



Town of Barnstable

Planning Board



www.townofbarnstable.us/PlanningBoard

Board Members

Steven Costello, Chair Jeffrey Swartz, Vice Chair Patrick Foran, Clerk Mary Barry Stephen Robichaud Aimee Guthinger Robert Twiss
Town Council Liaison – Mathew Levesque

Planning & Development Dept. Staff

Elizabeth Jenkins, AICP, Director - elizabeth.jenkins@town.barnstable.ma.us
Kaitlyn Maldonado, Senior Planner - kaitlyn.Maldonado@town.barnstable.ma.us
Karen Herrand, Principal Assistant - karen.herrand@town.barnstable.ma.us

AGENDA

November 23, 2020

Meeting notice previously filed with Town Clerk

The Planning Board's Public Hearing will be held at 7:00 p.m. by remote participation methods as a result of the COVID-19 state of emergency in the Commonwealth of Massachusetts.

Alternative public access to this meeting shall be provided in the following manner:

1. The meeting will be televised via Channel 18 and may be viewed via the Channel 18 website at <http://streaming85.townofbarnstable.us/CablecastPublicSite/>
2. Real-time access to the Planning Board meeting is available utilizing the Zoom link or telephone number and Meeting ID provided below. Public comment can be addressed to the Planning Board by utilizing the Zoom link or telephone number and Meeting ID provided below:

Link: <https://zoom.us/j/98411626491>

Phone: 888 475 4499 US Toll-free Meeting ID: 984 1162 6491

3. Applicants, their representatives and individuals required or entitled to appear before the Planning Board may appear remotely and are not permitted to be physically present at the meeting, and may participate through the link or telephone number provided above. Documentary exhibits and/or visual presentations should be submitted in advance of the meeting so that they may be displayed for remote public access viewing.

Application materials may be accessed by contacting kaitlyn.Maldonado@town.barnstable.ma.us or calling 508-862-4971.

Call to Order: Introduction of Board Members and Staff Members

Notice of Recording: This meeting is being recorded and broadcast on Channel 18 and in accordance with MGL Chapter 30A §20. The Chair must inquire whether anyone else is taping this meeting and to please make their presence known.

Regulatory Agreements

Regulatory Agreement No. 2020-01 – 77 PLEASANT STREET REALTY TRUST

77 Pleasant Street Realty Trust, Wayne Kurker, Trustee seeks to enter into a Regulatory Agreement with the Town of Barnstable to use the property as a private open air parking lot. The proposal is for an 81 space gravel parking lot. The site is developed with a historic residential two-family dwelling. The dwelling is proposed to be preserved and moved within 21 feet of Pleasant Street and to continue as a two-family residential use. The subject property

is 77 Pleasant Street, Hyannis, Massachusetts, shown on Assessor's Map 327 as Parcel 118. It is zoned HD Harbor District.

The Regulatory Agreement seeks waivers from the Zoning Ordinance, specifically:
Section 240-24.1.7(A)(1) Principal Permitted uses in the Harbor District – Neither a private open air parking lot nor a two-family dwelling are a permitted use in the District. The applicant also seeks the need for relief under 240-24.1.7(C) Dimensional, bulk, and other requirements to the extent required.

Approval of Minutes

November 9, 2020

March 27, 2017

Correspondence

Matters Not Reasonably Anticipated by the Chair

Future Meetings: December 14, 2020, and January 11, 2021, @ 7:00 p.m.

Adjournment

Please Note: The list of matters are those reasonably anticipated by the chair, which may be discussed at the meeting. Not all items listed may be discussed and other items not listed may also be brought up for discussion to the extent permitted by law. It is possible that if it so votes, the Board may go into executive session. The Board may also act on items in an order other than they appear on this agenda.

* Public files are available for viewing contacting Kaitlyn.Maldonado@town.barnstable.ma.us or calling 508-862-4971.

Proposal to Enter into a Regulatory Agreement for Use of 77 Pleasant St

Applicant & Property Owner: 77 Pleasant Street Realty Trust, Wayne Kurker, Trustee
Property Address: 77 Pleasant Street, Hyannis
Zoning: HD Harbor District
Property Area: .77 acres
Utilities: Public water & sewer

Regulatory Agreement Background

Pursuant to Chapter 168 of the Code of the Town of Barnstable, the Town of Barnstable may enter into regulatory agreements with qualified applicants within the Regulatory Agreement Districts. A regulatory agreement establishes the development regulations that apply to the subject property.

A regulatory agreement may include, but is not limited to, provisions whereby a qualified applicant agrees to provide certain benefits which contribute to one or more of the following: The Town’s infrastructure, Public capital facilities, Land dedication and/ or preservation, Affordable housing, either on or off site, Employment opportunities, Community facilities, Recreational facilities, alternative mass transportation, or any other benefit intended to serve the proposed development, municipality or county, including site design standards, to ensure preservation of community character and natural resources.

Regulatory Agreements are authorized by the Town Manager, upon affirmative votes from the Planning Board and Town Council authorizing execution. A majority vote of the full membership of the Planning Board is required to authorize execution of a regulatory agreement. The Regulatory Agreement seeks waivers from the Town’s Zoning Ordinance, and therefore a two-thirds majority vote of the Town Council is needed to authorize execution.

Current & Proposed Land Use

Current Use: Residential dwelling used as a duplex. The dwelling is a Contributing Building in a National Register Historic District.

Proposed Use: 81 space gravel parking lot (allowing for paid parking). “The Site is expected to be utilized primarily for passengers for the ferry service that launches from the Steamship and Hy-line Ferry Terminals that are located in close proximity.” “The Applicant, who owns and operates Hyannis Marina, is also faced with a parking shortage and the proposed parking lot will be a great asset for customers using the marina facilities as well who are often faced with parking shortages.

Two-family dwelling. “The Applicant intends to use the units for market-rate housing or for workforce housing as the Applicant has a need for housing of staff of his marina business at times.”

Other Reviews & Necessary Approvals

Hyannis Main Street Waterfront Historic District Commission

The Hyannis Main Street Waterfront Historic District Commission reviewed the proposal to move the historic dwelling to a different location on the lot. At their meeting on May 15, 2019¹, the Commission unanimously approved the relocation of the historic dwelling and removal of the non-historic five-by-ten foot addition. The Commission's decision further states that if any or all of the dwelling does not "survive the relocation" a "historic replica" of the dwelling shall be constructed. The decision (attached) includes a number of conditions.

Site Plan Review

The Site Plan Review Committee reviewed a preliminary plan submission from the applicant for the dwelling relocation and 81 space parking lot. The plan was granted preliminary approval, but the applicant will be required to resubmit a final plan with details regarding stormwater drainage, the need for retaining walls and guardrails, and other details will be required.

A private open-air parking lot license will be required prior to commencement of paid parking on the lot.

Waivers Requested by Applicant

The Regulatory Agreement seeks waivers from the Zoning Ordinance as set forth in the application, specifically including:

Use

Section 240-24.1.7(A)(1) Principal Permitted uses in the Harbor District – Neither a private open air parking lot nor a two-family dwelling are a permitted use in the District.

Site

While not specifically addressed in the application, the applicant is not proposing to comply with any commercial parking lot design standards or parking lot landscaping requirements. The lot will be gravel. Five of the parking spaces are 6' x 14'.

Community Benefits: As Presented and Proposed by Applicant

The "general description of proposed agreement" provided in the Regulatory Agreement application does not specifically address or propose any community benefits. A draft regulatory agreement has not been provided by the applicant that addresses or proposes any community benefits.

¹ [Link to Minutes](#); [Link to Video](#)

Other Information & Staff Comments

- The regulatory agreement application included a traffic memorandum provided by the applicant prepared by VHB dated August 23, 2019. The memorandum concludes the proposed Project is not likely to have significant impact on the neighboring roadways. Traffic generation estimates were based on the observation of a nearby lot for one hour.
- Dwelling relocation: The conditions of the Hyannis Historic Decision require the applicant to submit drawings reflected recorded accurate measurements of the existing dwelling to the Town. Additionally, an analysis provided by a structural engineer should be provided to determine if moving the dwelling is feasible.
- Traffic memorandum: The applicant provided a memorandum prepared by
- Signage: Signage on the lot will be required by the Town's open-air parking lot license requirement. No proposal for signage has been submitted by the applicant.
- Group spaces: The proposed preliminary site plan shows five "group parking" or valet spaces outside of the boundaries of the parking area. It is unclear how these parking spaces will be utilized.
- The applicant indicated in pre-application review that the request for a gravel parking lot is consistent with the intention to pursue an alternative use of the property at a point in the future. In response, the Planning Board should consider a sunset date for any permission granted to allow paid parking on the property.

Procedural Next Steps

- A public hearing has been noticed for the Planning Board meeting on November 23 at 7 p.m.
- The applicant has not provided a draft regulatory agreement to date. It is customary for the applicant to provide a draft agreement for negotiation and legal review. This must be completed prior to a vote on the agreement.
- A majority vote of the full membership of the Planning Board is required to authorize execution of a regulatory agreement.

Attachments:

- Application (time stamped 10/16/20)
- Property Deed
- Preliminary Site Plan (prepared by Baxter Nye Engineering & Surveying, last revised 10/16/20)
- Hyannis Main Street Waterfront Historic District Commission Decision – Certificate of Appropriateness, time stamped May 23, 2019
- Site Plan Review letter (June 23, 2020)
- VHB Traffic Memorandum (August 23, 2019)
- Public Comment as of 11/20: Letter from Felicia Penn (11/18/20)



16 OCT '20 PM2:25
BARNSTABLE TOWN CLERK



Town of Barnstable Planning Board

Application for a Regulatory Agreement

(Attach additional sheets if necessary)

A regulatory agreement is a contract between the applicant and the Town of Barnstable, under which the applicant may agree to contribute public capital facilities to serve the proposed development and the municipality or both, to build fair affordable housing, to dedicate or reserve land for open-space community facilities or recreational use, or to contribute funds for any of these purposes. The regulatory agreement shall establish the permitted uses, densities, and traffic within the development, the duration of the agreement, and any other terms or conditions mutually agreed upon between the applicant and the Town. A regulatory agreement shall vest land use development rights in the property for the duration of the agreement, and such rights shall not be subject to subsequent changes in local development ordinances.

For office use only: RA # _____

The undersigned hereby applies to the Planning Board of the Town of Barnstable for a Regulatory Agreement, in the manner and for the reasons set forth below:

1. Applicant Name⁴: 77 Pleasant Street Realty Trust / Wayne Kurker Trustee

Phone: C/O Ford & Ford Attorneys at Law - 508-430-1900

Applicant Address: C/O Hyannis Marina, 1 Willow Street, Hyannis, MA 02601

Applicant Email Address: CO Ford & Ford Attorneys at Law – office@fordandfordattorneys.com

2. Project Name: 77 Pleasant Street Open Air Parking Lot

Property Location: 77 Pleasant Street, Hyannis, MA 02601

If applicant differs from owner, state nature of interest:⁵ (Same)

3. Owner(s) of Record. Provide the following information for all involved parcels (attach additional sheets if necessary):

Map/Parcel	Owners Name	Land Ct. Certif. of Title #	Lot & Plan	Registry of Deeds Book/Page #	# Years Owned
327/118	77 Pleasant Street Realty trust			29661/224	9+

⁴ The Applicant Name will be the entity in whose name the Regulatory Agreement will be executed.

⁵ If the applicant differs from owner, the applicant is required to submit one original notarized letter authorizing the application, a copy of an executed purchase & sales agreement or lease, or other documents to prove standing and interest in the property.

Owners Contact information (if different from applicant)

Name	Address	Phone number	Email
77 Pleasant Street Realty Trust.	C/O Hyannis Marina, 1 Willow Street, Hyannis, Ma 02601	(508) 790-400	

4. List all Zoning District(s) within which the property is located: HD & AP
5. Is this project located within the Groundwater Protection Overlay District? Yes [] No [X]
6. Is this project located within the Hyannis Main Street Waterfront Historic District? Yes [X] No []
7. Does this project involve the demolition or alteration of a building or structure, or any portion of any building or structure, that is over 75 years old? Yes [X] No []
8. Is this proposal subject to the jurisdiction of the Conservation Commission? Yes [] No [X]
9. Is this proposal subject to the jurisdiction of the Board of Health? Yes [X] No []
10. Is the Cape Cod Commission a party to the proposed Regulatory Agreement? Yes [] No [X]
11. Total land area subject to the Regulatory Agreement: 35,004+/- SF
Total land area upland: 35,004+/- SF Total land area wetland: 0
12. Total estimated cost of construction: _____
13. Existing Development – Describe existing buildings including number of buildings, Gross Floor Area of each building, height of each building and uses in each building (include Gross Floor Area of each use): Site is currently improved with a residential dwelling consisting of approximately 1,580+/- SF, which has been used as a duplex.
14. Existing Residential Uses: Provide existing density (units per acre), number of total residential units, number of market rate units, number of affordable units counted in the Town's DHCD inventory, and number of workforce units deed restricted, together with the number of bedrooms contained in each unit (also identified by market, affordable and workforce), and a description of which building said units are located (if more than one residential building exists on site):
Property consists of an existing duplex which will be relocated and renovated, preserving the historic structure and creating a streetscape, all of which was approved by the Hyannis Main Street Waterfront Historic District Commission (See decision attached). The Applicant intends to use the units for market rate housing, or for workforce housing, as the Applicant has a need for housing of staff for his Marina Business at times.

