



CAPE COD COMMISSION

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DATE: April 12, 2010

TO: Daniel W. Santos, Chairman
Barnstable Municipal Airport Commission

FROM: Cape Cod Commission

RE: Modification of a Development of Regional Impact

PROJECT APPLICANT: Barnstable Municipal Airport Commission
480 Barnstable Road
Hyannis, MA 02601

PROPERTY OWNER: Town of Barnstable, Massachusetts

PROJECT # ENF 20009 and DRI/EIR 06011

PROJECT: Barnstable Municipal Airport Improvements Project
Barnstable Municipal Airport
480 Barnstable Road
Hyannis, MA 02601

BOOK/PAGE: See Attached Exhibit A for recording information

LOT and PLAN:

MODIFICATION OF DEVELOPMENT OF REGIONAL IMPACT DECISION

Pursuant to Section 13 of the Cape Cod Commission *Enabling Regulations* (Revised December 2009), the Development of Regional Impact decision dated January 25, 2007 and modified on July 6, 2009 for the Barnstable Municipal Airport is hereby amended to accommodate the demolition of the existing Air Traffic Control Tower and the construction of a new Air Traffic Control Tower. All findings and conditions attached to the original decision and subsequent modifications continue to apply except as modified herein.



Minor Modification Type #2

On March 15, 2010 the Cape Cod Commission's Regulatory Committee determined that the proposal constitutes a Minor Modification Type #2 in accordance with the Commission's *Enabling Regulations*, and approved the decision on April 12, 2010.

The following findings shall be modified to read as follows (**bold type** indicates added text, deleted text is shown as struck out):

Community Character Findings

- CC1. For redevelopment projects, the RPP allows the expansion of buildings up to an individual footprint of 50,000 square feet without any requirement for full screening (MPS 6.2.5). The proposed airport building will have a building footprint of 28,000 square feet **and the proposed Air Traffic Control Tower (Tower) will have a building footprint of 608 square feet.** ~~and therefore,~~ as a redevelopment projects, full screening of the new airport terminal building **and the new Air Traffic Control Tower** is not required under MPS 6.2.5.
- CC2. MPS 6.2.5 also requires that the design of all structures that exceed a building footprint of 10,000 square feet incorporate variation into the massing, façade, and roof configuration in order to reduce the apparent mass of the building and "shall include a minimum of 10 feet of set-back or projection in the façade footprint for every 50 feet of façade length." The Commission's *Design Guidelines* (Technical Bulletin 96-001 - *Designing the Future to Honor the Past: Design Guidelines for Cape Cod*) also recommend a variety of additional design approaches that are aimed at guiding the mass and scale of development on the Cape and encouraging best practices in design. The building will serve as an important civic facility at a gateway to the Town of Barnstable. From a design perspective, the site is relatively open with limited urban context that does not provide a strong architectural character to reflect in the airport building's design. Both proposed designs incorporate a central vaulted roof over the center of the structure that was derived from local historic examples (particularly the airport and seaplane hangers at the Chatham Naval Air Station and Coonamessett-Falmouth airport), which is an appropriate design response given the absence of a well-defined character in the vicinity.

The Applicant is proposing two building designs, with both designs incorporating the central vaulted roof over the center of the structure with lower lying 'wings' on either side.

Design option A (as shown on the plan entitled "*Alternate Exterior Elevations*" by AECOM dated June 11, 2009) incorporates a raised shed roof on both 'wings' of the building.

Design option B (as shown on the plans entitled "*Exterior Elevations*" by AECOM dated June 11, 2009) removes the raised shed roof elements on the

building 'wings' shown in Design option A, however, the remainder of the design is the same as that proposed in Design option A.

Both designs are consistent with the Commission's standards and *Design Guidelines* as the building will incorporate variation in the roof lines, wall heights and façade line and include energy efficient design, pedestrian scaled features and a building mass that has been broken up into smaller sub-masses. Therefore, the Commission finds that both proposed designs are appropriate for a building of this type at the gateway to the Town of Barnstable and are also consistent with the requirements of MPS 6.2.5 and the Commission's *Design Guidelines*.

The Tower incorporates an arched/vaulted roof that mirrors the arched roof of the terminal design. The Tower has a building footprint of less than 10,000 sf and therefore does not have to meet the dimensional requirements of MPS 6.2.5. However, the simple building profile and variations in color and materials provide a unified and coherent design with the terminal building and is consistent with the Commission's *Design Guidelines*.

