

Barnstable Municipal Airport Final Environmental Impact Report (Excerpt Summary) Airport Overall Master Plan

INTRODUCTION

This Final Environmental Impact Report (FEIR) addresses potential impacts associated with potential future development of the Barnstable Municipal Airport (the Airport) in Hyannis (Barnstable), Massachusetts, as detailed in the Barnstable Municipal Airport Draft Master Plan (Master Plan) and Draft Environmental Impact Report (DEIR). The FEIR provides additional detail regarding the project in response to the Executive Office of Energy and Environmental Affairs (EEA) Certificate on the DEIR, and comments received by others. The Master Plan will be finalized following the completion of Cape Cod Commission (CCC) and Massachusetts Environmental Policy Act (MEPA) review.

The Master Plan represents the overall potential for development at the Airport over the next 10-12 years to meet potential growth and infrastructure demands, and was developed at the request of the Barnstable Town Council and in support of a future Development Agreement between the Barnstable Municipal Airport Commission (BMAC) and the CCC. It is possible that not all of the improvements proposed in the Master Plan will be undertaken; however, by considering the maximum, or buildout potential, it is possible to identify the potential impacts to environmental resources and to plan appropriate mitigation measures.

The potential projects presented in the Master Plan were determined to require the preparation of an Environmental Impact Report (EIR) as the proposed development requires State Agency Action, will create 10 or more acres of impervious area, and will require a Sewer Extension Permit from the Massachusetts Department of Environmental Protection (DEP). In accordance with the MEPA regulations at 310 CMR 11.00, initial review of the Master Plan commenced with submittal of an Environmental Notification Form (ENF) in August 2010, and subsequent DEIR dated April 27, 2012. The DEIR described the development of up to 210,000 square feet (s.f.) of general aviation and corporate hangars at the Airport, and various improvements to the taxiways and apron areas of the airfield. The airfield improvements are designed to alleviate peak season congestion along the North Ramp taxiway, meet existing demand for aircraft parking, and improve airfield safety. Impacts associated with these improvements will be mitigated, to the extent practicable, through the implementation of performance standards designed to meet or exceed guidelines established in local, regional, and state regulations, including:

- Energy efficient design standards for new construction;
- Installation of on-site renewable energy;
- Stringent standards for on-site management of stormwater; and
- Installation of municipal sewer to proposed facilities and conversion of existing septic systems to municipal sewer.

The proposed improvements would increase the safety of airfield operations and provide opportunities for private commercial development of facilities designed to be consistent with local and state planning and regulatory requirements. Benefits associated with completion of the proposed improvements include financial benefits in the form of lease revenue and tax income at the municipal level, the creation of jobs during development and construction, and long term employment opportunities associated with the new businesses. Additional financial benefits will be realized in the local community through increased purchase and sales of aviation service commodities, including aviation fuel and use of ground transportation, and the creation of employment opportunities to fulfill these needs.

Project Summary

This FEIR assumes the completion of the terminal improvement project, which includes the recently completed construction of a new terminal building, air traffic control tower (ATCT), access roads, apron areas, parking areas, and various airfield improvements. The terminal improvement project was previously evaluated under EEA Number 12267 and was found to adequately and properly comply with MEPA and its implementing regulations per a Certificate on the FEIR dated July 2, 2004.

The April 27, 2012 DEIR included an alternatives analysis evaluating proposed improvements in consideration of the desired improvements to the Airport's infrastructure. The following alternatives were considered:

- Alternative 1 – Provide up to 210,000 s.f. of additional corporate and general aviation hangars on the East and North Ramp; and leasing of the former Mildred's Restaurant site;
- Alternative 2 – Provide additional general aviation hangars in locations within the Airport other than the East Ramp or North Ramp;
- Alternative 3 – Provide additional corporate jet hangars only;
- Alternative 4 (Offsite Alternative) – Provide additional hangar space at a location other than the Airport; and
- Alternative 5 – No Action Alternative.