15. General Description of proposed agreement:

The existing site is located in the Pleasant / School, Street Historic District. Pleasant Street and School Street run parallel from Main Street to the Harbor. The existing site slopes steeply from Pleasant Street to the west, where our historic residential structure, the "Joseph C. Linnell House, is located. The house, which has been used as a two-unit residential dwelling, is in substantial disrepair. The Applicant proposes to move the historic portion of the house and move it up within 21' ft of Pleasant Street, in order to create a residential streetscape along Pleasant Street, thereby preserving the historic structure and creating a residential streetscape within the historic district. The Applicant proposes to use the balance of the property as an Open-Air Parking Lot to provide much needed parking for harbor side uses.

The Applicant, who also owns and operates Hyannis Marina is also faced with a parking shortage and the proposed parking lot will be a great asset for customers using the marina facilities as well, who are often faced with parking shortages.

The Applicant has also filed with the Hyannis Main Street Waterfront Historic Appeals Committee, where an approval was obtained to relocate the structure on the lot. (See attached Decision).

The Applicant has also gone before formal site plan review, where the project was preliminarily approved to proceed with the Regulatory Agreement Process. (See attached SPR letter).

As per plans attached, the Applicant is proposing a gravel parking lot which will consist of 81 parking spaces. There will be one curb cut to access the site. The Applicant has had a traffic analysis prepared, which concludes that there will be no substantial adverse impacts on traffic flow or safety as a result of the proposed open-air parking lot. (See attached VHB Traffic Analysis).

The Applicant understands that the site is not located in the Hyannis Parking Overlay District and intends to seek a regulatory Agreement to allow for the parking use on the site.

Proposed Level of Development - Number of Buildings: 1 Residential Building and 81 Space open air private parking lot.

Proposed Use(s): Proposed 81 Space gravel parking lot and continued use as residential dwelling to be used as a duplex.

Height of Proposed Uses: Residential Dwelling – less than 30' ft

Density of Proposed Uses: Two (2) Residential Units

16. List all zoning relief sought under the regulatory agreement, including a reference to each section of the zoning ordinance under which the applicant seeks relief. (Note: This information will form the basis of the legal advertisement for public hearings on this application and should include all relief that may be required to construct the project. Failure to list all required relief may result in an inability to approve the application and may result in the need to re-advertise the public hearing(s) on the application.): Applicant seeks relief from Chapter 240, Zoning, Section 240-24.1.7A (1) Principal permitted uses. Neither the open-air parking lot, or the two-unit residential dwelling are permitted uses within the HD and C. Dimensional, bulk and other requirements, to the extent required.

17. List all relief sought from general ordinances, rules and/or regulations of the Town of Barnstable, including a reference to each section under which the applicant seeks relief (Note: This information may form the basis of the legal advertisement for public hearings on this application and should include all relief that may be required to construct the project. Failure to list all required relief may result in an inability to approve the application and may result in the need to re-advertise the public hearing(s) on the application.).

Applicant seeks a regulatory Agreement, pursuant to Chapter 168, of the Barnstable Ordinance.

18. List the state and/or Federal Agencies from which permits, funding, or other actions have been/will be sought:

NA

19. Proposed duration of the Regulatory Agreement (Note: By law, the agreement cannot exceed 10 years. The duration of the agreement limits the amount of time during which the applicant may seek to obtain development permits to construct the development. All conditions and terms of an executed agreement are on-going obligations of the parties that shall be honored in perpetuity once the applicant exercises development rights under the Regulatory Agreement):

5 Years

20. A description of the public facilities and infrastructure to service the development, including whom shall provide such facilities and infrastructure, the date any new facilities will be constructed, a schedule and a commitment by the party providing such facilities and infrastructure to ensure public facilities adequate to serve the development are available concurrent with the impacts of the development:

No new public facilities and infrastructure is required to service the development.

21. A description of any reservation or dedication of land for public purposes:

NA

22. Description of Construction Activity (if applicable), including any demolition, alteration or rehabilitation of existing buildings and a description of building(s) to be demolished, altered or rehabilitated:

See response to answer 15. and Historic Decision attached.

Attach additional sheet if necessary

Submission Requirements:

The following information must be submitted with the application at the time of filing, failure to do so may result in a denial of your request.

Plan Submissions: All plans submitted with an application shall comply with the requirements of Section 240-102 of the Zoning Ordinance. In addition, the following shall be provided:


- Three (3) copies of the completed application form, each with original signatures.
- Three (3) copies of a 'wet sealed' certified property survey (plot plan) and three (3) reduced copies (8 1/2" x 11" or 11" x 17") showing the dimensions of the land, all wetlands, water bodies, surrounding roadways and the location of the existing improvements on the land.
- Four (4) copies of a proposed site improvement plan and building elevations and layout as may be required plus three (3) reduced copies (8 1/2" x 11" or 11" x 17") of each drawing. These plans must show the exact location of all proposed improvements and alterations on the land and to the structures.

In addition, "pdf" electronic copies of all plans and materials are requested as well as all an electronic file of all plans (format AutoCad.dwg, AutoCad.dxf). Electronic and pdf's can be submitted by disk or e-mailed to karen.herrand@town.barnstable.ma.us.

Other required submissions:

- Review Fee(s) payable by certified check to the Town of Barnstable.
- Deed(s) or Purchase and Sale Agreement(s) for all involved parcels.
- Proof of filing of a Project Notification Form with the Massachusetts Historical Commission if the project is located outside of the Hyannis Main Street Waterfront Historic District.

Other: The applicant may submit additional supporting documents to assist the Board in making its determination. All supporting documents must be submitted eight days prior to the public hearing for distribution to the Board.

Signature:  / Attorney for Applicant Date: 10/16/20
Applicant's or Representative's Signature

Print Name Jeffrey M. Ford Esq.

Representative's⁶ Address: 72 Main Street, PO Box 485 Phone: 508-430-1900
West Harwich, MA 02671 Fax No.: 508-430-9979

Representative's E-Mail Address: jford@fordandfordattorneys.com

⁶ Note: All correspondence on this application will be processed through the Representative named at that address and phone number provided. Except for Attorneys, if the Representative differs from the Applicant/Owner, a letter authorizing the Representative to act on behalf of the Applicant/Owner shall be required.

Prepared by and return to:
Cushing & Dolan, P.C.
Totten Pond Road Office Park
375 Totten Pond Road, Suite 200
Waltham, MA 02451
Page 1 of 3

Bk 29661 Pg224 #24787
05-19-2016 @ 12:07p

MASSACHUSETTS QUITCLAIM DEED

I, **WAYNE G. KURKER** a/k/a **WAYNE KURKER**, presently of 779
Craigville Beach, Barnstable (West Hyannisport), Barnstable
County, Commonwealth of Massachusetts,

**FOR CONSIDERATION PAID AND IN FULL CONSIDERATION OF TEN (\$10.00)
DOLLARS,**

Grant to **WAYNE G. KURKER**, Trustee of the **77 PLEASANT STREET
REALTY TRUST** under Declaration of Trust dated February 4,
2016, recorded herewith, having an address at 779 Craigville
Beach, Barnstable (West Hyannisport), Barnstable County,
Commonwealth of Massachusetts, with **QUITCLAIM COVENANTS**, the
premises known as **77 Pleasant Street, Barnstable (Hyannis),
Massachusetts**, further bounded and described as follows:

The land with the buildings thereon in Barnstable (Hyannis),
Barnstable County, Massachusetts, being more particularly
described as follows:

Parcel 1

The land situated on the westerly side of Pleasant Street,
bounded and described as follows:

Easterly thereby about seventy-one and 50/100 (71.5) feet;

Southerly by land now or formerly of Benjamin F. Rich, three
hundred and thirty-seven (337) feet;

Westerly by land now or formerly of the heirs of Charles P.
Goodspeed, seventy-five (75) feet; and

Northerly by land now or formerly of Clinton F. Hallett (the
second parcel herein described) and land now or formerly of

Property Address: 77 Pleasant Street, Barnstable (Hyannis), Massachusetts

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William P. Saint, about three hundred and twenty-seven (327) feet.

Parcel 2

Land situated on the Westerly side of and off from Pleasant Street, bounded and described as follows:

Southerly by land now or formerly of Clinton F. Hallett (the first parcel described herein) about one hundred twenty (120) feet;

Westerly by land now or formerly of the heirs of Charles P. Goodspeed, about ninety-five (95) feet;

Northerly by land now or formerly of one Chase, about forty-five (45) feet, and land now or formerly of the standard Oil Co., and others, about sixty-five (65) feet; and

Easterly by land now or formerly of William P. Saint, about one hundred (100) feet.

Said premises are subject to drainage as described in a Taking by the Town of Barnstable dated August 28, 1930 and recorded in Barnstable Registry of Deeds in Book 477, Page 306.

No title exam was prepared.

For my title reference see Foreclosure Deed dated August 5, 2011 and recorded with the Barnstable County Registry of Deeds at Book 25709, Page 326.

WITNESS my hand and seal this 4th day of February 2016.

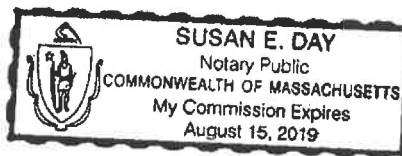
Wayne G Kurker
WAYNE G. KURKER a/k/a
WAYNE KURKER

COMMONWEALTH OF MASSACHUSETTS

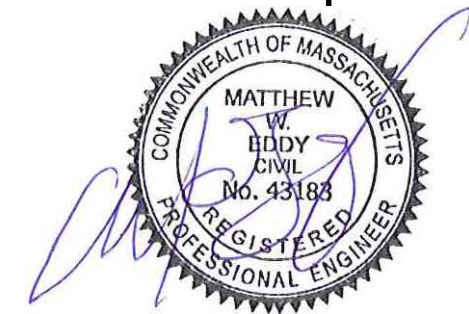
Barnstable ss.

On this 4th day of February 2016, before me, the undersigned Notary Public, personally appeared **WAYNE G. KURKER** a/k/a **WAYNE KURKER**, proved to me through satisfactory evidence of identification, which is photo identification personal knowledge, to be the person whose name is signed on the preceding or attached document in my presence, and who swore or affirmed to me that the contents of the document(s) are truthful and accurate to the best of his or her knowledge and belief and acknowledged he or she signed it voluntarily for its stated purpose.

