described briefly below and are also fully addressed in the Draft EIR. **Please refer to the Draft EIR for the purpose and need, alternatives analysis, proposed design plans, existing environmental resources, impacts, mitigation, Section 61 Findings, regulatory compliance, and agency coordination associated with these new or expanded projects.** The locations and plans for these projects are also included in the DEIR.

Business Park Lots 34 and 38

These are two lots within the airport's Business Park that have been developed. After the ENF was filed, it was learned that they were developed without obtaining state regulatory approvals. The airport consulted the MEPA Office and it was determined they should be included in the EIR.

The lots were previously subdivided as part of the larger Business Park development and together total 1.2 acres in size. They are located in Priority Habitat of Rare Species. Because they were previously developed (Lot 34 was cleared and graded and Lot 38 has a building and active business) and are part of the Business Park, they are proposed to remain as developed parcels. Appropriate mitigation for rare species and habitat impacts will be included in the overall Capital Improvement Plan impact mitigation proposal. It is expected that the overall projects will be designed and conditions such that they improve overall rare species habitat and have a net benefit to rare species.

Aircraft Hangar Development

The previously reviewed proposal was for a single new hangar. Since that time, the preferred alternative for the Aircraft Parking and Movement project is to reconfigure the Southwest Ramp, which entails the removal of four existing hangar buildings. Also, a prospective tenant has interest in a new hangar, and if in the near future there is a second interested party, the airport would like to provide the space. The previously proposed hangar was for an 80 foot by 80-foot hangar covering 15,900 square feet. The current proposal calls for one hangar with a footprint of 9,200 square feet and a second of 15,234 square feet.

