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Minutes of the Commission Meeting Held on May 12, 2005

In the Olde Stone Building
33 New York Avenue, Oak Bluffs, MA

IN ATTENDANCE

Commissioners: (P = Present; A = Appointed; E = Elected)

P James Athearn (E – Edgartown)	P Ned Orleans (A – Tisbury)
P John Best (E – Tisbury)	P Megan Ottens-Sargent (E – Aquinnah)
P John Breckenridge (A – Oak Bluffs)	P Deborah Pigeon (E – Oak Bluffs)
P Christina Brown (E - Edgartown)	P Jim Powell (A – West Tisbury)
P Carlene Condon (A – Edgartown)	P Doug Sederholm (E – Chilmark)
P Mimi Davisson (E – Oak Bluffs)	P Linda Sibley (E – West Tisbury)
P Chris Murphy (A – Chilmark)	P Paul Strauss (A – Dukes County)
P Katherine Newman (A – Aquinnah)	P Andrew Woodruff (E – West Tisbury)

Staff: Mark London (Executive Director), Bill Veno (Senior Planner), Paul Foley (DRI Coordinator), Srinivas Sattoor (Traffic Consultant), Christine Flynn (Affordable Housing & Economic Planner)

1. JIM ROGERS AIRPORT HANGAR – DRI No. 586 – PUBLIC HEARING

Commissioners Present: J. Athearn, J. Best, J. Breckenridge, C. Brown, M. Davisson, C. Murphy, K. Newman, N. Orleans, M. Ottens-Sargent, D. Pigeon, J. Powell, D. Sederholm, L. Sibley, P. Strauss, A. Woodruff

For the Applicant: Jim Rogers, Bill Weibrecht

1.1 Continuation of Public Hearing

Christina Brown explained that the Commission received correspondence from Bill Weibrecht indicating airport representatives met with Ken Martin of the Vineyard Tennis Center. The correspondence stated they had reached general agreement on a number of outstanding issues:

- *The closest distance between the Vineyard Tennis Center (VTC) lot line is 26 feet. This minimum dimension occurs only along the northeastern wall for approximately 45 feet, and sets the hangar approximately 6 feet inside the existing airport security fence.*
- *Adequate space is available for transplanting of mature indigenous species to serve as a buffer between the properties.*
- *The airport will require a planting plan to be submitted by the proponent, Jim Rogers, and will accept comment by the VTC prior to finalization and approval by the Airport.*
- *The Airport security fence will be relocated to allow for additional buffer plantings, without compromising security.*

- A limited amount of existing mature growth within the development area will be maintained to provide additional visual buffering where feasible.
- The Martha's Vineyard Airport will require within the master lease agreement with the proponent, that all sub-tenant agreements shall include appropriate language to notify and ensure that individual unit owners/ aircraft operators are compelled to, whenever possible, minimize noise and air quality impacts in the vicinity of the hangars.
- Specific language to address this issue will include requirements to use reduced engine power for taxi operations, and reduce engine cooling and warm up periods while in the vicinity of the hangar(s). Further, high-power engine tune-ups will be prohibited in the hangar area.

Bill Weibrecht's letter also requested that the Commission consider T-hangar lot "G" in its deliberations to avoid confusion regarding the applicability of a future referral for a similar project.

Christina Brown closed the public hearing.

2. JIM ROGERS AIRPORT HANGAR – DRI No. 586 – DELIBERATION & DECISION

Commissioners Present: J. Athearn, J. Best, J. Breckenridge, C. Brown, M. Davisson, C. Murphy, K. Newman, N. Orleans, M. Ottens-Sargent, D. Pigeon, J. Powell, D. Sederholm, L. Sibley, P. Strauss, A. Woodruff

For the Applicant: Jim Rogers, Bill Weibrecht

Doug Sederholm moved and it was duly seconded that the Commission waive the referral to LUPC for recommendation and proceed directly to consideration of the project. A voice vote was taken. In favor: 14. Opposed: 0. Abstentions: 1. The motion passed.

Christina Brown moved and it was duly seconded to approve the application with conditions.

Christina Brown explained that she made the motion to approve because the hangar is an asset to the airport and to the community-at-large for the space and mechanical work it provides.

Linda Sibley noted that the Commission can't consider at this time future T-hangar "G" because the request wasn't part of the public notice.

Christina Brown moved approval of a list of conditions prepared by LUPC.