Susan E. Day
My Commission Expires: August 15, 2019
Notary Name: Susan E. Day



STAMP STAMP



CONSULTANT

CONSULTANT

PREPARED FOR:

Wayne Kurker
1 Willow Street
Hyannis, MA 02601

PROJECT TITLE

Parking Lot
77 Pleasant Street
Hyannis, MA 02601

JKL 10/16/2020 GROUP PARKING LABEL / OFFSET
JKL 6/16/2020 PER SITE PLAN REVIEW COMMENTS

NO BY DATE DESCRIPTION

SHEET TITLE

**Preliminary Parking
Layout Plan**

SHEET NO

C3.0

DATE: MARCH 3, 2020

20 0 20 40

SCALE IN FEET

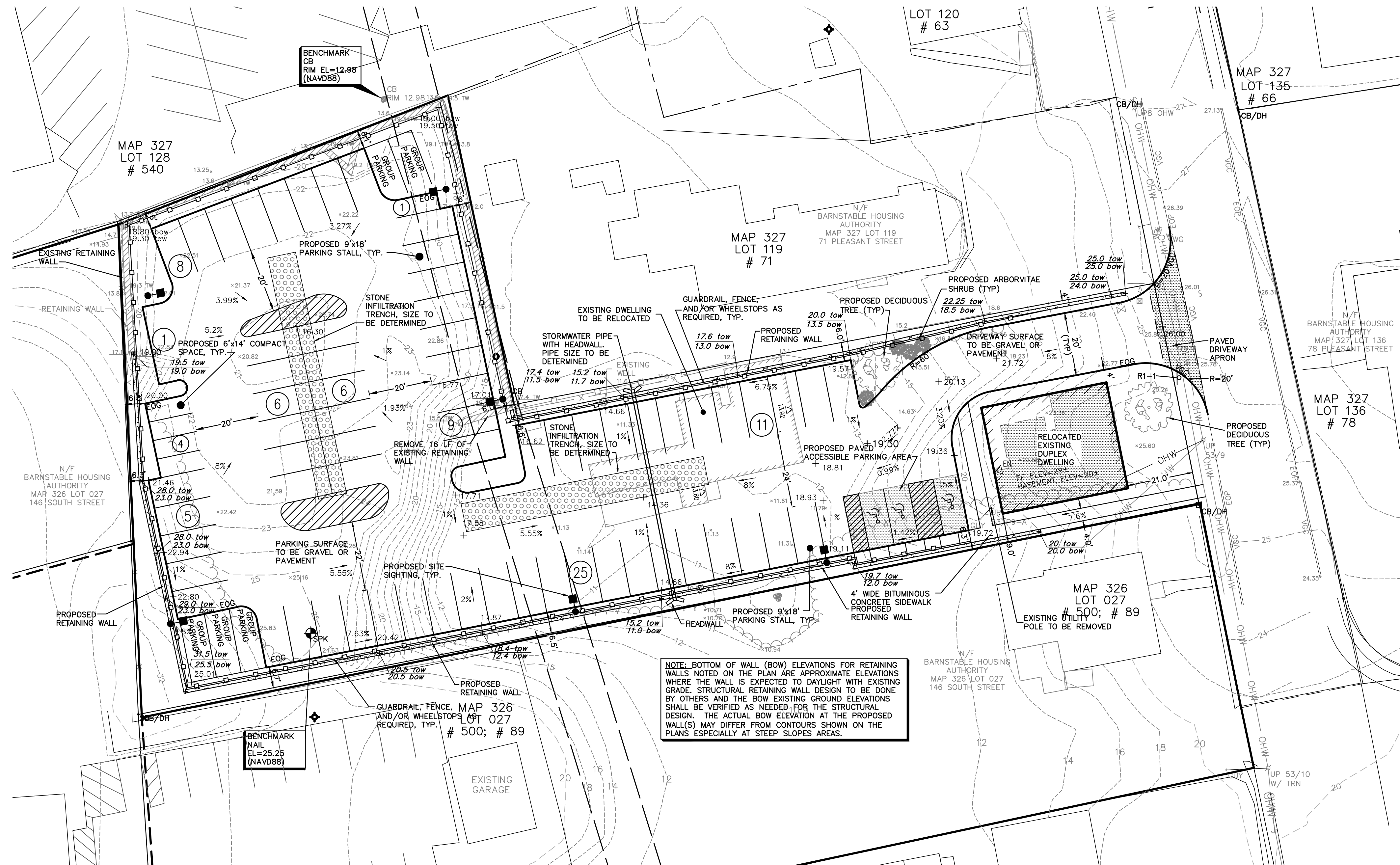
SCALE: 1" = 20'

DRAWN BY: SDM CHECKED BY: MWE

JOB NO: 2016-077 FILE: 2016-077DM_Opt2.dwg

ZONING TABLE

ZONING DISTRICT(S): (HD) HARBOR DISTRICT			
OVERLAY DISTRICTS: AP, G.I.Z.			
ALLOWED USE: PER REGULATORY AGREEMENT**			
EXIST USE: RESIDENTIAL**	PROPOSED USE: RESIDENTIAL, PARKING(1)		
EXIST TOTAL BUILDING AREA=1,580 SF	EXIST BUILDING TO REMAIN NO PROPOSED BUILDINGS		
TOTAL PARCEL AREA: 35,004 ± SF			
	REQUIRED/ALLOWED	EXISTING	PROPOSED
LOT AREA:	20,000 SF	35,004 SF	35,004 SF
FRONTAGE:	20 FT	71.53 FT	71.53 FT
BUILDING SETBACKS HD ZONE:			
FRONT SETBACK	20 FT	119.8 FT	21.0 FT
SIDE SETBACK	10 FT	1.0 FT	9.0 FT
REAR SETBACK	10 FT	147.5 FT	276.8 FT
LANDSCAPE/PARKING SETBACKS HD ZONE:			
FRONT SETBACK	10 FT	N/A	72.8 FT
SIDE SETBACK (PER ZBL 240-24.1.11)	6 FT	N/A	6.0 FT
REAR SETBACK (PER ZBL 240-24.1.11)	6 FT	N/A	6.3 FT
MAX. BLDG. HEIGHT (STORIES)	2.5 STORIES OR 35 FT	< 35 FT	< 35 FT
MAX. LOT COVERAGE (BUILDING AREA):	70%	4.51 %	3.95% (1,381 SF)
PARKING TABLE			
9'x18' PARKING SPACES			71 SPACES***
COMPACT SPACES - 10% OF TOTAL, MAX.	10% x 81= 8.1, MAX.		5 COMPACT SPACES***
			5 VALET SPACES
TOTAL PARKING			81 TOTAL SPACES
ACCESSIBLE PARKING (TOTAL/VA)*	3/1* SPACES		3/1* SPACES
DESIGN VEHICLE			AASHTO PASSENGER



NOTES:

1. THE INTENT OF THIS PLAN IS TO SHOW A PRELIMINARY LAYOUT. IF APPROVABLE, FINAL DESIGN PLANS WILL BE NEEDED.
2. ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH MHDSS, TOWN ORDINANCES, REQUIREMENTS, AND SPECIFICATIONS.
3. THE CONTRACTOR SHALL CONTACT THE ENGINEER TO SCHEDULE A PRE-CONSTRUCTION MEETING AT LEAST TWO (2) WEEKS PRIOR TO COMMENCING CONSTRUCTION.
4. THE CONTRACTOR SHALL MAKE SUBMITTALS TO THE ENGINEER FOR APPROVAL BEFORE ANY FABRICATION OR DELIVERY OF PRODUCTS OR MATERIALS.
5. ALL PROPOSED WALKWAYS WILL BE HANDICAPPED ACCESSIBLE. ALL PROPOSED RUNNING SLOPES ON WALKWAYS SHALL BE LESS THAN 5% AND ALL CROSS SLOPES < 2%. THESE ARE MAXIMUM SLOPES WITH NO TOLERANCE. ALL WORK WILL BE IN ACCORDANCE WITH THE MOST CURRENT REQUIREMENTS OF THE U.S. ACCESS BOARD, AMERICANS WITH DISABILITIES ACT & COMMONWEALTH OF MASSACHUSETTS, ARCHITECTURAL ACCESS BOARD.
6. DEMOLISH/REMOVE ALL EXISTING STRUCTURES, FOUNDATIONS, CONCRETE PADS, FENCES AND APPURTENANT ITEMS UNLESS OTHERWISE NOTED TO SAVE, SALVAGE OR RESET. SALVAGE EXISTING PAVEMENT IN AREA OF PARKING WHERE ASPHALT IS STRUCTURALLY SOUND, SHOWS NO SIGN OF CRACKING, AND MEETS PROPOSED GRADES SHOWN ON GRADING PLAN.
7. EXISTING PAVING EDGES SHALL BE SAWCUT TO CREATE A CLEAN EDGE WHERE IT IS TO BE TIED INTO NEW PAVING, OR WHERE ASPHALT IS REMOVED ADJACENT TO ASPHALT WHICH IS TO REMAIN. BROKEN OR UNSTABLE PAVEMENT SHALL BE REMOVED AND SUBBASE REPLACED WITH SUITABLE COMPACTED MATERIAL PER PAVEMENT SECTION DETAIL HEREIN. ANY SAWCUT LINES SHOWN ON THE PLANS ARE APPROXIMATE ONLY. THE EXACT EDGE OF SAWCUT SHALL BE DETERMINED BY THE CONTRACTOR IN THE FIELD TO PROPERLY BLEND TO THE SURROUNDING GRADES. PROPOSED ASPHALT SHALL BE PROPERLY BUTTED AND BLENDED TO SURROUNDING ASPHALT WHICH IS TO REMAIN. THE BLENDED TRANSITION BETWEEN PROPOSED AND EXISTING ASPHALT SHALL BE WITH AN APPROXIMATE 1.5% GRADE UNLESS OTHERWISE IDENTIFIED. THE JOINT SHALL NOT BE ABRUPT.
8. DIMENSIONS SHOWN ARE TO OUTSIDE FACE OF FOUNDATION OR TO THE FACE OF CURB/BERM WHERE APPLICABLE.
9. THE CONTRACTOR SHALL NOTIFY AND COORDINATE A SITE MEETING WITH THE ENGINEER PRIOR TO PLACING FINAL PAVING COURSE. LAYOUT AND FINAL REQUIRED DIMENSIONS ARE TO BE REVIEWED AT THIS MEETING PRIOR TO PAVING OPERATION. REQUIREMENTS SHALL BE PER MASSDOT STANDARD SPECIFICATIONS.
10. ALL PAVEMENT MARKINGS AND STRIPING SHALL FOLLOW MUTCD STANDARDS. TYPICAL LINE WIDTH FOR LANE AND PARKING STALL STRIPING SHALL BE 4 INCHES UNLESS OTHERWISE NOTED. PARKING STALL COLOR SHALL BE WHITE, TYPICAL, UNLESS OTHERWISE NOTED.
11. BUILDING AND SITE SIGNAGE SHALL MEET REQUIREMENTS OF TOWN ZONING AND/OR SIGN ORDINANCES.
12. SITE LIGHTING - SEE ELECTRICAL DRAWINGS BY OTHERS.

FOR PERMIT ONLY NOT FOR CONSTRUCTION



BARNSTABLE
TOWN CLERK

19 MAY 23 AM 10:08

Town of Barnstable
Planning & Development Dept.
Hyannis Main Street Waterfront Historic District Commission
www.town.barnstable.ma.us/hyannismainstreet

Decision – Certificate of Appropriateness
Wayne Kurker, Trustee
77 Pleasant Street, Hyannis

The Hyannis Main Street Waterfront Historic District Commission, pursuant to the Code of the Town of Barnstable Chapter 112, Historic Properties, Article III, Hyannis Main Street Waterfront Historic District, hereby approves a Certificate of Appropriateness for the following property:

Property Address: 77 Pleasant Street
Assessor's Map/Parcel: 327/118

The public hearing on this application was opened on May 15, 2019. The applicant sought a Certificate of Appropriateness in order to relocate the Joseph C. Linnell House from its present location to the site shows as "Relocated Existing Duplex Dwelling" on the plan entitled "Parking Lot 77 Pleasant Street, Hyannis, MA 02601" prepared for Wayne Kurker, 1 Willow Street, Hyannis MA, 02601, Prepared by Baxter Nye Engineering & Surveying, dated January 9, 2019. Should the relocation of the house prove to be infeasible, the applicant proposed to demolish the house and build a "historic replica" on the site shows as "Relocated Existing Duplex Dwelling" on the plan entitled "Parking Lot 77 Pleasant Street, Hyannis, MA 02601" prepared for Wayne Kurker, 1 Willow Street, Hyannis MA, 02601, Prepared by Baxter Nye Engineering & Surveying, dated January 9, 2019.

After consideration of the testimony given and materials submitted by the applicant and members of the public, the Commission found the proposal as amended at the public hearing and detailed in the conditions of this decision will appropriately contribute to the historic character of the Hyannis Main Street Waterfront Historic District. The Commission considered the design, color, size, location, and context of the proposed signage and found it to be appropriate for the protection and preservation of the district, with the understanding gained at the hearing that the applicant will make every possible effort relocate the house as indicated on submitted plans, and any portion of the house that does not survive the relocation will be replicated in design and dimensions, reusing any existing materials not beyond recovery. Components of the building not able to be preserved may be replicated with compatible modern materials as detailed in the conditions of this decision.

Based on these findings, the Commission voted to grant the certificate of appropriateness subject to the following conditions:

- 1. The application is approved as amended to relocate and rehabilitate the Joseph C. Linnell House consistent with the site plan entitled "Parking Lot 77 Pleasant Street, Hyannis, MA 02601" prepared for Wayne Kurker, 1 Willow Street, Hyannis MA, 02601, Prepared by Baxter Nye Engineering & Surveying, dated January 9, 2019.**
- 2. Prior to the commencement of any work, measured drawings of the Joseph C. Linnell House shall be produced from recorded, accurate measurements.**
- 3. The relocation of the house shall consist of the entirety of the front (easterly) elevation, and include the portion of the building extending approximately forty feet to the west. The portion of the building to be moved shall not include the approximately five by ten foot kitchen entrance projection on the south elevation of the building.**

4. Every effort shall be made to relocate the Joseph C. Linnell House, and demolition of the building is not approved in its present location. Should any portion or the entirety of the existing house not survive the relocation, the house shall be reconstructed consistent with those dimensions described in Condition #3 and the measured drawings referenced in Condition #2.
5. Should the wood clapboard siding be replaced, the use of Hardiplank siding is permitted.
6. Should existing windows be replaced, new windows must replicate the existing six-over-six windows in dimension and configuration, installed in the existing frame or casing. Any replacements shall duplicate the appearance of the existing windows as closely as possible--in number of panes, thickness of muntins, thickness of sash sides and rails, and profiles and details of framing members. The use of compatible energy efficient materials is permitted.
7. The exterior of the front (easternmost) chimney, shall be preserved in the relocated house, or reinstalled in the reconstructed house.

