

## Environmental Justice Screening Form

Project Name	Beverly Regional Airport Reconstruct and Extend Runway 16-34 and Construct New Taxiway E Project
Anticipated Date of MEPA Filing	February 17, 2026
Proponent Name	Beverly Regional Airport (BVY or Airport)
Contact Information (e.g., consultant)	Adrienne Dunk GZA GeoEnvironmental, Inc. 413-726-2144 <a href="mailto:Adrienne.dunk@gza.com">Adrienne.dunk@gza.com</a>
Public website for project or other physical location where project materials can be obtained (if available)	<a href="https://www.gza.com/beverly-regional-airport-reconstruct-and-extend-runway-16-34-and-construct-new-taxiway-e-project">https://www.gza.com/beverly-regional-airport-reconstruct-and-extend-runway-16-34-and-construct-new-taxiway-e-project</a>
Municipality and Zip Code for Project (if known)	Beverly (01915), Wenham (01984), and Danvers (01923)
Project Type* (list all that apply)	Airport
Is the project site within a mapped 100-year FEMA flood plain? Y/N/unknown	No
Estimated GHG emissions of conditioned spaces ( <a href="#">click here for GHG Estimation tool</a> )	Not Applicable – no conditioned spaces

### Project Description

<p>1. Provide a brief project description, including overall size of the project site and square footage of proposed buildings and structures if known.</p> <p>The Project includes reconstructing and extending Runway 16-34 and constructing a new Taxiway E from Taxiway G to the new end of Runway 16. This proposed construction requires the acquisition of an easement or ownership of one property at the Runway 16 end. These three efforts are collectively referenced as the Project.</p> <p><u>Runway 16-34 Reconstruction and Extension</u></p> <p>Runway 16-34 will undergo full depth reconstruction at its current width of 100 feet, and the current Runway Safety Areas (RSAs) will be paved, resulting in a 300-foot runway extension at each of the Runway 16 and 34 ends (for a total of a 600-foot extension). In addition, to comply with FAA C-II Runway Safety Area requirements to the extent practicable, approximately 550 feet by 400 feet of grassed area beyond the proposed 300 foot paved section at the Runway 16 end will be regraded. This activity will result in short-term ground disturbance and minor vegetation removal within the Project footprint. No long-term adverse impacts are anticipated once regrading is complete as the area will be stabilized and maintained as turf. Runway 16-34 will be regraded along the entirety of the new 5,601-foot length from elevation (El.) 107 feet above mean sea level (AMSL) at the Runway 16 end to El. 78 feet AMSL at the Runway 34 end. The stormwater management system along Runway 16-34 will be reconstructed to the west. Under the RDC B-II, the RSA requires stormwater management infrastructure to be 75 feet from the center line of the runway; however, with the transition to an RDC</p>
---

C-II, this distance has increased to 200 feet from the center line. As such, the new drainage system will be relocated to the west and will use a combination of catch basins to capture runoff from the runway, drainpipes, water-quality structures, and underground infiltration chambers. The paving of the Runway Safety Areas allows for the use of an additional 300 feet for take-off from both runway ends; however, it does not alter the landing length of the runways, does not change the Runway 16 displaced threshold, and does not change other associated approaches or thresholds.

The runway reconstruction will include taxiway spurs connecting to existing Taxiways B, C, G, and E as well as the intersection with Runway 9-27.

The Project will also include new runway edge lighting and signage, drainage changes, marking and grooving, and the installation of a new Precision Approach Path Indicator (PAPI) system at the Runway 34 end. The PAPI system will be located to the northwest of the intersection of Runways 34 and 27. At the Runway 16 end, the medium intensity approach lighting system (MALS) will be relocated beyond the runway extension.

#### Taxiway E Construction

Taxiway E will be constructed as a hot mix asphalt, 35-foot wide taxiway from Taxiway G/East Ramp northward to the new end of Runway 16. Grading and stormwater management infrastructure will be necessary to support this new taxiway as shown on Attachment B. Four spur taxiways will be constructed with a portion of Taxiway E connecting to the current end of Runway 34, Taxiway E5 connecting to the central portion of the runway, and Taxiways E6 and E7 connecting to the Runway 16 extension.

#### Property Acquisition

A small, approximately 0.2-acre, landlocked parcel along the north side of Runway 16 will also need to be acquired to facilitate the construction of Taxiway E. This parcel is in Beverly and the ownership is unknown. The Airport has been working with the City to identify an owner and conduct a detailed title search.

#### 2. List anticipated MEPA review thresholds (301 CMR 11.03) (if known)

- 301 CMR 11.3(1)(b)(2) Creation of five or more acres of impervious area;
- 301 CMR 11.03(6)(b)(3) Expansion of an existing runway at an airport; and
- 301 CMR 11.03(6)(b)(4) Construction of a new taxiway at an airport.