There was a discussion of the first condition.

Condition 1: The Commission requires that a more detailed planting plan be submitted to the LUPC for review and approval indicating existing growth that will be maintained and showing mature plants that will be used as a buffer between the Hangar and Vineyard Tennis

Condition 1 was approved by consensus (show of hands).

There was a discussion of Condition 3 limiting noise and air quality impacts.

Condition 3: The Commission requires that all sub-tenant leases shall include appropriate language to notify and ensure that individual unit owners/aircraft operators are compelled to, whenever possible, minimize noise and air quality impacts in the vicinity of the hangars. Specific language to address this issue shall include requirements to use reduced engine power for taxi operations, and reduce engine cooling and warm up periods while in the vicinity of the hangars. Further, high-power engine run-ups will be prohibited in the hangar area.

- **Christina Brown** noted that the Commission is directing the applicant to include statements in his lease with subtenants that will have to be consistent with the requirements of the airport.
 - The above condition will be satisfied when the lease agreement is submitted to the Commission.
 - The Commission will not be responsible for monitoring or enforcing noise compliance; the condition states that those statements must be in the agreement with subtenants and approved by the airport.
- **Chris Murphy** commented the language seems like a lot of verbiage to reinforce something that's already in place.
- **Linda Sibley** said the Commission needed to clarify the language of the letter.
- **Chris Murphy** questioned why the Commission needed to get involved in a tenant-landlord issue.

Condition 3 was approved by consensus (show of hands).

There was a discussion of the location of the fencing near the boundary.

- **John Breckenridge** asked about the split rail fence and the Vineyard Tennis Center parking area; he asked whether the landscape plan should be amended to clarify the parking area boundaries.
- **Chris Murphy** asked how the parking area boundary is an issue for the Commission.
- **Christina Brown** responded that if the boundary has to do with the parking plan it might be a Commission issue.

Christina Brown moved and it was duly seconded that the fencing shown on the original plan may be moved.

- **Christina Brown** clarified that the property line is farther from the hangar than the fence. The applicant will try to depict accurate property lines and fences on the plan.

The condition on fencing was approved by consensus.

The other conditions as recommended by LUPC were approved by consensus.

Mimi Davisson asked whether the statement that the hangar is a benefit would be included in the final decision; she said she felt 'benefit' to the community was a bit of an overstatement.

Christina Brown responded that the 'benefit' statement is boilerplate language since that comes from Chapter 831.

John Best asked about incorporating T-Hangar lot "G" into this decision. **Linda Sibley** responded that because it wasn't part of the original application, it can't be considered in this decision.

A voice vote was taken on the motion to approve the application with conditions as modified. In favor: J. Athearn, J. Best, C. Brown, J. Breckenridge, M. Davisson, C. Murphy, M. Ottens-Sargent, D. Pigeon, J. Powell, D. Sederholm, L. Sibley, P. Strauss, A. Woodruff. Opposed: None. Abstentions: K. Newman, N. Orleans. The motion carried.

2. AIRPORT MASTER PLAN PRESENTATION

Presenter: Bill Weibrecht, Airport Manager, Sean Flynn, Acting Airport Manager

Linda Sibley said she was part of Airport Commission when Mr. Weibrecht was hired and she is sorry that he is leaving; she said he was one of the best hires she was ever a part of.

Bill Weibrecht said it's important to note that he has done nothing alone. He said that a solid Airport Master Plan is the best legacy he can leave. After showing a 1944 photograph of the original Navy Air Station, he outlined the process of developing the Master Plan, pointing out that the airport is probably the most studied square mile on the Island.

- The airport went through a five-year planning effort with a public advisory team developing Phase I and II. Phase I focused on developing an inventory of issues and definition of the facts. Phase II included a plan for improvement and growth while resolving issues of noise, air quality and water quality. This process has become the cookie cutter for other airports.
- In 2002, there was a public review of issues of noise, air and water quality.
- The FAA approves the master plan examining the justifications and the plan; the FAA also approves the airport layout plan.
- The capital improvement plan addresses all development at the airport, including the much-debated jail/supermarket, which would be a high traffic and water generator.
- The Environmental Impact Report addresses 13 different impact areas; in Jan. 2005, the Commonwealth's Environmental Secretary issued a certificate as a planning tool for 2012.
- The Master Plan lists 14 projects: the plan calls for \$5 million with \$850,000 for planning and \$23 million in total improvements that would come from in-house revenues.