Present and voting in the affirmative to grant the certificate of appropriateness were: Cheryl Powell, Taryn Thoman, David Dumont, David Colombo, Betsy Young, Cecelia Carey, Marina Atsalis and Jonathan Kanter.

Cheryl Powell
 Chair, Cheryl Powell
 Hyannis Main Street Waterfront Historic District Commission

5-21-19
 Date

cc: Applicant
 Building Commissioner
 File

I, Ann Quirk, Clerk of the Town of Barnstable, Barnstable County, Massachusetts, hereby certify that twenty (20) days have elapsed since the Hyannis Main Street Waterfront Historic District Commission filed this decision and that no appeal of the decision has been filed in the office of the Town Clerk.

Signed and sealed this 13th day of June 2019 under the pains and penalties of perjury.

Ann M. Quirk
 Ann Quirk, Town Clerk



Town of Barnstable
Site Plan Review
200 Main Street, Hyannis, MA 02601
www.town.barnstable.ma.us
Office: 508-862-4679



June 23, 2020

Ford and Ford Attorneys at Law
72 Main Street
PO Box 485
West Harwich, MA 02671

SPR 029-20 Wayne Kurker Tr /77 Pleasant St Realty Trust (Attorney Jeff Ford)
77 Pleasant Street, Hyannis
Map/Par: 327/118
Zoning: HD/AP

Proposal: Move existing dwelling on the site and add an 81 space gravel open air private parking lot.

Dear Attorney Ford,

At the informal site plan review meeting held on June 9, 2020 and the Formal Site Plan Review meeting held on June 18, 2020 it was determined by the Building Commissioner that the above proposal is provisionally approvable and may proceed through the Regulatory process. The Site Plan Review Committee made the following preliminary comments:

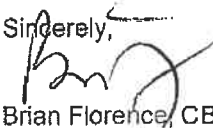
- Approval is based upon, and must be substantially constructed in accordance with site plans entitled: 1174 Pitchers Way, Hyannis dated 04-21-2020.
 - **Brian Florence:**
 - Applicant will need to return to Site Plan Review with a complete set of final plans after the Regulatory Agreement is completed.
 - Subsequent to the granting of relief by the Planning Board, any revisions to the plans required by the Site Plan Review Committee will be binding and if they are in conflict with the Planning Board decisions, the Applicant will be required to return to the Planning Board to modify the Regulatory Agreement.
 - **Paul Wackrow:** Paul.Wackrow@town.barnstable.ma.us
 - May need to revisit historic approval if guardrail is required; Building re-location already approved. Planning Board and Town Council appearances may require finalized plans.
 - Analysis required that moving the house is feasible; structural engineer to prepare
 - Proposed use is not allowed under zoning; thus Regulatory Agreement
 - **Richard Scali:** Richard.Scali@town.barnstable.ma.us
 - Town Manager hearing required for private open air parking lot license.
 - **Hyannis Fire:** Captain Webb
 - Access to site is good.
 - Will need to review final plans prior to approval

- **Nathan Collins:** Nathan.Collins@town.barnstable.ma.us
 - Provide final storm water report
 - Curb stops may be required, pave entrance road and handicap spaces
 - Guardrail may also be required for drop-off.
 - DPW reserves comments for final submissions

- Applicant must obtain all other applicable permits, licenses and approvals required.

- Upon completion of all work, a registered engineer or land surveyor shall submit a certified "as built" site plan and a letter of certification, made upon knowledge and belief in accordance with professional standards that all work has been done in substantial compliance with the approved site plan (Zoning Section 240-105 (G)). This document shall be submitted prior to the issuance of the final certificate of occupancy

Sincerely,



Brian Florence, CBO
Chairman

Cc: Site Plan Review Committee



Memorandum

To: Mr. Wayne Kurker, President
Hyannis Marina
1 Willow Street
Hyannis, MA 02601

Date: August 23, 2019

Project #: 14665.00

From: Randy Hart,
Principal

Adam Prichard,
Transportation Consultant

Re: Proposed Redevelopment
Hyannis Marina Park Lot
77 Pleasant Street
Hyannis, Massachusetts

Vanasse Hangen Brustlin, Inc. (VHB) has evaluated the redevelopment of an existing residential lot into a parking lot (the "Project") located at 77 Pleasant Street, Hyannis, Massachusetts (the "Site"). The Project, as proposed, will provide 81 total parking spaces, which will include 5 compact spaces and 5 valet spaces. The site plan is included in the attachments. This memorandum outlines the traffic assessment considered for the proposed Project.

Site Visit

VHB conducted a site visit on Wednesday August 21, 2019 to make observations and to assess the proposed site access. Pleasant Street is classified as an urban collector and is under Town of Barnstable jurisdiction. The segment of Pleasant Street that is adjacent to the Site is a north-south roadway that connects to Main Street to the north, and South Street to the south. This segment of roadway is approximately 1000 feet in length. Pleasant Street provides two lanes, one in each direction. Pleasant Street provides bituminous concrete sidewalks on both sides of the roadway. Land use in the area is primarily commercial although there is a residential (condominium project), proposed on the east side of the street, construction has not yet started. Currently there are no Speed limits signs are along Pleasant Street.

The characteristics of Pleasant Street provide for good driveway access. Pleasant Street adjacent to the Site does not have vertical or horizontal curvature that could influence driveway sight lines.

Prior Study Review

VHB reviewed the available traffic studies that were completed for the area. Recently, VHB recently completed the Traffic Impact Assessment (TIA) for Cape Cod Hospital's Medical Building expansion, Project 2022. The study area for the TIA consisted of 12 intersections in Barnstable and Yarmouth. Specifically, the intersections of Lewis Bay Road at South Street, Lewis Bay Road at Main Street, and Main Street at Center Street / Old Colony Road were part of the study area, which surround the Site. While not included in the TIA, counts were collected for the 6-legged intersection of South Street at Ocean Street & Old Colony Road. The counts at the intersections of Lewis Bay Road at South Street and Lewis Bay Road at Main Street were collected in November 2017, while the counts at the intersections of Main Street at Center Street / Old Colony Road and South Street at Ocean Street & Old Colony Road were collected in November 2018.

The proposed parking lot redevelopment will provide access to Pleasant Street. To provide context of area traffic levels, traffic volumes surrounding Pleasant Street were analyzed from the Cape Cod Hospital TIA. Table 1 shows the approximate peak hour volumes adjacent to Pleasant Street.

101 Walnut Street
PO Box 9151
Watertown, MA 02472
P 617.924.1770

▪ **Table 1 Pleasant Street Adjacent Directional Volume**

Location	Direction	Volume	
		Morning Peak Hour	Evening Peak Hour
Lewis Bay Road at Main Street	Eastbound	255	450
	Westbound	435	620
Lewis Bay Road at South Street	Eastbound	315	325
Main Street at Center Street / Old Colony Road	Eastbound	405	605
	Westbound	735	1030
South Street at Ocean Street & Old Colony Road	Eastbound	455	345

As shown in Table 1, the peak hour directional volumes that would travel adjacent to Pleasant Street are less than 1000 vehicles for both peak hours, excluding the westbound movement towards the intersection of Main Street at Center Street / Old Colony Road. In addition to turning movement counts (TMC), automatic traffic recorder (ATR) counts were analyzed for this assessment. The Cape Cod Commission collected ATR counts along Pleasant Street, south of Main Street. The counts were collected on Wednesday, July 10, 2019. The ATR counts are summarized in Table 2 and are included in the attachments.

▪ **Table 2 Existing Traffic Volume Summary**

Location	Daily ^a		Weekday Morning Peak Hour		Weekday Evening Peak Hour		
	Weekday	Volume ^b	K Factor ^c	Dir. Dist. ^d	Volume	K Factor	Dir. Dist.
Pleasant Street, south of Main Street	2,700	210	7.9%	50% NB	210	7.9%	69% NB

- a. daily traffic expressed in vehicles per day. Based on daily volumes collected in November 2017. Exact peak hours of the ATRs may not coincide with the peak hour of the TMCs.
- b. peak period volumes expressed in vehicles per hour
- c. percent of daily traffic that occurs during the peak period
- d. directional distribution of peak period traffic

As shown in Table 2, Pleasant Street is a fairly low-volume roadway with a Daily volume around 2,700 vehicles per day. In addition, both morning and evening peak hours experience approximately 210 vehicles per hour.

Sight Distance

A sight distance analysis, in conformance with guidelines of the American Association of State Highway and Transportation Officials (AASHTO) was performed at the proposed site access driveway from Lewis Bay Road. Sight distance considerations are generally divided into two categories: Stopping Sight Distance (SSD) and Intersection Sight Distance (ISD). Stopping Sight Distance (SSD) is the distance required for a vehicle approaching an intersection

from either direction to perceive, react and come to a complete stop before colliding with an object in the road, in this case the exiting vehicle from a driveway. In this respect, SSD can be considered as the minimum visibility criterion for the safe operation of an unsignalized intersection.

Intersection Sight Distance (ISD) is based on the time required for perception, reaction and completion of the desired critical exiting maneuver once the driver on a minor street or driveway approach decided to execute the maneuver. Calculation for the critical ISD includes the time to (1) turn left, and to clear the half of the intersection without conflicting with the vehicles approaching from the left; and (2) accelerate to the operating speed of the roadway without causing approaching vehicles to unduly reduce their speed. In this context, ISD can be considered as a desirable visibility criterion for the safe operation of an unsignalized intersection. Essentially, while SSD is the minimum distance needed to avoid collisions, ISD is the minimum distance needed so that mainline motorists will not have to substantially reduce their speed due to turning vehicles. To maintain the safe operation of an unsignalized intersection, ISD only needs to be equal to the stopping sight distance, though it is desirable to meet ISD requirements by themselves.

To calculate the required SSD and ISD at the unsignalized proposed site driveway along Pleasant Street, floating car speeds were estimated in the field. The estimated speed is assumed to be 35 mph along Pleasant Street in the area where the driveway is proposed. Table 3 summarizes the sight distance analysis and the sight distance worksheet is included in the Attachments.

▪ **Table 3 Sight Distance Analysis Summary**

Location	Stopping Sight Distance (ft) ^a			Intersection Sight Distance (ft) ^a		
	Traveling	Required	Measured	Looking	Desired	Measured
Proposed Site Driveway Pleasant Street	Northbound	250	230 ^b	Left	390	750
	Southbound	250	800	Right	335	230 ^b

a Based on guidelines established in A Policy on the Geometric Design of Highways and Streets, Sixth Edition, American Association of State Highway and Transportation Officials (AASHTO), 2011 for an 85th percentile speed of 35 mph northbound/southbound.

b Sight distance is clear to/from the South Street intersection therefore adequate

As shown in Table 3, the minimum stopping sight distance requirements and the desired intersection sight distance requirements are exceeded at the site driveway intersection. It should be noted that both the SSD northbound and the ISD looking south has good visibility to the South Street intersection, vehicles turning in from south street will be doing so slowly so sight distance can be considered generally adequate.

Traffic Generation Estimate

To estimate the potential site-generated traffic, observations of a nearby similar parking facility were conducted. Observations were conducted on August 21, 2019 from 4:30 to 5:30 PM at McEvoy’s East End Parking Lot located at 53 Pleasant Street, approximately 250 feet to the north of the Project. This parking facility was selected based on geographic and size similarities. Observations were done during this time since that is the evening commuter peak hour in the area was determined to be this period based on work conducted for the Cape Cod Hospital

redevelopment project. The results from the observations showed that zero (0) cars entered the facility and eight (8) cars exited the facility during the 4:30-5:30 time period. Four of the exiting trips occurred at 4:50, which coincides with the 4:30 Ferry, while the remaining four trips occurred between 5:15 and 5:25. Based on the observations, it is expected that the Project will generate similar activity during the evening peak hour, which is minor and not likely have much influence on neighboring roadways.

The Site is expected to be utilized primarily for passengers for the ferry service that launches from the Steamship and Hy-line Ferry Terminals that are located in close proximity. During the time of the observations, both Hy-Line Cruises and the Steamship Authority operations were in full summer schedules. A Nantucket based ferry for Hy-Line arrived at 5:10 PM, while a Martha's Vineyard based ferry arrived at 4:30 PM. In addition, Steamship operates a traditional ferry that arrives in Hyannis at 5:00 PM and departs at 5:30 PM. Steamship also operates a high-speed ferry that arrives in Hyannis at 4:30 PM with a departure at 5:00 PM. While there was significant ferry turnover during the weekday evening peak hour when parking driveway counts were conducted, the traffic at a similar parking facility was minor. The ferry schedules for Hyannis are included in the attachments.