- CC3. In industrial parks or areas not visible from scenic or regional roadways or other distinctive areas, MPS 6.2.6 states that "the use of nontraditional materials and forms may be appropriate. In such areas, maintenance of adequate buffers on the subject property is required to ensure that the proposed development will not be visible from scenic or regional roadways such as Route 6A." The exterior materials proposed will be different, depending on which side of the terminal is being viewed. The "landside" elements (i.e. those visible from Route 28 and the rotary) are proposed to be jumbo brick (4"x12") with the departures hall consisting of glass and steel. The "airside" elements are proposed to be clad with predominantly metal panels and a CMU base, the passenger gate and lounge is again proposed to be glass and steel. The use of traditional materials on the "landside" of the building is consistent with the RPP standards and Design Guidelines. The use of non-traditional materials on the "airside" is also consistent with MPS 6.2.6 as those portions of the terminal are not visible from the regional roadways. Further, the proposed landscape plan entitled "*80% Planting Plan*," Figure 6-23, done by Brown, Richardson and Rowe, Landscape Architects & Planners, Plan Sheets L-1 to L-10, dated March 2006, as received by the Cape Cod Commission on August 4, 2006 provides adequate buffers on the subject property, given the constraints imposed by the existing site. Therefore, the Commission finds that the proposed materials are consistent with MPS 6.2.6.

While material choices for the Tower are limited by federal blast requirements, the Applicant endeavored to choose materials that match the material choices for the proposed terminal. The materials selected for the Tower are as follows: the lower base of the Tower will be brick, which matches the color and texture of the terminal brick; the upper shaft will be painted precast concrete with horizontal score lines rather than the metal of the terminal building but will be painted to match the color and "flat finish"

metal wall panels; and the upper catwalk, cab, and metal roof will be light “off white” color to match the terminal metal roof. The use of traditional materials (brick) for portions of the Tower is consistent with the RPP standards and Design Guidelines. In addition, because of the federal blast requirements and the nature of the use of the Tower, the use of non-traditional materials (concrete and metal) on the upper portions of the Tower are appropriate and will be screened from distant regional roadway viewpoints by the proposed airport landscaping. Therefore, the Commission finds that the proposed materials are consistent with MPS 6.2.6.

The following condition shall be modified to read as follows (bold type indicates added text, deleted text is shown as struck-out):

General Conditions

G1. The Commission hereby approves, with conditions, the development of the Barnstable Municipal Airport Improvements Project. Each of the Project subparts listed below will require issuance of a Preliminary and a Final Certificate of Compliance from the Cape Cod Commission as provided by condition G2.

1. Construction of a new access road connecting the terminal to Attucks Way,
2. Closing of the two existing Airport entrances from the Airport Rotary,
3. Construction of two new entrances – one on Route 28 (eastbound) and one on Route 132, across from Nightingale Lane,
4. Construction of a new passenger terminal for the Airport,
5. Construction of new paved parking areas for 801 cars immediately adjacent to the terminal (Figure 1-8 of DRI application),
6. Construction of remote grassed and paved parking lots along the new access road from Attucks Way, providing a total of 1,669 parking spaces,
7. Construction of a new apron/ramp adjacent to the new terminal,
8. Construction of a new, larger Airport-controlled fuel storage facility,
9. Relocation of Taxiway A along Runway 15-33 to comply with Federal Aviation Administration (FAA) separation criteria, and to improve aircraft safety, and
10. Relocation of Taxiway B along Runway 6-24 to comply with FAA separation criteria, and to improve aircraft safety-, and
- 11. Demolition of the existing Air Traffic Control Tower (Tower) and the construction of a new Tower.**

Construction of Project subparts 1, 2, and 3 as listed above shall be completed prior to the issuance of any Final Certificate by the Cape Cod Commission for the new terminal building (subpart 4) and prior to any Certificate of Use/Occupancy Permit by the Town of Barnstable for the new terminal building for the Airport.

G2. Prior to commencement of each subpart of “development” listed in condition G1 (subparts #1 – ~~11~~ 10), the Applicant shall obtain a Preliminary Certificate of Compliance from the Commission, which states that all conditions in this decision

pertaining to the relevant project subpart have been met. The Preliminary Certificate of Compliance shall be obtained by the Applicant prior to any "development" of that Project subpart as "development" is defined by the Cape Cod Commission Act. After the completion of each Project subpart of "development" listed in condition G1, the Applicant shall obtain a Final Certificate of Compliance from the Commission, which states that all conditions in this decision pertaining to the relevant Project subpart have been met.

- G8. No development work, as the term "development" is defined in the Act, shall be undertaken for **each Project subpart** the Project as described in condition G1 until all funding necessary to complete **the respective subpart** the Project has been secured. This shall be demonstrated by the following:

Prior to "development" as that term is defined by the Commission Act, and prior to issuance of a Building Permit by the Town of Barnstable for the terminal (subpart #4), the Applicant shall demonstrate to the Cape Cod Commission that funding for **subparts #1-#6** the Project is obligated for expenditure by the Airport Commission as evidenced through an appropriation by the Barnstable Town Council. The Applicant shall provide a copy of the certified Town Council minutes to both the Cape Cod Commission and Barnstable's Growth Management Department showing that said appropriation has been made prior to any "development," **being undertaken for Project subparts #1-#6** and prior to the Town's issuance of a Building Permit for the terminal (subpart #4).