Megan Ottens-Sargent asked whether the airport has to conform to town zoning requirements. She asked whether the jail project was attractive because it would have less impact than a supermarket.

Bill Weibrecht explained that non-aviation projects help the airport with revenue.

- The 423 airports with commercial lines are held to a higher standard, particularly because airports apply for national funding.
- The FAA approves any non-aviation project for revenue for airport improvements.

Megan Ottens-Sargent asked whether the fourteen projects would produce revenue. **Bill Weibrecht** responded that most of them would.

- Some of the projects are for airport use.
- Anything non-aviation has to produce revenue; that's how bonds are funded.

- Massachusetts Aeronautics Commission conducts the oversight and regulation of non-MassPort airports; it issues bonds etc., for construction, and plays a supplemental role for aviation. MAC administered the bond for the terminal project.

Bill Weibrecht outlined some of the Master Plan projects.

- Taxiway Alpha is the oldest pavement on the site and will be redesigned and rebuilt to FAA standards.
- The southeast runway needs an additional ramp for longer and larger planes; the project is planned for Fall 2005.
- The Airport will be rehabbing existing pavement and updating the groundwater protection system.
- The Airport will be rehabbing the car rental area with a quick-turn facility and will be building a cold storage area. A gravel access road will be built from the business park side. The Airport will be developing a joint transportation facility with bus, car rental and park and ride, with an overflow parking lot.
- The jail building is a possibility.
- The Airport will be developing additional parking areas without interfering with the sacrosanct meadow in front of the airport.
- The Airport will be planning a joint purpose building for airport rescue and firefighting and passenger handling space. The current building was built in the 1940s. The increase in transient aircraft requires more space and services. The existing general aviation building will be maintained; TSA and catering need more space.
- The Airport plans tree obstruction removal on Runway 6. Diseased pines will be removed and replanted with grasslands. Across the street, selective cutting will take place to create scrub area.
- The Airport will be constructing an underground storage tank and pumping fire system. They plan to buy water from Oak Bluffs and will no longer rely on wells. Edgartown might be a back-up resource or wells could be. There are no water issues at this point in terms of anticipated growth
- There is also a need for large aircraft storage and UPS / FedEx sites.

Megan Ottens-Sargent asked about limitations on freight at the airport. **Bill Weibrecht** responded that types and times of planes are limited.

- A Boeing 727 at the airport is nearly unthinkable.
- All freight is packaged, not containerized, in part because the airport's infrastructure cannot handle on a frequent basis the large aircraft used for shipping.

Ned Orleans asked whether an economic analysis had been done as part of the Master Plan.

Bill Weibrecht replied that he would be presenting the economic analysis later in the presentation.

Mimi Davisson asked where the public access roads are in the plan. **Bill Weibrecht** explained that:

- There is the terminal road and two roads into the business park.
- The Master Plan does not anticipate additional public access roads.
- An in-house road is part of the plan for the future.

Jim Athearn asked about night lighting. **Bill Weibrecht** replied that the Airport will encourage motion lighting and down-lighting, keeping in mind that the parking lot requires public safety.

Andrew Woodruff said halo lighting seems to be going on later at night. **Bill Weibrecht** replied that the lights that stay on do so for a reason; the Airport will continue to address lighting and traffic at the entrance area.

John Best asked whether the airport would continue supporting the bike path. **Bill Weibrecht** replied that the Airport very much encourages bike use.

Mark London asked about the turning lane onto the airport entrance. **Bill Weibrecht** replied that it is the Airport's intent to improve traffic at the intersection and on the driveway.

Andrew Woodruff asked whether more black would be added to the fence. **Bill Weibrecht** replied that they put in as much as they could afford. He added that they would leave buffers where they can.

Megan Ottens-Sargent asked if the fencing was related to Homeland Security. **Bill Weibrecht** responded that it wasn't.

Doug Sederholm asked about tree removal. **Bill Weibrecht** responded that tree removal is to meet obstruction requirements and lighting. Lights are on timers tripped by planes.

Megan Ottens-Sargent asked about drinking water. **Bill Weibrecht** said the Airport had a failing well and contamination was suspected. The wells might be used for fire fighting and a fire training facility.