Conclusion

VHB has prepared this memorandum to outline the traffic assessment for the redevelopment of an existing residential lot to a parking lot at 77 Pleasant Street in Hyannis. VHB conducted a site visit, reviewed the most recent study in the area, reviewed sight distance at the proposed driveway, and assessed potential weekday evening peak hour traffic generation. Based on the low volumes that are expected to be generated for the parking lot during the critical peak hour period, as well as the relatively low traffic volumes observed on Pleasant, from the CCC count. VHB has concluded that the proposed Project is not likely to have significant impact on the neighboring roadways.

Attachments

- Automatic Traffic Recorder Counts
- AASHTO Sight Distance Calculation
- Hyannis Ferry Schedule
- Site Plan

Automatic Traffic Recorder Counts

Cape Cod Commission

Site: 21038
 Location: Pleasant St S of Main St (Hyannis)
 Town: Barnstable
 Counter: AP-19

3225 Main Street
 Barnstable, Mass. 02630
 www.capecodcommission.org

Site Code: 21038
 Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	08-Jul-19 Mon	09-Jul-19 Tue	10-Jul-19 Wed	11-Jul-19 Thu	12-Jul-19 Fri	13-Jul-19 Sat	14-Jul-19 Sun	Week Average	Weekday Average
12:00 AM	*	*	2	4	*	*	*	3	3
01:00	*	*	4	2	*	*	*	3	3
02:00	*	*	3	6	*	*	*	4	4
03:00	*	*	6	4	*	*	*	5	5
04:00	*	*	7	13	*	*	*	10	10
05:00	*	*	32	45	*	*	*	38	38
06:00	*	*	39	72	*	*	*	56	56
07:00	*	*	109	100	*	*	*	104	104
08:00	*	*	142	134	*	*	*	138	138
09:00	*	*	167	190	*	*	*	178	178
10:00	*	163	210	168	*	*	*	180	180
11:00	*	209	(236)	*	*	*	*	222	222
12:00 PM	*	155	166	*	*	*	*	160	160
01:00	*	155	229	*	*	*	*	192	192
02:00	*	172	191	*	*	*	*	182	182
03:00	*	129	117	*	*	*	*	123	123
04:00	*	200	192	*	*	*	*	196	(196)
05:00	*	162	209	*	*	*	*	186	186
06:00	*	119	115	*	*	*	*	117	117
07:00	*	199	187	*	*	*	*	193	193
08:00	*	96	132	*	*	*	*	114	114
09:00	*	83	72	*	*	*	*	78	78
10:00	*	66	80	*	*	*	*	73	73
11:00	*	12	20	*	*	*	*	16	16
Total	0	1920	(2667)	738	0	0	0		
Percentage	0.0%	74.7%	103.7%	28.7%	0.0%	0.0%	0.0%		
AM Peak	-	11:00	11:00	09:00	-	-	-	-	-
Vol.	-	209	236	190	-	-	-	-	-
PM Peak	-	16:00	13:00	-	-	-	-	-	-
Vol.	-	200	229	-	-	-	-	-	-
Total								2571	(2571)

Cape Cod Commission

Site: 21038
 Location: Pleasant St S of Main St (Hyannis)
 Town: Barnstable
 Counter: AP-19

3225 Main Street
 Barnstable, Mass. 02630
www.capecodcommission.org

Site Code: 21038
 Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	08-Jul-19		Tue		Wed		Thu		Fri		Sat		Sun		Weekday Ave	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	0	2	3	1	*	*	*	*	*	*	2	2
01:00	*	*	*	*	3	1	1	1	*	*	*	*	*	*	2	1
02:00	*	*	*	*	2	1	3	3	*	*	*	*	*	*	2	2
03:00	*	*	*	*	4	2	2	2	*	*	*	*	*	*	3	2
04:00	*	*	*	*	0	7	1	12	*	*	*	*	*	*	0	10
05:00	*	*	*	*	8	24	11	34	*	*	*	*	*	*	10	29
06:00	*	*	*	*	20	19	26	46	*	*	*	*	*	*	23	32
07:00	*	*	*	*	48	61	47	53	*	*	*	*	*	*	48	57
08:00	*	*	*	*	76	66	72	62	*	*	*	*	*	*	74	64
09:00	*	*	*	*	108	59	120	70	*	*	*	*	*	*	114	64
10:00	*	*	85	78	105	105	96	72	*	*	*	*	*	*	95	85
11:00	*	*	138	71	(146)	(90)	*	*	*	*	*	*	*	*	142	80
12:00 PM	*	*	93	62	94	72	*	*	*	*	*	*	*	*	94	67
01:00	*	*	87	68	130	99	*	*	*	*	*	*	*	*	108	84
02:00	*	*	107	65	113	78	*	*	*	*	*	*	*	*	110	72
03:00	*	*	83	46	73	44	*	*	*	*	*	*	*	*	78	45
04:00	*	*	116	84	104	88	*	*	*	*	*	*	*	*	(110)	(86)
05:00	*	*	96	66	145	64	*	*	*	*	*	*	*	*	120	65
06:00	*	*	67	52	64	51	*	*	*	*	*	*	*	*	66	52
07:00	*	*	125	74	107	80	*	*	*	*	*	*	*	*	116	77
08:00	*	*	68	28	101	31	*	*	*	*	*	*	*	*	84	30
09:00	*	*	61	22	54	18	*	*	*	*	*	*	*	*	58	20
10:00	*	*	50	16	61	19	*	*	*	*	*	*	*	*	56	18
11:00	*	*	9	3	12	8	*	*	*	*	*	*	*	*	10	6
Total	0	0	1185	735	1578	1089	382	356	0	0	0	0	0	0	(1525)	(1050)
Day	0	0		1920		2667		738	0	0	0	0	0	0	2575	
AM Peak	-	-	11:00	10:00	11:00	10:00	09:00	10:00	-	-	-	-	-	-	11:00	10:00
Vol.	-	-	138	78	146	105	120	72	-	-	-	-	-	-	142	85
PM Peak	-	-	19:00	16:00	17:00	13:00	-	-	-	-	-	-	-	-	17:00	16:00
Vol.	-	-	125	84	145	99	-	-	-	-	-	-	-	-	120	86

Comb. Total	0	1920	2667	738	0	0	0	2575
ADT	ADT 2,572	AADT 2,572						

Cape Cod Commission
 3225 Main Street
 Barnstable, Mass. 02630
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Site: 21038
 Location: Pleasant St S of Main St (Hyannis)
 Town: Barnstable
 Counter: AP-19

Site Code: 21038
 Station ID:

Latitude: 0' 0.0000 Undefined

NB, SB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Classed	Not	Total
07/09/19																	
	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	10:00	2	81	42	2	21	1	0	2	4	0	0	0	0	0	8	163
	11:00	6	109	46	3	25	3	0	2	1	0	0	0	0	0	14	209
	12 PM	4	81	37	0	20	1	0	0	1	0	0	0	0	0	11	155
	13:00	1	91	34	1	17	1	0	1	2	0	0	0	0	0	7	155
	14:00	4	88	44	0	21	0	0	1	1	0	0	0	0	0	13	172
	15:00	4	78	22	2	13	2	0	0	0	0	0	0	0	0	8	129
	16:00	1	128	45	1	22	0	0	0	0	0	0	0	0	0	3	200
	17:00	3	83	32	5	20	1	0	2	1	0	0	0	0	0	15	162
	18:00	0	82	26	0	9	0	0	0	0	0	0	0	0	0	2	119
	19:00	4	123	44	1	8	1	0	1	1	0	0	0	0	0	16	199
	20:00	1	57	25	2	7	0	1	1	0	0	0	0	0	0	2	96
	21:00	4	48	15	1	6	1	0	1	2	0	0	0	0	0	5	83
	22:00	4	34	13	3	8	1	0	0	2	0	0	0	0	0	1	66
	23:00	2	7	1	0	2	0	0	0	0	0	0	0	0	0	0	12
	Total	40	1090	426	21	199	12	1	11	15	0	0	0	0	0	105	1920
	Percent	2.1%	56.8%	22.2%	1.1%	10.4%	0.6%	0.1%	0.6%	0.8%	0.0%	0.0%	0.0%	0.0%	5.5%		
	AM Peak	11:00	11:00	11:00	11:00	11:00	11:00		10:00	10:00					11:00		
	Vol.	6	109	46	3	25	3	0	2	4	0	0	0	0	14		
	PM Peak	12:00	16:00	16:00	17:00	16:00	15:00	20:00	17:00	13:00					19:00		
	Vol.	4	128	45	5	22	2	1	2	2	0	0	0	0	16		

Site: 21038
 Location: Pleasant St S of Main St (Hyannis)
 Town: Barnstable
 Counter: AP-19

Cape Cod Commission
 3225 Main Street
 Barnstable, Mass. 02630
www.capecodcommission.org

Site Code: 21038
 Station ID:

Latitude: 0' 0.0000 Undefined

NB, SB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
	07/10/19	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	01:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3
	03:00	0	2	0	0	0	0	1	0	0	0	0	0	0	3	6
	04:00	1	1	3	1	0	1	0	0	0	0	0	0	0	0	7
	05:00	0	10	11	4	3	0	0	2	1	0	0	0	0	1	32
	06:00	1	16	8	0	10	1	0	3	0	0	0	0	0	0	39
	07:00	1	54	24	2	16	1	0	1	1	0	0	0	0	9	109
	08:00	1	75	36	6	15	2	0	5	0	0	0	0	0	7	142
	09:00	5	71	38	1	29	3	2	5	1	1	0	0	0	11	167
	10:00	6	117	47	3	25	0	0	3	3	0	0	0	0	6	210
	11:00	8	117	47	1	26	0	0	0	1	0	0	0	0	36	236
	12 PM	0	90	43	1	17	3	0	0	0	0	0	0	0	12	166
	13:00	4	127	51	2	29	4	0	1	1	0	0	0	0	10	229
	14:00	2	104	48	1	23	1	0	1	1	0	0	0	0	10	191
	15:00	3	69	26	1	15	2	0	0	0	0	0	0	0	0	117
	16:00	1	125	36	1	20	1	0	0	0	0	0	0	0	8	192
	17:00	14	99	30	0	12	1	1	0	0	0	0	0	0	7	209
	18:00	5	63	21	0	17	2	0	0	0	0	0	0	0	7	115
	19:00	5	111	39	1	16	0	0	0	0	0	0	0	0	15	187
	20:00	4	75	26	1	13	1	0	2	0	0	0	0	0	10	132
	21:00	2	36	21	3	3	1	0	1	1	0	0	0	0	4	72
	22:00	4	43	12	2	10	1	0	0	1	0	0	0	0	7	80
	23:00	0	14	4	0	0	0	0	0	0	0	0	0	0	2	20
	Total	68	1424	573	31	299	25	4	19	12	1	0	0	0	211	2667
	Percent	2.5%	53.4%	21.5%	1.2%	11.2%	0.9%	0.1%	0.7%	0.4%	0.0%	0.0%	0.0%	0.0%	7.9%	
	AM Peak	11:00	10:00	10:00	08:00	09:00	09:00	09:00	08:00	10:00	09:00	0.0%	0.0%	0.0%	11:00	
	Vol	8	117	47	6	29	3	2	5	3	1	0	0	0	36	
	PM Peak	17:00	13:00	13:00	21:00	13:00	13:00	17:00	20:00	13:00					17:00	
	Vol	14	127	51	3	29	4	1	2	1					52	

Cape Cod Commission

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Site Code: 21038
Station ID:

Latitude: 0' 0.0000 Undefined

NB, SB	Start Time	Bikes	Cars & Trailers	2 Axle		Buses	2 Axle 6 Tire		3 Axle Single	4 Axle Single	<5 Axl Double		5 Axle Double	>6 Axl Double		<6 Axl Multi		6 Axle Multi	>6 Axl Multi		Classed	Not	Total		
				Long	Long		6 Tire	6 Tire			Double	Double		Double	Double	Multi	Multi		Multi	Multi					
	07/11/19	0	0	2	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	
	01:00	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	02:00	0	2	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
	03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	
	04:00	2	2	5	5	0	1	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	13	
	05:00	0	21	10	10	5	8	9	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	45	
	06:00	2	35	12	12	2	9	4	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	72	
	07:00	2	45	25	25	4	11	3	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0	100	
	08:00	3	61	32	32	2	18	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	15	
	09:00	12	97	37	37	6	15	2	2	0	0	3	1	1	1	0	0	0	0	0	0	1	1	134	
	10:00	2	84	47	47	1	21	2	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	15	
	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	168
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Total	23	350	174	174	20	86	14	14	0	13	5	1	0	0	0	0	0	0	0	0	0	1	51	
	Percent	3.1%	47.4%	23.6%	23.6%	2.7%	11.7%	1.9%	1.9%	0.0%	1.8%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	6.9%	738	
	AM Peak	09:00	09:00	10:00	10:00	09:00	10:00	06:00	06:00	08:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	08:00	08:00	15	
	Vol.	12	97	47	47	6	21	4	4	5	2	1	1	1	1	1	1	1	1	1	1	1	1	15	
	PM Peak																								
	Vol.																								
	Grand Total	131	2864	1173	1173	72	584	51	51	5	43	32	2	0	0	0	0	0	0	0	0	1	367	5325	
	Percent	2.5%	53.8%	22.0%	22.0%	1.4%	11.0%	1.0%	1.0%	0.1%	0.8%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.9%	5325	

