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## Martha's Vineyard Commission

### DRI # 624 Katama Airfield Hangar

#### MVC Staff Report – 2010-07-15

## 1. DESCRIPTION

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- 1.1 Applicant:** Town of Edgartown; Mike Creato (Katama Airfield Manager); Jane Varkonda (Conservation Commission)
- 1.2 Project Location:** Map Lot (acres)
- 1.3 Proposal:** To replace a 2,650 sf (50' X 53') footprint hangar with a 6,000 sf (60' X 100') footprint hangar at the Katama Airfield.
- 1.4 Zoning:**
- 1.5 Local Permits:**
- 1.6 Surrounding Land Uses:** Sand Plain Meadows and rural residential.
- 1.7 Project History:**
- The Airfield has been around since 1924. Curtis and Wright had a flying school as early as 1928. Mike Creato's grandfather built the main hangar in 1945 out of scraps left over from the hurricane of 1944. It has a footprint of 2,650 sf (50' X 53').
  - The smaller hangar with a footprint of 1,200 sf (30' X 40') was moved to the airfield in 1950 from the Edgartown Great Pond.
  - Mike Creato said that the hangar is built mostly from parts left from the hurricane of '44 that Curtis Wright had owned.
- 1.8 Project Summary:**
- To replace a 2,650 sf (50' X 53') footprint hangar with a 6,000 sf (60' X 100') footprint hangar at the Katama Airfield.
  - The existing hangar is built mostly from parts left from the hurricane of '44 that Curtis Wright had owned. The parts are worn through and rain gets in.
  - The current agreement with the Nature Conservancy (TNC) says there can be no increase in footprints.
  - The Town has offered to convert 7,200 square feet of the Airfield into conservation land and add the 56-acre Nickerson parcel to the Conservation Restriction in order to be allowed this 3,350 square foot increase in hangar footprint.
  - The hangar would be corrugated siding to look like a vintage 1940 or 1950's hangar.
  - The airfield is leased by the Town to an operator, in this case Mike Creato. He manages the operation of the airfield and he leases the operation of the restaurant to someone else.

## 2. ADMINISTRATIVE SUMMARY

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- 2.1 DRI Referral:** Building Inspector; June 9, 2010
- 2.2 DRI Trigger:** 7.1a
- 2.3 Pre-Application meeting with staff:** May 13, 2010
- 2.4 LUPC:** May 24, 2010

- 2.5 **Site visits:** July 15, 2010
- 2.6 **Public Hearing:** July 15, 2010

### 3. **PLANNING CONCERNS**

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#### 3.1 **Some Key Issues**

- **Character:** Will the increased height and footprint have an impact on the streetcape.
- **Conservation Restriction:** The Conservation Restriction agreement with the Nature Conservancy does not allow any increase in the footprints of buildings.

#### 3.2 **Environment**

- **Vegetation:**
- **Habitat:** NHESP has determined that the project would not result in a “take” of rare species. The applicants have said that the NHESP assists the town with the ecological management of the airfield.
- **Landscaping:**
- **Open Space:** The Department of Conservation Services and The Nature Conservancy helped the town purchase the property in the 1980’s.
  - The town has offered to convert 7,200 square feet of the airfield into conservation land and add the 56-acre Nickerson parcel to the Conservation Restriction in order to be allowed this 3,350 square foot increase in hangar footprint.
  - The State has apparently rejected the proposal.
- **Lighting:**
- **Noise:**
- **Energy/Sustainability:**
- **Wastewater / Stormwater:**
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#### 3.3 **Transportation**

- **Traffic Summary:** The LUPC waived the traffic study.

#### 3.4 **Affordable Housing**

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#### 3.5 **Economic Impact**

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#### 3.6 **Scenic Values**

- **Streetscape:**
- **Building Massing:**
- **Architectural Detailing:**
- **A.D.A. Accessibility**

#### 3.7 **Local Impact/Abutters**

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### 4. **CORRESPONDENCE**

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#### 4.1 **Town Officials:**

#### 4.2 **Island Organizations:**

#### 4.3 **Public:**