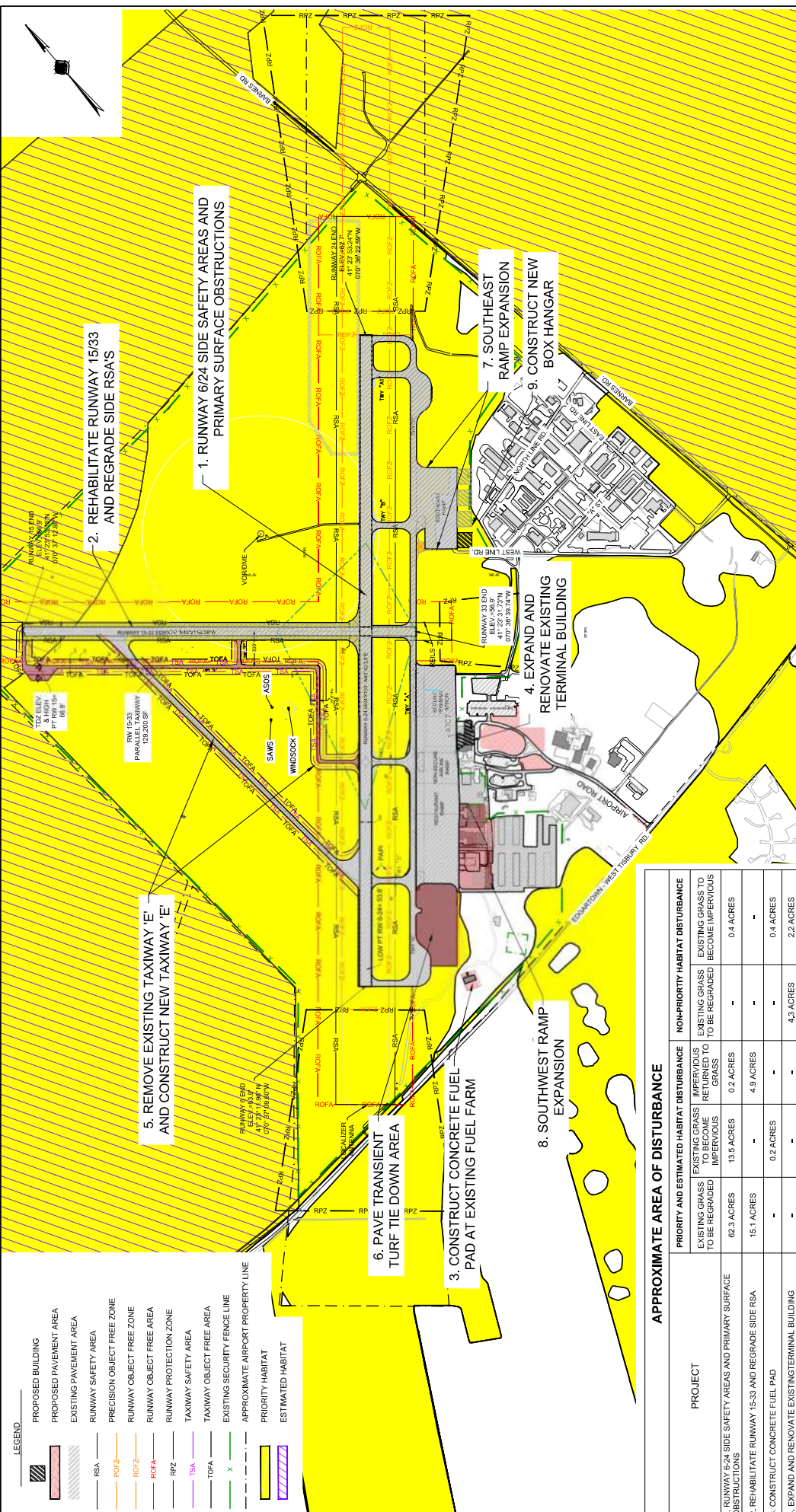
Airspace Vegetation Removal

After the ENF was filed, during a pavement rehabilitation project, it was discovered that vegetation (mostly trees) within the four runway approaches have grown into regulated airspace that must be kept clear for safety purposes. An obstruction analysis was undertaken to define the extent of the obstructions. Discussions were held with FAA, MassDOT, and regulatory agencies to determine what airspace to keep clear, what resources would be impacted, and how impacts could be avoided, minimized, and mitigated. Ultimately, the airport, FAA and MassDOT agreed to cut vegetation only from the minimum airspace that is necessary to maintain current operations and to take other avoidance and minimization measures. Vegetation would need to be cut within approximately 33 acres of land. Most of

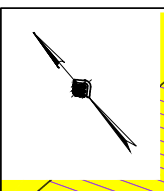
the vegetation cutting would be either on airport property or within easements held by the airport. Approximately 3.2 acres would be within the Manuel F. Correllus State Forest outside of easements. An easement may be needed to remove vegetation within the State Forest, and the size of the easement has not yet been determined. Discussions with the MA Department of Conservation and Recreation and the MA Natural Heritage and Endangered Species Program are ongoing.

Below is a discussion of the significance of these project changes with reference to the MEPA regulations Notice of Project Change considerations at 301 CMR 11.10(6).

- (a) The three project changes are individually not insignificant, as they result in increases of over 10% compared to the previously reviewed projects. However, other projects have been scaled down in size, and taken as a whole, the project changes would result in a reduction in most proposed impact parameters, including acres altered, impervious area, building square footage, and vehicle parking spaces.
- (b) Similar to (a) above, the project changes would individually result in increases of over 25% in pollutant emissions, since two of the projects did not previously exist and one is doubling in size. However, because other projects have been scaled back, the overall proposed emissions will decrease compared to the previously proposed projects.
- (c) The proposed project schedule has been pushed back in part due to the need to do a traffic study and an obstruction analysis following the ENF. The previous schedule proposed construction from 2020 to 2024, and now proposes construction from 2021 to 2030.
- (d) The project site has changed in the following way: vegetation will need to be removed from portions of airport property or easements that were not previously proposed as part of the project, in addition to a portion of the Manuel F. Correllus State Forest, as noted above.
- (e) Permit requirements have been reviewed in light of the new projects. The following permits or efforts would be needed specifically as a result of the project changes:
 - a. A Construction Access Permit would be needed from the MA Department of Conservation and Recreation for vegetation cutting within the State Forest.
 - b. Article 97 approval may be needed for vegetation cutting or new easements within the State Forest.
 - c. The MESA Conservation and Management Permit would need to encompass a larger impact area due to vegetation cutting.
- (f) The projects may have net benefits to rare species and rare species habitat. The project changes would be integral to those benefits (primarily through habitat management) and not delay those benefits.
- (g) The Notice of Project Change is not being submitted due to a lapse of time. However, there has been one notable change in the ambient environment: PFAS was identified within groundwater near the airport and must be taken into consideration for any projects that disturb soil or groundwater. This is not triggered by the project changes and is addressed in the DEIR.