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Start Time	1	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	Total	Pace	Number in Pace		
07/11/19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	999	20-29	1		
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15-24	1
02:00	1	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	20-29	2
03:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	*	1	
04:00	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15-24	1	
05:00	1	1	0	2	2	1	1	2	2	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	23-32	9	
06:00	10	0	0	2	2	1	1	7	7	2	2	1	2	1	2	2	0	0	0	0	0	0	0	0	0	0	0	26	23-32	13	
07:00	16	3	3	4	4	4	4	7	7	7	7	7	7	7	7	7	0	0	0	0	0	0	0	0	0	0	0	47	21-30	25	
08:00	24	7	7	7	7	11	11	10	10	4	4	7	7	7	7	7	0	0	0	0	0	0	0	0	0	0	0	72	21-30	39	
09:00	47	15	15	16	16	17	17	10	10	4	4	4	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	120	21-30	65	
10:00	28	10	10	21	21	13	13	10	10	5	5	5	5	5	5	1	1	0	0	0	0	0	0	0	0	0	0	96	21-30	61	
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Total	131	36	55	48	47	47	47	27	27	23	23	9	9	3	3	1	1	2	2	0	0	0	0	0	0	0	382				
Percent	34.3%	9.4%	14.4%	12.6%	12.3%	12.3%	12.3%	7.1%	7.1%	6.0%	6.0%	2.4%	2.4%	0.8%	0.8%	0.3%	0.3%	0.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	09:00				
AM Peak	09:00	09:00	10:00	09:00	08:00	08:00	08:00	07:00	07:00	08:00	08:00	09:00	09:00	06:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	120				
Vol.	47	15	21	17	17	10	10	7	7	7	7	4	4	2	2	1	1	1	1	1	1	1	1	1	1	1	120				
PM Peak																															
Vol.																															
Total	1037	411	434	450	335	215	124	88	31	6	9	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3145				
Percent	33.0%	13.1%	13.8%	14.3%	10.7%	6.8%	3.9%	2.8%	1.0%	0.2%	0.3%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	09:00				

Stats
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 1845
 Percent in Pace : 58.7%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%
 Mean Speed(Average) : 21 MPH

15th Percentile : 9 MPH
 50th Percentile : 22 MPH
 85th Percentile : (28 MPH)
 95th Percentile : 31 MPH

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SB	Start Time	1	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	Total	Pace	Number			
07/10/19		1	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	999	1089	Speed	In Pace		
01:00		1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	20-29	1		
02:00		0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20-29	1		
03:00		2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1		
04:00		2	2	1	0	0	0	1	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	*	5		
05:00		3	3	6	2	2	2	6	2	3	2	2	2	2	3	4	4	0	0	1	0	0	0	0	0	0	0	0	0	24	21-30	19		
06:00		2	2	0	0	3	3	2	2	2	2	2	2	3	3	4	4	0	0	0	0	0	0	0	0	0	0	0	0	19	25-34	13		
07:00		12	7	9	9	5	5	11	11	5	5	9	9	7	7	2	2	0	0	0	0	0	0	1	0	0	0	0	61	21-30	39			
08:00		7	7	8	8	6	6	8	8	9	9	10	10	9	9	4	4	1	1	0	0	0	1	0	0	0	0	0	66	23-32	43			
09:00		17	17	11	11	9	9	8	8	8	8	10	10	3	3	4	4	0	0	0	0	0	1	0	0	0	0	0	59	19-28	38			
10:00		21	21	12	12	18	18	17	17	15	15	12	12	5	5	4	4	1	1	0	0	0	1	0	0	0	0	0	105	21-30	74			
11:00		21	21	16	16	10	10	10	10	14	14	11	11	4	4	3	3	2	2	0	0	0	0	0	0	0	0	0	90	21-30	60			
12 PM		21	21	10	10	10	10	11	11	10	10	10	10	4	4	2	2	0	0	0	0	0	0	0	0	0	0	0	72	21-30	45			
13:00		23	23	12	12	18	18	12	12	12	12	10	10	3	3	2	2	1	1	0	0	0	0	0	0	0	0	0	99	21-30	64			
14:00		15	15	11	11	11	11	13	13	6	6	7	7	6	6	5	5	0	0	0	0	0	1	0	0	0	0	0	78	21-30	48			
15:00		6	6	5	5	6	6	9	9	5	5	5	5	5	5	2	2	0	0	0	0	0	0	0	0	0	0	0	44	21-30	30			
16:00		11	11	9	9	10	10	21	21	12	12	14	14	4	4	4	4	1	1	0	0	0	1	0	0	0	0	0	88	21-30	66			
17:00		13	13	8	8	13	13	9	9	11	11	2	2	4	4	2	2	0	0	0	0	0	0	0	0	0	0	0	64	20-29	43			
18:00		12	12	3	3	9	9	13	13	6	6	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	51	21-30	35			
19:00		19	19	7	7	12	12	11	11	10	10	10	10	4	4	6	6	0	0	0	0	0	0	0	0	0	0	0	80	21-30	50			
20:00		6	6	1	1	4	4	7	7	5	5	3	3	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	31	23-32	23			
21:00		3	3	3	3	2	2	3	3	4	4	0	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	18	20-29	12			
22:00		6	6	1	1	3	3	4	4	2	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19	19-28	11			
23:00		3	3	1	1	0	0	4	4	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	17-26	5			
Total		227	134	151	180	141	111	73	42	8	8	5	4	2	3	1089																		
Percent		20.8%	12.3%	13.9%	16.5%	12.9%	10.2%	6.7%	3.9%	0.7%	0.7%	0.5%	0.4%	0.2%	0.3%																			
AM Peak		10:00	11:00	10:00	10:00	10:00	10:00	08:00	06:00	11:00	06:00	08:00	07:00	08:00															10:00					
Vol.		21	16	18	17	15	12	9	4	2	1	1	1	1														105						
PM Peak		13:00	13:00	13:00	16:00	13:00	16:00	14:00	19:00	13:00	13:00	14:00	14:00	19:00	15:00														13:00					
Vol.		23	12	18	21	12	14	8	6	1	3	1	1	1	1													99						

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Latitude: 0' 0.0000 Undefined

SB	Start Time	1	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	Total	Pace	Number	
	07/11/19	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17-26	1	
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	23-32	1	
	02:00	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	20-29	2	
	03:00	1	1	0	1	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	20-29	1	
	04:00	5	5	1	1	0	0	2	2	1	1	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12	23-32	6	
	05:00	3	3	3	3	7	7	8	5	4	4	2	2	6	6	1	1	0	0	0	0	0	0	0	0	0	0	0	34	23-32	27	
	06:00	7	7	1	1	8	8	5	5	16	16	4	4	2	2	2	2	1	1	0	0	0	0	0	0	0	0	0	46	23-32	35	
	07:00	8	8	8	8	4	4	12	12	7	7	6	6	3	3	4	4	1	1	0	0	0	0	0	0	0	0	0	53	21-30	37	
	08:00	12	12	5	5	13	13	9	9	12	12	4	4	5	5	1	1	1	1	0	0	0	0	0	0	0	0	0	62	21-30	43	
	09:00	18	18	6	6	12	12	9	9	10	10	8	8	2	2	2	2	3	3	0	0	0	0	0	0	0	0	0	70	21-30	45	
	10:00	13	13	8	8	14	14	13	13	12	12	5	5	2	2	3	3	1	1	1	1	0	0	0	0	0	0	0	72	21-30	52	
	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Total	68	33	60	59	62	62	29	24	13	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	356				
	Percent	19.1%	9.3%	16.9%	16.6%	17.4%	17.4%	8.1%	6.7%	3.7%	2.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10:00				
	AM Peak	09:00	07:00	10:00	10:00	06:00	06:00	09:00	05:00	07:00	09:00	10:00																				
	Vol	18	8	14	13	16	16	8	6	4	3	1																				
	PM Peak																															
	Vol																															
	Total	443	242	323	353	298	298	215	155	81	36	15	8	5	3	3	3	3	3	3	3	3	3	3	3	3	3	2180				
	Percent	20.3%	11.1%	14.8%	16.2%	13.7%	13.7%	9.9%	7.1%	3.7%	1.7%	0.7%	0.4%	0.2%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	10:00				

Stats
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 1431
 Percent in Pace : 65.6%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%
 Mean Speed(Average) : 23 MPH

15th Percentile : 14 MPH
 50th Percentile : 24 MPH
 85th Percentile : (29 MPH)
 95th Percentile : 32 MPH

AASHTO Sight Distance Calculation

Stopping Sight Distance and Intersection Sight Distance Calculator [v0.97]

Based on 'A Policy on Geometric Design of Highways and Streets', AASHTO, 2011

Section I

Project Information

Project Number: 14665.00
City/Town, State: Hyannis, MA
Location: 77 Pleasant Street

Analyst: ARP
Client: Hyannis Marina

Street Names and Directions

Major Street name: Pleasant Street
Minor Street name: Site Drive

Street Notes

Major Street Intersects from the: EB/WB
Minor Street Intersects from the: NB/SB

The minor street predominantly serves...

Sight distance location intersection is...

Total number of lanes on Major Street is...

Grade Information [enter down slope as a negative number]

Major Street Approach Grade:	0.00%	NB
	0.00%	SB
Minor Street Approach Grade:	0.00%	NB
	0.00%	SB

Major Street Speed Information

	Posted	NB	Observed *	NB
		SB	35	SB

* note: off-peak 85th percentile speeds

Section II

ISD and SSD Observations

Instructions on how to observe and measure ISD and SSD are included on subsequent pages.

ISD - Intersection sight distance is the distance that is based on the time required for perception, reaction and completion of the desired critical exiting maneuver [typically, a left turn] once the driver on a minor street approach [or a side drive] decides to execute the maneuver. Calculation for the critical ISD includes the time to [1] turn left, and to clear the near half of the intersection without conflicting with the vehicles approaching from the left, and [2] upon turning left, to accelerate to the operating speed on the roadway without causing approaching vehicles on the main road to unduly reduce their speed. In this context, ISD can be considered as a *desirable* visibility criterion for the safe operation of an unsignalized intersection.

SSD - Stopping sight distance is the distance required for a vehicle approaching an intersection from either direction to perceive, react, and come to a complete stop before colliding with the exiting vehicle from a driveway. In this respect, SSD can be considered as the *minimum* visibility criterion for the safe operation of an unsignalized intersection.

Limiting Factors:

Observed ISD:	500	looking left [north]
(rounded to nearest 5 feet)	500	looking right [south]
Observed SSD:	500	traveling NB
(rounded to nearest 5 feet)	500	traveling SB

Section III

ISD and SSD Calculations (rounded up to the next highest 5 feet) [sources: SSD - AASHTO, pp.110-117; ISD - AASHTO, pp. 650 - 664]

Cases are described in detail on subsequent pages. In summary...

- B1: left turn from minor road, from stop control
- B2: right turn from minor road, from stop control
- B3: crossing maneuver from minor road, from stop control, assuming left- and right turns are not permitted [otherwise, case B1 or B2 would supercede]

Desirable Calculated...		Condition Met?
... ISD, case B1:	390	Yes
... ISD, case B2:	335	Yes
... ISD, case B3:	335	Yes

[note: if number of lanes crossed exceeds 6, or if grades are steep, consult the manual]

Minimum Calculated...		Condition Met?
... ISD, case B1:	250	Yes
... ISD, case B2:	250	Yes
... ISD, case B3:	250	Yes

[note: minimum ISD is equal to required SSD]

Calculated ...		Condition Met?
... SSD:	250	Yes
	250	Yes

Section IV

AASHTO Guidance

Refer to AASHTO for specific guidance on SSD and ISD if presented with an unusual/atypical case. Adequate ISD is not needed at signalized intersections, assuming traffic signal heads are visible on all approaches. Any object that would obstruct the driver's view should be removed or lowered, if practical. Such objects include buildings, parked cars, highway structures, hedges/vegetation/trees/bushes/unmowed lawn, walls, fences, and terrain. For ISD, an object should be considered an obstruction if it obstructs the vision of a driver whose eye height is 3.5 feet above the roadway surface and the object to be seen is 3.5 feet above the surface of the intersecting road. Where horizontal sight restrictions occur on downgrades, particularly at the ends of long downgrades, it is desirable to provide SSD that exceeds those values indicated above (refer to page 114 of AASHTO).