#### 2. List all anticipated state, local and federal permits needed for the project (if known)

- City of Beverly Order of Conditions
- Town of Wenham local Order of Conditions

- Identify EJ populations and characteristics (Minority, Income, English Isolation) within 5 miles of project site (can attach map identifying 5-mile radius from [EJ Maps Viewer](#) in lieu of narrative)

Within 5 miles of the project site, there are 50 EJ populations, one of which (Block Group 1, Census Tract 2171.02) is within a one-mile radius to the project site. These populations are shown on the attached map and are identified as follows:

- Income (14 tracts):
  - Block Group 1, Census Tract 2171.02

- Block Group 4, Census Tract 2151.02
- Block Group 1, Census Tract 2171.02
- Block Group 2, Census Tract 2171.01
- Block Group 2, Census Tract 2176.01
- Block Group 2, Census Tract 2174.01
- Block Group 3, Census Tract 2174.01
- Block Group 2, Census Tract 2174.02
- Block Group 2, Census Tract 2042
- Block Group 1, Census Tract 2111
- Block Group 2, Census Tract 2111
- Block Group 1, Census Tract 2043
- Block Group 2, Census Tract 2103.01
- Block Group 5, Census Tract 2042
- **Minority (22 tracts):**
  - Block Group 4, Census Tract 2151.01
  - Block Group 5, Census Tract 2173
  - Block Group 1, Census Tract 2173
  - Block Group 3, Census Tract 2173
  - Block Group 1, Census Tract 2045
  - Block Group 4, Census Tract 2046
  - Block Group 2, Census Tract 2046
  - Block Group 3, Census Tract 2047.02
  - Block Group 2, Census Tract 2047.02
  - Block Group 1, Census Tract 2109
  - Block Group 1, Census Tract 2108
  - Block Group 1, Census Tract 2106
  - Block Group 2, Census Tract 2104.01
  - Block Group 4, Census Tract 2103.02
  - Block Group 1, Census Tract 2103.02
  - Block Group 3, Census Tract 2042
  - Block Group 2, Census Tract 2042
  - Block Group 4, Census Tract 2042
  - Block Group 3, Census Tract 2041.01
  - Block Group 4, Census Tract 2047.02
  - Block Group 1, Census Tract 2047.01
  - Block Group 4, Census Tract 2107
- **Minority and Income (10 tracts):**
  - Block Group 3, Census Tract 2114.01
  - Block Group 1, Census Tract 2174.02
  - Block Group 2, Census Tract 2108
  - Block Group 2, Census Tract 2107
  - Block Group 3, Census Tract 2107
  - Block Group 1, Census Tract 2047.02
  - Block Group 4, Census Tract 2108
  - Block Group 1, Census Tract 2104.01
  - Block Group 2, Census Tract 2043
  - Block Group 1, Census Tract 2042
- **English Isolation (1 tract):**
  - Block Group 3, Census Tract 2044
- **Minority and English Isolation (2 tracts)**
  - Block Group 3, Census Tract 2108
  - Block Group 3, Census Tract 2047.01
- **Minority, Income, and English Isolation (1 tract):**
  - Block Group 3, Census Tract 2043

5. Identify any municipality or census tract meeting the definition of “vulnerable health EJ criteria” in the [DPH EJ Tool](#) located in whole or in part within a 1 mile radius of the project site

The City of Beverly meets the definition of vulnerable health EJ criteria for heart attack rates at the community level. No other vulnerable health criteria are exceeded in Beverly, Danvers, or Wenham at a community level, and no census tracts within one mile of the project site individually exceed a criterion measured at that level.

6. Identify potential short-term and long-term environmental and public health impacts that may affect EJ Populations and any anticipated mitigation

The Project is a safety enhancement project at an existing and operating airport and will not change the operational capacity or volume of Airport. As such, there are no long-term environmental or public health impacts that may affect EJ Populations.

In the short-term, there will be construction-phase impacts that may impact EJ populations related to noise, air quality, and traffic. These will be mitigated through adherence to applicable regulations and best management practices (BMPs) including the preparation of project-specific plans. While the access to the Project area is through an EJ population from Route 97, the work shall not be conducted to purposefully harm EJ populations over adjacent communities. Beyond accessing the site, construction, equipment staging, and debris and material handling will be contained to the Airport property.

7. Identify project benefits, including “Environmental Benefits” as defined in 301 CMR 11.02, that may improve environmental conditions or public health of the EJ population

The Project has been designed to comply with applicable environmental regulations and has avoided impacts to resources or limited impacts to the extent possible where avoidance is not possible to be protective of the environment. The Project alternative that preserves the existing airport envelope was selected to avoid alteration to the surrounding open space to the maximum extent practical while achieving the Project purpose. The project supports continued operations at the airport, which have a positive benefit on the overall economy within the surrounding municipalities.

8. Describe how the community can request a meeting to discuss the project, and how the community can request oral language interpretation services at the meeting. Specify how to request other accommodations, including meetings after business hours and at locations near public transportation.

Additional information, including a portal to submit comments or request information or a meeting are available on the Project website: <https://www.gza.com/beverly-regional-airport-reconstruct-and-extend-runway-16-34-and-construct-new-taxiway-e-project>

A public outreach meeting is planned at the Airport (50 LP Henderson Road, Beverly, MA 01915) at 5:30 PM on January 22, 2026.