The April 27, 2012 DEIR identified Alternative 1 as the preferred alternative, as it met the growth and infrastructure improvements identified by the BMAC. As addressed in the June 15, 2012 Certificate of the Secretary of Energy and Environmental Affairs on the DEIR, the DEIR was found to adequately comply with MEPA requirements, and sufficiently demonstrates that Alternative 1 will avoid, minimize, and/or mitigate Damage to the Environment while balancing the overall goals of the Master Plan.

Potential improvements identified under the preferred alternative evaluated in the DEIR include:

- Construction of general aviation and corporate hangars, or modification of existing facilities, resulting in up to 175,000 s.f. of additional hangar space at the East Ramp;
- Construction of up to 35,000 s.f. of additional hangar space at the North Ramp;
- Expansion of the East Ramp apron to facilitate general aviation aircraft parking;
- Expansion of the North Ramp apron; and
- The leasing of the former Mildred's Restaurant site.

Section 8.0 of the FEIR provides details on siting photovoltaic (PV) arrays on the roofs of proposed hangar facilities. The Airport is also currently working with the Cape and Vineyard Electric Cooperative (CVEC) to evaluate the possibility of installing up to 5 megawatts (MW) of ground mounted solar arrays on available Airport property. Given that this project is only a possibility at this point, the associated potential environmental impacts and expected benefits are not evaluated in this FEIR. If completed, the 5MW installation would offset greenhouse gas emissions associated with the Master Plan buildout, and meet planning goals for on-site renewable power generation. During preliminary design and conceptual siting of the solar arrays, the Airport will contact MEPA to determine if a Notice of Project Change (NPC) in accordance with 310 CMR 11.10(1), is necessary. The Airport will also, when appropriate, work through permitting with the other appropriate regulatory agencies, including the Federal Aviation Administration (FAA), the Massachusetts Department of Transportation (MassDOT) – Aeronautics Division, CCC, and Town of Barnstable.