TO: Steve Costello, Chair & Members of the Planning Board
FROM: Felicia Penn, 15 Daisy Bluff Lane, Hyannis, MA
RE: Comments RE: Proposed 77 Pleasant St. Regulatory Agreement
Date: November 18, 2020

Question: Is this a valid use of a Regulatory Agreement?

I question the suitability of the Town entering into a Regulatory Agreement with the applicant to allow the creation of an 81 space pay to park open air parking lot within the Harbor District, and in a residential neighborhood.

As you are aware, a Regulatory Agreement is a tool created so that the Town can enable a use that is not permitted by zoning where the applicant usually contributes capital improvements that serve the proposed development OR, in lieu of doing this, the applicant contributes to the building of affordable housing, reserves or dedicates land for open space or recreational use, or contributes funds for any of these purposes. In other words, in order to build a project that is not allowed in the zone, the town gets something in return that benefits the public or the municipality itself. (see paragraph 1 of the Application for Regulatory Agreement)

In reading the application, I do not see how the town or the public benefits from the proposed project. What public capital facilities are being contributed or improved to serve this project? (20' of streetscape in front of the house does not fulfill this purpose) Is the applicant making any contributions to the areas stated in the introductory paragraph? There is no indication of this in the application.

The town is not benefitting in any way from this project. As a matter of fact, this project is detrimental to the town, as it propagates a use that the town has deemed is best located away from the harbor and not in the Harbor District. Initiating a Regulatory Agreement for the establishment of a pay to park parking lot in a residential neighborhood is injurious and incompatible with future development in this area.

Question: Is there a documented public need that the proposed project will solve?

The applicant has failed to furnish information indicating that there is a need for an 81-space parking lot in this location. There is no justification for it. The application indicates that customers of Hyannis Marina may benefit from this lot, which benefits the applicant, but I did not see any supportive information that actually documents a public benefit or need for this lot. There was a statement in the traffic report indicating that there is an existing open air parking lot north of this location on Pleasant St, and that during "peak dinner hour" only 8 cars exited that lot—after the arrival of two Steamship Authority boats-- and none entered. There is no data submitted that substantiates the creation of an 81-space parking lot in this location. Does Hyannis Marina overflow parking require an 81-space parking lot? The proposed lot is ½ mile from Hyannis Marina. There is no documented public need for an 81-space parking lot in this location.

Question: Does this application disclose the real intent of this proposed project?

The application does not indicate that the proposed parking lot will be a pay to park lot. Why not? While the application states that there may be a need for overflow parking from Hyannis Marina, it does not specify who these customers are (people who rack their boats or pay for dock space?) or whether there is a need for overflow parking from Trader Ed's and Tugboats. The application does specify that 5 spaces are for valet parking. Who does the valet work for? What are the possibilities connected with valet parking? Again, this lot is ½ mile from Hyannis Marina, not exactly around the corner.

***Historical Note of Interest:** When Trader Ed's was in the permitting stages, the owner publicly stated that Trader Ed's was to serve the customers of Hyannis Marina. It was necessary because competition for hi-end luxury yachts in southern NE is fierce, and he needed a facility like this to compete with other marinas in the area. He stated over and over that it was not for the public's use, that it was for the use of his customers so they had a place to relax and enjoy themselves. Is this true today?*

Question: Is the attorney for the applicant aware that the HPOD does not exist?

On page three of the application the attorney states that the site is not located within the Hyannis Parking Overlay District and intends to seek a Regulatory Agreement to allow parking on this site. The Hyannis Parking Overlay District does not exist. It was challenged in court and the judge found that the process used by the town was not acceptable and therefore the HPOD is a nullity. Any referral to the HPOD must be stricken from the record (and removed from Town Code).

Question: In the letter from the Site Plan Review why does it indicate that approval for this project on 77 Pleasant St must be constructed in accordance with plans entitled: 1174 Pitchers Way, Hyannis dated 4/21/20?

This appears to be a gross error on the part of Mr. Florence. The Planning Board should not accept this letter for the file (which may be a moot point, if you deny the applicant's request).

Question: In the traffic report, why is a sight line from Lewis Bay Rd of concern?

South Street is a one-way street from West to East. If a patron was to exit the lot and take a right onto Pleasant Street, at the stop sign they have two choices: go straight toward Baxter's or take a left onto South Street. The sight line that should be of concern would be from Ocean St to Pleasant Street, not from Lewis Bay Rd to Pleasant Street since there is no oncoming traffic from Lewis Bay Rd.

Question: Pleasant Street is mostly commercial use?

The traffic report indicates that Pleasant Street's "land use is mostly commercial". This is not so. Pleasant Street is mostly residential. This property at 77 Pleasant Street is a residential lot. The report does not characterize this street accurately.

Question: Why did traffic analysis narrow its window to weekday evening peak hours?

The paragraph just preceding the conclusion indicates that the expected customers of this lot will be using the ferries to the Islands. (This is not even mentioned in the application. Why not?) The traffic engineers recorded observations for weekday evening peak hours. Why is this so? Customers for the ferries begin heading to the harbor area starting at 5:00 a.m. (excluding 18 wheelers, who start loading before 4:00 a.m.) and they leave the area in peak summer hours around 11:15 p.m. There

are over 23 round trips every single day in the Summer. Their choice to shorten the window to a two-hour time period is questionable at best, as it does not reflect reality on this street.

Question: Does the Planning Board find it acceptable to use this traffic report?

This report was prepared for Cape Cod Hospital in preparation for their 6-story addition. I find it offensive to apply it here for this use. There are too many hasty comments and inadequate observations. A referral and inclusion of CC Commission numbers is a step in the right direction, but not enough.

Philosophical Consideration of Harbor District Uses:

The permitted uses allowed in the Harbor District (HD) are attached to this memo. If you read the list of allowed uses, you can see they create a vision. Direct maritime uses, such as marinas, fishing, and sightseeing trips are allowed. Places to eat, sleep, learn and be entertained are included as well as places to live. You will note that parking lots are not even included as an accessory use. The HD does not allow parking lots for a good reason—because the town wants the land near the harbor to be used for more productive uses in order to create the vision.

NOTE FOR YOUR CONSIDERATION: The Steamship Authority and Hy-Line as commercial marine transportation businesses need to accommodate their customer's parking needs like every other business in this town is made to do. The Town should never be put into the position to violate or over-ride zoning in order to accommodate a parking lot to serve these two businesses. Steamship and Hy-Line are well positioned to take care of their own customers and provide for their parking needs.

Possible Solution:

The applicant owns a large pay to park lot at 232 Main Street. There is no reason that any overflow parking required for Hyannis Marina can't be accommodated on this property.

Please Deny This Request:

Truth is, the applicant would like to put a pay to park lot here because it has virtually no overhead, and will be a cash cow. The Town does not benefit, the applicant does.

I ask you to deny this Regulatory Agreement, as an 81-space parking lot does not serve the public need. It does not matter that it 'won't be seen' from the street. It's in gross violation of intended development in the Harbor District, and will be a nuisance to its neighbors. There are other more productive and compliant uses that could be developed that would not require a Regulatory Agreement for this residential lot.

Zoning and compliance with zoning must have integrity in order to be meaningful. I urge you to vote no or request that he withdraw this application. The Planning Board should not be complicit in encouraging the use of a Regulatory Agreement for this project.

Harbor District [Added 7-14-2005 by Order No. 2005-100]

A. Permitted uses. The following principal and accessory uses are permitted in the HD District. Uses not expressly allowed are prohibited.

(1) Permitted principal uses.

(a) Marinas.

(b) Building, sale, rental, storage and repair of boats.

(c) Retail sale of marine fishing and boating supplies.

(d) Retail sale of fishing bait, fish and shellfish.

(e) Commercial fishing, not including canning or processing of fish.

(f) Charter fishing and marine sightseeing and excursion facilities.

(g) Museums.

(h) Performing arts facilities.

(i) Restaurants.

(j) Hotels.

(k) Motels.

(l) Conference centers.

(m) Bed-and-breakfasts.

(n) Artist's lofts.

(o) Mixed-use development with all residential units located above the ground floor only.

(2) Permitted accessory uses.

(a) Offices to be used for ancillary activities which are directly related to a principal permitted use in the district.

(b) Accessory retail uses that do not exceed 1,500 square feet and which are directly related to a principal permitted use in the district.

(c) Health club not exceeding 1,500 square feet and which is directly related to a principal permitted use in the district.

B. Special permits.

(1) Permitted principal uses as follows, provided, however, that a special permit shall not be required when the applicant has obtained a development of regional impact approval, exemption or hardship exemption from the Cape Cod Commission:

(a) Nonresidential development with a total floor area greater than 10,000 square feet;

(b) Mixed use developments with a total floor area greater than 20,000 square feet or greater than 10,000 square feet of commercial space.

(2) Multifamily residential development totaling not more than seven units per acre.



Town of Barnstable Planning Board



www.town.barnstable.ma.us/PlanningBoard

Board Members

Steven Costello – Chair Jeffrey Swartz – Vice Chair Patrick Foran - Clerk Mary Barry Stephen Robichaud Aimee Guthinger Robert Twiss
Mathew Levesque – Town Council Liaison

Planning & Development Dept. Staff Support

Elizabeth Jenkins, AICP, Director
Paul Wackrow, Senior Planner
Karen Herrand – Principal Assistant - karen.herrand@town.barnstable.ma.us

**Town of Barnstable
PLANNING BOARD
Minutes
November 9, 2020**

Steven Costello – Chairman	Present
Jeffrey Swartz – Vice Chairman	Present
Patrick Foran – Clerk	Present
Marry Barry	Present
Stephen Robichaud	Present
Aimee Guthinger	Present
Robert Twiss	Present

Also in attendance via remote participation were Elizabeth Jenkins, Director, Planning & Development and Karen Herrand, Principal Assistant.

The Planning Board’s Public Hearing will be held at 7:00 p.m. by remote participation methods as a result of the COVID-19 state of emergency in the Commonwealth of Massachusetts.

Alternative public access to this meeting shall be provided in the following manner:

1. The meeting will be televised via Channel 18 and may be viewed via the Channel 18 website at <http://streaming85.townofbarnstable.us/CablecastPublicSite/>

2. Real-time access to the Planning Board meeting is available utilizing the Zoom link or telephone number and Meeting ID provided below. Public comment can be addressed to the Planning Board by utilizing the Zoom link or telephone number and Meeting ID provided below:

Link: <https://zoom.us/j/98902811837>

Phone: 888 475 4499 US Toll-free Meeting ID: 989 0281 1837

3. Applicants, their representatives and individuals required or entitled to appear before the Planning Board may appear remotely and are not permitted to be physically present at the meeting, and may participate through the link or telephone number provided above. Documentary exhibits and/or visual presentations should be submitted in advance of the meeting so that they may be displayed for remote public access viewing.

Application materials may be accessed by contacting Karen.herrand@town.barnstable.ma.us or calling 508-862-4064.

Call to Order: Introduction of Board Members and Staff Members

Attendance Roll Call:

Steven Costello
Jeff Swartz
Patrick Foran
Mary Barry
Stephen Robichaud
Aimee Guthinger
Robert Twiss
All in attendance.

Notice of Recording: This meeting is being recorded and broadcast on Channel 18 and in accordance with MGL Chapter 30A §20. The Chair must inquire whether anyone else is taping this meeting and to please make their presence known.

Chair Steven Costello mentions the schedule - move Dec. 28th to Dec. 14th. Is all ok with this schedule change. Note: Cancel December 28, 2020, meeting and schedule December 14, 2020, meeting.

Subdivisions

Subdivision No. 454 – Amendment to the Whistleberry Settlement Agreement

The Planning Board will consider a request to amend the most recent Settlement Agreement that in turn amended the Development Agreement regarding this subdivision. The proposal is to allow the Developer/Owner to transfer ownership of three lots currently under covenant with the Planning Board to the Whistleberry Homeowners' Association, subject to the existing Covenants, for the Association to then sell the lots to the public with all proceeds from the lot sale/s being placed in escrow to fund the subdivision upgrades as previously agreed. The Association will join as a guarantor of the Settlement Agreement performance.