- LEGEND**
- PROPOSED BUILDING
 - PROPOSED PAVEMENT AREA
 - EXISTING PAVEMENT AREA
 - RUNWAY SAFETY AREA
 - PRECISION OBJECT FREE ZONE
 - RUNWAY OBJECT FREE AREA
 - RUNWAY PROTECTION ZONE
 - TAXIWAY SAFETY AREA
 - TAXIWAY OBJECT FREE AREA
 - EXISTING SECURITY FENCE LINE
 - APPROXIMATE AIRPORT PROPERTY LINE
 - PRIORITY HABITAT
 - ESTIMATED HABITAT



IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECT SUPERVISION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO REPRODUCE OR TRANSMIT THIS DOCUMENT IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF THE ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

MARTHA'S VINEYARD AIRPORT
WEST TSBURRY, MASSACHUSETTS

ENVIRONMENTAL ASSESSMENT
PROPOSED PROJECT AREAS

SCALE: 1" = 400'
DRAWN: SRS
CHECKED: MTD

DESIGN: SRS
PROJECT: 18226.07
DATE: NOVEMBER 2018

0 400 800 1200 FT
SCALE

ENV. NOTIFICATION FORM

REV	DATE	DESCRIPTION	BY

McFarland Johnson
65 REGIONAL BLVD
CONCORD, NEW HAMPSHIRE 03301

APPROXIMATE AREA OF DISTURBANCE

PROJECT	PRIORITY AND ESTIMATED HABITAT DISTURBANCE		NON-PRIORITY HABITAT DISTURBANCE	
	EXISTING GRASS TO BE REGRADED	EXISTING IMPERVIOUS GRASS TO BE REGRADED	EXISTING GRASS TO BE REGRADED	EXISTING GRASS TO BECOME IMPERVIOUS
1. RUNWAY 6-24 SIDE SAFETY AREAS AND PRIMARY SURFACE OBSTRUCTIONS	62.3 ACRES	13.5 ACRES	0.2 ACRES	0.4 ACRES
2. REHABILITATE RUNWAY 15-33 AND REGRADE SIDE RSA	15.1 ACRES	-	4.9 ACRES	-
3. CONSTRUCT CONCRETE FUEL PAD AT EXISTING FUEL FARM	-	-	0.2 ACRES	-
4. EXPAND AND RENOVATE EXISTING TERMINAL BUILDING	-	-	6.30 ACRES	-
5. TAXIWAY 'E' REMOVAL	-	-	-	-
5A. CONSTRUCT NEW TAXIWAY 'E' ALTERNATIVE 1 (PREFERRED)	6.6 ACRES	2.9 ACRES	-	-
5B. CONSTRUCT NEW TAXIWAY 'E' ALTERNATIVE 2	6.3 ACRES	2.9 ACRES	-	-
6A. PAVE TRANSIENT TIE DOWN ALTERNATIVE 1	-	5.7 ACRES	-	-
6B. PAVE TRANSIENT TIE DOWN ALTERNATIVE 2 (PREFERRED)	-	4.1 ACRES	-	-
7A. SOUTHEAST RAMP EXPANSION ALTERNATIVE 1	-	-	-	-
7B. SOUTHEAST RAMP EXPANSION ALTERNATIVE 2 (PREFERRED)	-	0.3 ACRES	-	-
8. SOUTHWEST RAMP EXPANSION	-	-	-	0.4 ACRES
9. CONSTRUCT NEW BOX HANGAR	0.4 ACRES	-	-	-
TOTAL (WITH PREFERRED ALTERNATIVES)	84.6 ACRES	21.4 ACRES	11.4 ACRES	4.7 ACRES

1. RUNWAY 6/24 SIDE SAFETY AREAS AND REGRADE SIDE RSAs

2. REHABILITATE RUNWAY 15/33 AND REGRADE SIDE RSAs

3. CONSTRUCT CONCRETE FUEL PAD AT EXISTING FUEL FARM

4. EXPAND AND RENOVATE EXISTING TERMINAL BUILDING

5. REMOVE EXISTING TAXIWAY 'E' AND CONSTRUCT NEW TAXIWAY 'E'

6. PAVE TRANSIENT TIE DOWN AREA

7. SOUTHEAST RAMP EXPANSION

8. SOUTHWEST RAMP EXPANSION

9. CONSTRUCT NEW BOX HANGAR