Prior to "development" for each Project subpart #7- #10 and prior to the issuance of Building Permits by the Town of Barnstable for each individual Project subpart #7- #10, the Applicant shall provide proof of funding for each respective subpart to Commission staff for review and approval.

Prior to "development" and prior to the issuance of a Building Permit by the Town of Barnstable for the Tower (subpart #11), the Applicant shall provide a signed copy of the Federal Aviation Administration (FAA) Other Transaction Agreement, Supplement #1, and any subsequent Supplements to both the Cape Cod Commission and Barnstable's Growth Management Department showing that the FAA will provide all monies to be used for work pertaining to the Air Traffic Control Tower (subpart #11).

- G11. All work shall be constructed in a manner consistent with the following plans and other information:

- Plan entitled "*Proposed Design/Construction Packages, Construction of Barnstable Municipal Airport Terminal Building and Attucks Lane Extension, Hyannis, Massachusetts, dated July 10, 2006, by Edwards & Kelcey,*" received by the Commission as a PDF on January 19, 2007.

- Landscape plan entitled "*Landscape Plan, Barnstable Airport, Hyannis, Massachusetts,*" done by Brown, Richardson and Rowe, Inc. dated March 2006, hand colored, which shows the entire project layout on one large single roll of paper.
- Landscape plan entitled "*80% Planting Plan,*" Figure 6-23, done by Brown, Richardson and Rowe, Landscape Architects & Planners, Plan Sheets L-1 to L-10, dated March 2006, as received by the Cape Cod Commission on August 4, 2006.
- Exterior lighting information as described in Section 6.6 of the DRI application, Tables 6-2 and 6-3 of the DRI application, and as supplemented by September 5, 2006, September 6, 2006, September 7, 2006, and September 28, 2006 information received by the Commission from Horsley/Witten Inc.
- Terminal building design elements as shown and described by the plans entitled "*Exterior Elevations*" by AECOM dated June 11, 2009 or "*Alternate Exterior Elevations*" by AECOM dated June 11, 2009
- Stormwater management system 30% design concepts as described in Section 2.0 of the DRI application.
- Plan entitled "*Barnstable Municipal Airport Improvement Project, Hyannis, Massachusetts*" (which depicts the proposed location of the new Tower) by AECOM and Horsley Witten Group dated March 2, 2010. This plan is attached to this decision as Exhibit B and is incorporated by reference.
- Air Traffic Control Tower design elements as shown on the plans entitled "*3-D Rendering of Revised Air Traffic Control Tower*" and "*Revised Air Traffic Control Tower Design-Option F*" dated 3/9/10 and received as e-mails from Mark Nelson of the Horsley Witten Group.

Community Character Conditions

CC3. Prior to the issuance of a preliminary Certificate of Compliance for the Air Traffic Control Tower, the Applicant shall submit to Commission staff for review and approval, information on the final colors and materials to be used on the Tower.

SEE NEXT PAGE FOR SIGNATURE LINE

EXHIBIT "A"

PROPERTY ADDRESS: 480 Barnstable Road, Hyannis MA 02601.

REGISTERED PARCELS:

Inhabitants of the Town of Barnstable
Lot 6 on Land Court Plan 25266-C
Certificate of Title No. 32836

Town of Barnstable
"Land" shown on Land Court Plan 29160-A
Certificate of Title No. 160981

UNREGISTERED PARCELS:

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589	136
690	389
690	390
697	292
972	313
987	464
1039	180
1176	103
1184	494
1282	29
1661	211
2212	74
3047	336
3270	267
3329	105
3400	225
3441	4
3510	331

Royden Richardson

Royden Richardson
Chairman, Regulatory Committee

April 12, 2010

Date

COMMONWEALTH OF MASSACHUSETTS

Barnstable, ss April 12, 2010

Before me, the undersigned notary public, personally appeared Royden Richardson, in his capacity as Chairman of the Cape Cod Commission Regulatory Committee, whose name is signed on the preceding document, and such person acknowledged to me that he/she signed such document voluntarily for its stated purpose. The identity of such person was proved to me through satisfactory evidence of identification, which was ☐ photographic identification with signature issued by a federal or state governmental agency, ☐ oath or affirmation of a credible witness, or ☒ personal knowledge of the undersigned.

Gail P. Hanley
Notary Public
My Commission Expires

10.13.11