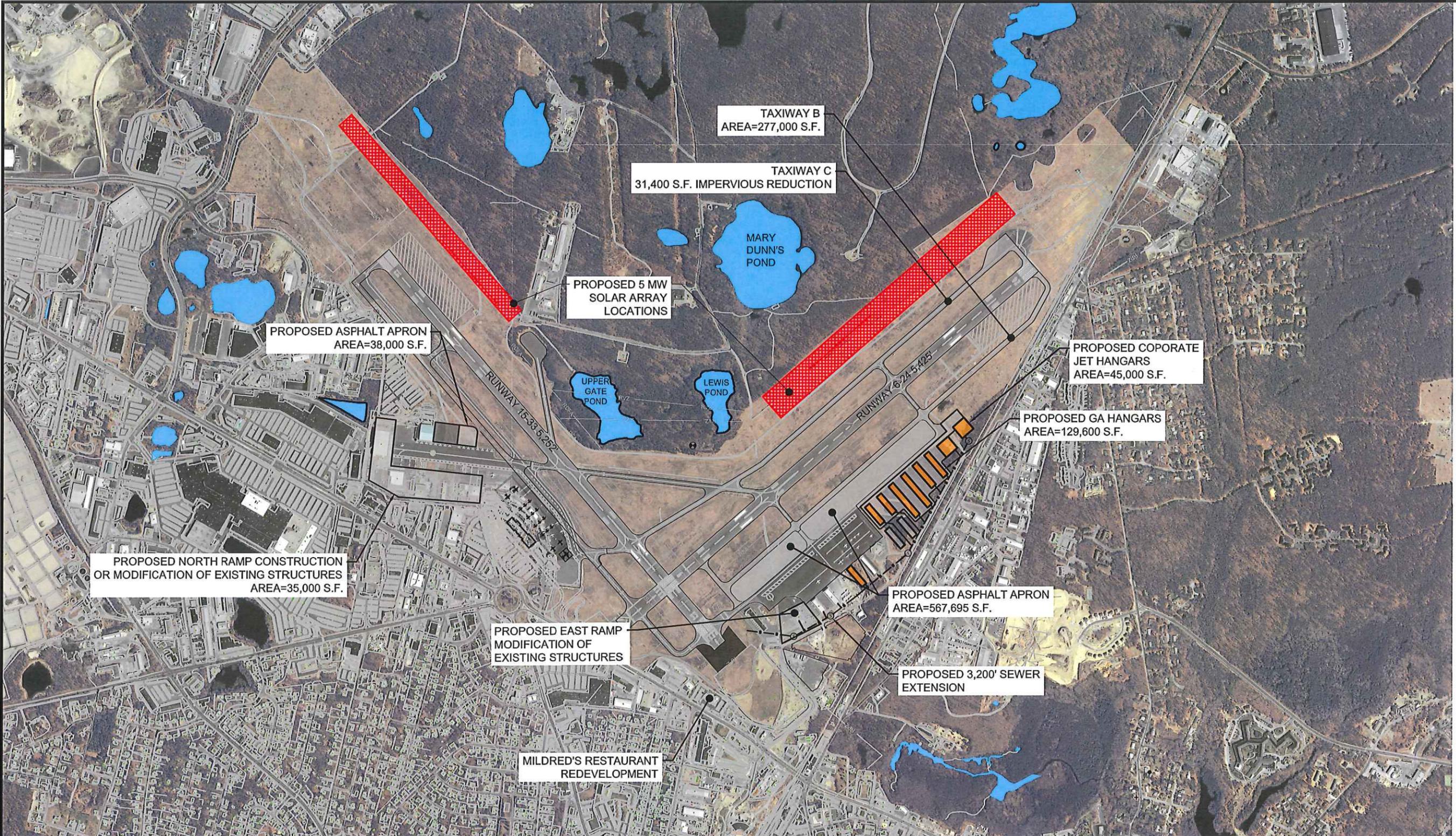
Relocation and extension of Taxiway B was subject to previous MEPA review under EEA Number 12267 and was found to adequately and properly comply with MEPA and its implementing regulations per a Certificate on the FEIR dated July 2, 2004. Taxiway C improvements are limited to minor realignment at the end of Runway 24 and resurfacing of existing pavement, and will result in a 31,400 s.f. reduction in impervious cover.

Findings

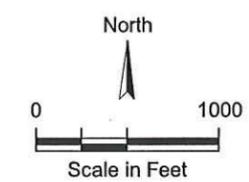
The Secretary of Energy and Environmental Affairs, in its Certificate dated October 26, 2012, deemed that the FEIR project "...adequately and properly complies with the Massachusetts Environmental Policy Act (G.L. c. 30, ss. 61-62I) and with its implementing regulations (301 CMR 11.00).

The Airport is now working with the Town of Barnstable and the Cape Cod Commission on completing a Development Agreement for the above preferred projects.

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Note: Existing conditions locations and topography from Town of Barnstable GIS. Proposed conditions from Jacobs, Ultimate Airport Plan, dated November 2008. Proposed locations and footprints conceptual and subject to change during final design.