Linda Sibley asked about the northeast and northwest quadrants. **Bill Weibrecht** explained that the quadrants are empty on the plan and are saved for aviation.

Mark London asked if there were additional potential non-aviation uses at Hot Tin Roof area. **Bill Weibrecht** explained that there is 15 – 20 % more non-aviation use than aviation. A limitation to non-aviation use is the 200-foot buffer to the West Tisbury Road. The airport feels that it is important to keep extended buffers.

Mimi Davisson asked whether each of the fourteen projects has to go through a public hearing process and what would trigger a re-approval by the state/federal agencies of the Master Plan.

Bill Weibrecht replied.

- Some of the projects have development agreements and there is a hearing process for aviation projects.
- Re-approval would be triggered primarily by a design criteria change, for instance a change in a runway or a specialized change. Assumptions can be changed by the FAA. He added that part of the capital improvement plan is to redo master plan.

Megan Ottens-Sargent asked about the size of the ramp. **Bill Weibrecht** said it is 600 feet long and 250 feet deep.

Doug Sederholm asked how Martha's Vineyard's general aviation numbers compare to Nantucket's. **Bill Weibrecht** replied.

- He gave some travel statistics including total airport passenger counts for 1999:

- Atlanta - 78 million,
- Logan - 27 million,
- Manchester 2.6 million,
- Martha's Vineyard 153,000 commercial passengers.
- Steamship Authority numbers show 85% of traffic coming by ferry and 5% by plane
- Other figures show 50% by ferry, 38% by plane and 12.5% by private boat
- Nantucket is the second busiest airport in Massachusetts; some days in the summer the total number of planes through Nantucket is more than that of Logan.
- Martha's Vineyard Airport's commercial traffic is highly seasonal; 60% of passengers come through the airport in July, August, and September, which places a high demand on terminal facilities.
- All Martha's Vineyard Airport operations fall into Air Taxi designation with aircraft of less than 60 seats.

Bill Weibrecht outlined the factors in the air carrier enplanement projections.

- The Master Plan projected growth lines of 8.5% from 1999.
- The Master Plan shows rapid growth continuing for five years and stabilizing in 2005. Planners made their best estimate through 2020 but there is no sure way of projecting.
- The numbers are constantly under review.
- Once the economy restabilizes and fuel prices come down, growth will jump again.
- The important focus is on terminal needs and baggage and administering space.
- The Terminal space can handle passengers.

John Breckenridge asked about growth projections in the Master Plan.

- **Bill Weibrecht** reported that passenger enplanements are showing a decline but there is growth in other areas.
- General aviation has remained steady and grown. The Airport doesn't use head counts for general aviation so they looked at operations.

John Best asked if projections were done before higher fuel costs. **Bill Weibrecht** said fuel prices and security regulations will have an effect, especially on single engine plane operations, but technology is helping planes become more efficient. He explained that revenue doesn't necessarily come from general aviation.

Mimi Davisson asked what percent of the passengers are general versus commercial aviation and how the plans play out general versus commercial. **Bill Weibrecht** said that the majority of passengers are commercial. Plans for the future favor general aviation.

Sean Flynn, Acting Manager of the Airport, spoke about generic growth and noise issues. The Airport has a voluntary noise abatement program that includes limiting traffic between 10 p.m. and 6 a.m.; limiting service hours the airport; publishing best altitudes, and navigation aids. He noted that the noise abatement plan, master plan draft and final environmental impact report are all on the Airport's website.

Linda Sibley thanked the Airport representatives for their presentation.

3. OTHER BUSINESS

3.1 Personnel Policy

Mark London explained that the draft of the personnel policy, which includes a final review by Jennie Greene, would be sent to counsel.

Christina Brown commented on jury duty requirements; it was the consensus of Commissioners that staff should be paid for the duration of jury duty; what had been included in the personnel policy was the state requirement.

3.2 Energy Plan

Bill Veno distributed a summary of the energy plan being prepared for the Island that was presented at the previous month's Forum.

3.3 DRI Tour

Christina Brown reported that the DRI tour is Saturday, May 14th, 9:30 to 12:30. **Linda Sibley** said she was impressed by the extent of the itinerary and suggested that a microphone be used on the bus if possible.

The meeting adjourned at 10:10 p.m.

Linda B. Sibley
Chairman

2/2/2006
Date

William J. Deans
Clerk-Treasurer

Feb. 2, 2006
Date