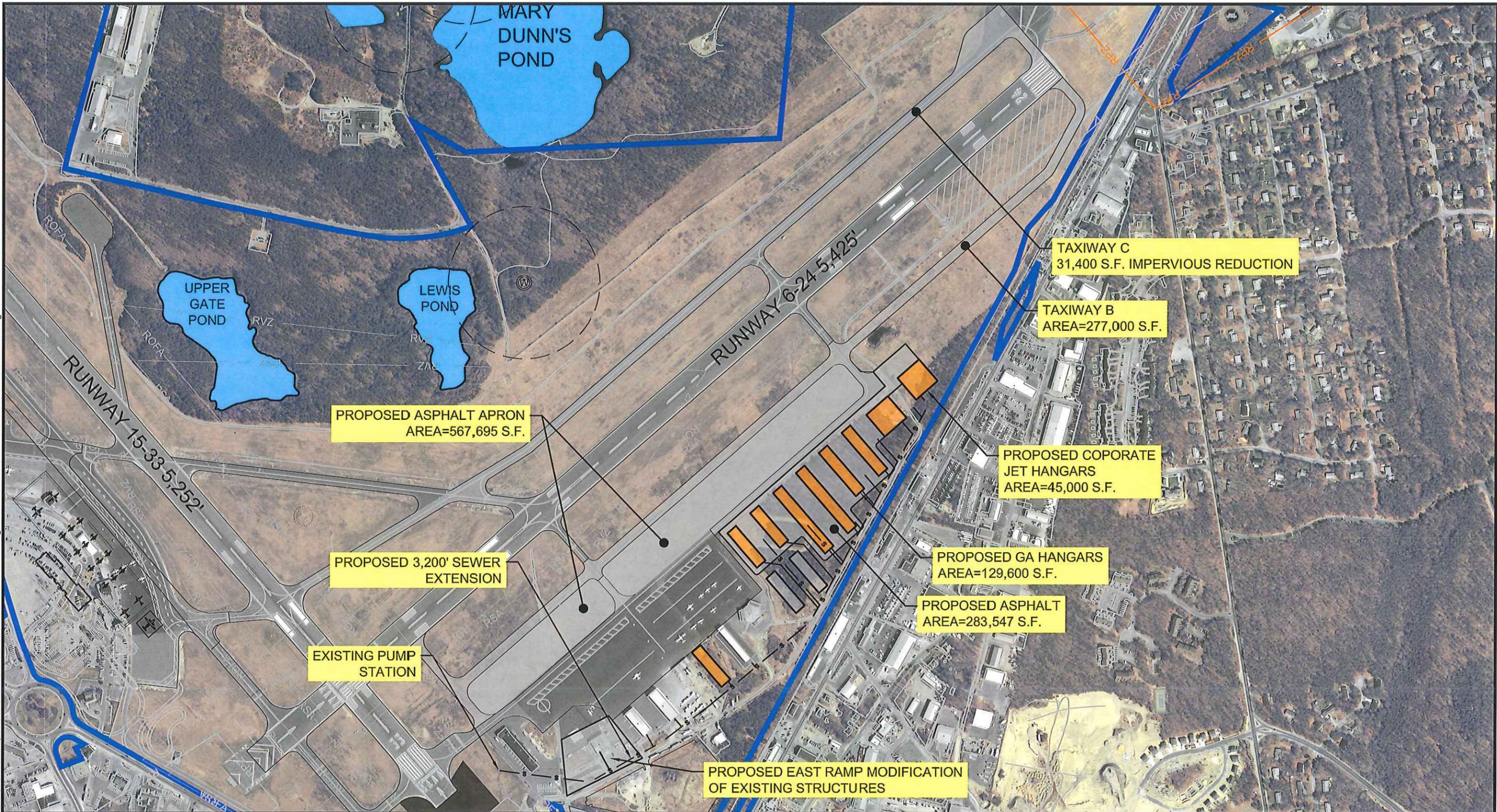
Applicant:
BARNSTABLE MUNICIPAL AIRPORT
 480 Barnstable Road
 Hyannis, MA 02601

Horsley Witten Group
 90 Route 6A
 Sandwich, MA 02563

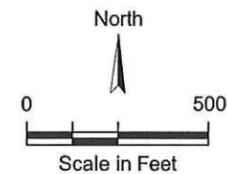
Proposed Improvements
 Barnstable Municipal Airport
 Hyannis, MA

SEPTEMBER 2012 Figure 6

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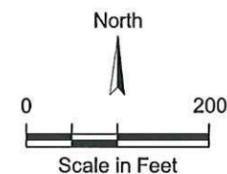
**East Ramp Improvements
 Barnstable Municipal Airport
 Hyannis, MA**

August 2012 Figure 8

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**North Ramp Improvements
 Barnstable Municipal Airport
 Hyannis, MA**

August 2012 Figure 7