Attorney McLaughlin, Assistant Town Attorney in attendance. Gives a history of the subdivision. Settlement Agreement – Developer had work to be done. Homeowners Assoc. (HOA) reached an agreement – 3 lots to be transferred to the HOA from the Developer and will take over full responsibility. Town Engineer to sign off when it is ready. Covenants would remain in place and HOA will take over. Proceeds will be taken into an escrow agreement to be held by Attorney Schultz and Attorney Brian Wall. Not to be dispersed except for the work to be done. Hoping the market conditions will capture a quick sale – value of market good. Been doing some extensive work. By next spring hopefully. Legal recommends this amendment for this.

John Mercaldo in attendance, President of Whistleberry Association. They are trying to get done. This has been very lengthy. The monies would cover the cost – over \$450,000 worth of road and drainage work to be done.

Jeff Swartz asks what happens if the real estate market is not as favorable. How will the difference be made up? Plan B?

Attorney McLaughlin replies that the HOA is reasonably well funded to cover some or all of any deficit. 3 lots would represent the full value, estimating. The Town is not under any obligations to settle this. The HOA has significant good faith to get this done.

Chair Steven Costello asks what are thoughts for a potential sale of these lots?

Attorney McLaughlin states this information is with the HOA and wants to keep the Town out of the escrow situation. Two attorneys involved will deal with the expenditures.

Motion made by Mary Barry to amend the Settlement Agreement and General Release between the Town of Barnstable, Whistleberry Residents Association, Inc. Daniel Hostetter Jr., Trustee of Eagle Trust and Jacques Morin, et al to transfer ownership of the three lots currently under covenant with the Planning Board to the Whistleberry Homeowner's Association, subject to the existing Covenants, seconded by Jeff Swartz,

Roll Call Vote;

Steven Costello - aye
Jeff Swartz - aye
Patrick Foran - aye
Mary Barry - aye
Stephen Robichaud - aye
Aimee Guthinger - aye
Bob Twiss - aye
So voted unanimously.

Approval Not Required Plans

Craig M. Coombs and Denise M. Coombs have submitted an ANR plan entitled “Plan of Land of #551 Bumps River Road & #0 Bumps River Road Osterville, MA prepared for Coys Brook Landscaping” dated October 8, 2020, drawn by Down Cape Engineering, Inc. *Continued from October 26, 2020.*

Dan Ojala in attendance, Down Cape Engineering, Inc. He gives an explanation of the revised plan, Exhibit A. For conveyance purposes. Taxes have been paid. Revised plan had shape number count adjusted. Unique piece because agricultural bond. Combining with parcel B. Perimeter plan. Not separate building lots.

Elizabeth Jenkins confirms that it meets the standards for an ANR.

Motion made by Aimee Guthinger, to endorse the land division entitled “plan of Land of #551 Bumps River Rd. and #0 Bumps River Rd., Osterville MA prepared for Coys Brook Landscaping” prepared and stamped b Daniel A. Ojala of DownCape Engineering dated November 9, 2020, as an Approval Not Required Plan, seconded by Jeff Swartz,

Roll Call Vote:

Steven Costello - aye
Jeff Swartz - aye
Patrick Foran - aye
Mary Barry – aye
Stephen Robichaud – aye
Aimee Guthinger – aye
Bob Twiss - aye
So voted unanimously to approve.

Zoning Amendments

ZA TC Item No. 2021-010 MAH District– 3 Whitehall Way. Proposal to amend the Town of Barnstable Zoning Ordinance by amending Article II, Section 6, The Zoning Map of the Town of Barnstable to rezone property from the Residence C-1 Zoning District to the Multifamily Affordable Housing Zoning District. The proposed Zoning Map Amendment would expand the MAH District to include the adjoining parcel at 3 Whitehall Way. The prospective developer of the MAH parcel purchased the property and has agreed to deed restrict it from development. The parcel would be utilized for the purpose of calculating density, setbacks, and compliance with open space requirements. *Continued from September 28, and October 26, 2020.*

Special Permits

SPECIAL PERMIT NO. 2020-03 – Standard Holdings, LLC, seeks a Special Permit pursuant to Section 240-16.1 C(1) – Multi-family affordable housing development to allow for proposed construction of approximately 70,000 square feet multi-family housing, 53 dwelling units of which 14 will be affordable units. The property is 850 Falmouth Road and 3 Whitehall Way, Hyannis, MA and is shown on Assessor’s Map 250 as Parcels 036 and 160. The subject property (850 Falmouth Rd.) is located in the MAH – Multi Family Affordable Housing District and the GP – Ground Water Protection Overlay District. *Continued from September 28, and October 26, 2020.*

Attorney Lawler in attendance for both items. Tim Tellman and in attendance. Explains the project. The old Whitehall Manor. Very difficult for affordable housing to be built due to prices of land/value. Series of programs State - HDIP – Housing Develop Incentive Plan. Developers get certain tax benefits. MAH designed for this particular area by Town Council. Multi Family Affordable Housing (MAH). On November 19th, will be a zoning amendment presented to Town Council. They are seeking two zoning amendments – this one

tonight/on this agenda is for a little piece/triangular piece of property that they are seeking to add. Deed restriction to develop this portion, they would use this land for calculations, could build 53, because the open land will under the MAH. In perpetuity as a wooded state. The second amendment on Nov. 19th is to readjust the requirements under the MAH – now states 20% affordable. Under State HDIP program, requires to have 80% market. Regulation inconsistent with the Town of Barnstable. Would like to reduce to 18% the component. Would like to do 10 units at 50% AMI. Less units but providing housing to a group whom couldn't afford. By having the 19% - relief.

He refers to the general floor plan/composite, Exhibit B. He reviews the layout. This project would meet both market rate and affordable built. There's a tremendous need for the 50%. We would have to give another notice if Town Council makes this viable. Wants to partner with the Town for this great need.

Jeff Swartz states that has been an eyesore for a long time. He likes that this plan will not be requesting a lot of variances. This is a need at all levels. The Cape does not get it's fair share of/for affordable from the State/Governor.

Attorney Lawler replies that some programs have various requirements. These projects are risky. Trying to benefit the community/Town as well as stay in business.

Patrick Foran asks if residents would get priority?

Attorney Lawler states may not be able to do that – not legal.

Elizabeth Jenkins interjects this is not legal under the Fair Housing Act. Can write a local preference into the deed restrictions to include a local preference.

Patrick Foran asks about the percentage needed to be met.

Elizabeth Jenkins replies we have about 7.2% working towards the 10% goal. Need to supply the housing at all levels to all.

Mary Barry asks – 53 is total, how will be divided up?

Attorney Lawler replies 42.4 or so, have to have 43. 53 total units. Mostly 1 bedrooms. 43 market and 10 affordables.

Mary Barry asks what would the affordables be?

Attorney Lawler replies – the percentage has to be consistent with the need for the affordability. They would do the math and designate as such.

Mary Barry asks about parking, enough. Bedrooms.

Attorney Lawler replies no 3 bedrooms, 1 and 2 bedrooms – 44 2 bedrooms and 9 1 bedrooms. Whatever the formula would be consistent.

Mary Barry asks is the plan to keep as apartments for the future, any other plans in future.

Attorney Lawler replies no, just these apartments.

Stephen Robichaud asks about the relationship with the 3 Whitehall Way, merged?

Attorney Lawler, possibly an ANR, but yes merged, it would become part of the existing lot. With the addition of this parcel no setback relief needed, within the lot coverage. The most important is that it increases the number of units we can have.

Stephen Robichaud confirms the connections that will be removed/go away with the combination of this parcel – 3 Whitehall Way.

Chair Steven Costello states that it makes sense . When take affordability down to 50% this is a significant possibility for people to afford. Seeing a lot of progress for housing in general in/for our community.

Elizabeth Jenkins states that will have to get some things done at Town Council level, will have to come back to the Dec. 14th, 2020, Planning Board meeting. This will need 4 different approvals, Town Council Zoning Amendments, Special Permit, Multi Family, and update to our housing develop housing plan for tax relief and tax credits.

Attorney Lawler comments that the GIZ and this allow for the flexibility/ability to do these programs.

Chair Steven Costello entertains a motion to continue these items (the Zoning Amendment and the Special Permit) to December 14th 2020, Agenda,

Roll Call Vote;

Steven Costello – aye

Jeff Swartz – aye

Patrick Foran – aye

Mary Barry – aye

Stephen Robichaud - aye

Aimee Guthinger - aye

Bob Twiss - aye

So voted unanimously.

The public hearing will be opened at the December 14, 2020, meeting.

Approval of Minutes

October 26, 2020, draft minutes

Chair Steven entertains a motion to approve the draft minutes of October 26, 2020, moved by Jeff Swartz, seconded by Mary Barry,

Roll Call Vote;

Steven Costello - aye

Jeff Swartz - aye

Patrick Foran – aye

Mary Barry – aye

Stephen Robichaud – aye

Aimee Guthinger – aye

Bob Twiss - aye

Matters Not Reasonably Anticipated by the Chair

Future Meetings: November 23, 2020, and December 28, 2020, @ 7:00 p.m. **Note: December 28th to be cancelled and December 14, 2020 to be scheduled**

Adjournment

Chair Steven Costello entertains a motion to adjourn, moved by Jeff Swartz, seconded by Mary Barry,

Roll Call Vote;

Steven Costello - aye

Jeff Swartz - aye

Patrick Foran - aye

Mary Barry – aye

Stephen Robichaud - aye

Aimee Guthinger – aye

Bob Twiss - aye

The meeting adjourned at 8:12 p.m.

Respectfully Submitted _____
By Karen Herrand, Principal Assistant, Planning & Development

Approved by vote of the Board on _____

Further detail may be obtained by viewing the video via Channel 18 on demand at
<http://www.town.barnstable.ma.us>

List of Exhibit Documents

Exhibit A – ANR Plan (revised 11/9/2020) Coombs 551 and 0 Bumps River Rd., Osterville

Exhibit B – Special Permit No. 2020-03 – Composite Plan/Floor/Layout



Town of Barnstable Planning Board



www.town.barnstable.ma.us/PlanningBoard

Board Members

Raymond B. Lang – Chair Mary Barry – Vice Chair David Munsell - Clerk Paul R. Curley Stephen Helman Mark R. Ferro Steven Costello
John Norman – Town Council Liaison

Staff Support

Elizabeth Jenkins, Regulatory Review/Design Planner
Anna Brigham, Principal Planner
Karen Herrand – Principal Assistant - karen.herrand@town.barnstable.ma.us

Town of Barnstable PLANNING BOARD Minutes March 27, 2017

Raymond B. Lang – Chairman	Present
Mary Barry – Vice Chairman	Present
David Munsell, Clerk	Present
Paul Curley	Present
Stephen Helman	Present
Mark Ferro	Present
Steven Costello	Present

Also in attendance were Karen Herrand, Principal Assistant, Growth Management Dept.

Notice of Recording: This meeting is being recorded and broadcast on Channel 18 and in accordance with MGL Chapter 30A §20. The Chair must inquire whether anyone else is taping this meeting and to please make their presence known.

Subdivisions:

Continued Business

Road Rescission – Sub Nos. 362 & 658 Offshoot Rd

Beach Point, LLC has requested to modify Subdivision Nos. 362 & 658. The request is to rescind the southerly end of Offshoot Road and incorporate the road layout into Lot 12 of the subdivision. The plan for this subdivision modification is entitled “Definitive Plan of #127 & #133 Maushop Avenue and Modification of Offshoot Road, Barnstable, MA” prepared for Beach Point, LLC, dated October 23, 2016. The subject properties are shown on Assessors Map 278 as Parcels 046-002 & 046-003. *Continued from January 9, 2017, January 23, 2017, February 13, 2017, and February 27, 2017.*

Request to continue received from Andrew Maher.

Chair Ray Lang refers and reads request into record: Letter dated March 27 2017: Exhibit A.

Stephen Helman states that he will not be here due to first day of Passover, April 10th.

Elizabeth Jenkins states that we will need the permission of the Applicant to extend, advises only continue to April 10th for now.

Motion entertained by Chair Ray Lang, moved by Mark Ferro, seconded by David Munsell to continue to April 10th, 2017, Stephen Helman votes no. The motion passes.

David Munsell congratulates Elizabeth Jenkins as the new Director.

Holiday Lane – Sub No. 72 – Request for Certificate of Completion Form M – Joseph Guarino
Subdivision was completed in 2009

Holiday Lane – Sub No. 72 – Request for Release of Covenant Form G – Joseph Guarino

Elizabeth Jenkins explains that these two requests are for completion and release of covenant. Gives an explanation of the subdivision history and the modification of the road design. Two of the lots merged by zoning, all 3 lots in the subdivision are constructed/dwellings, roads are constructed, Engineer confirms completion of the subdivision. All securities have been released.

Chair Ray Lang clarifies that this is finalizing, makes reference to Staff Report, Exhibit B. Stephen Helman reads the Staff Report into record:

Subdivision No. 72 was a four-lot subdivision originally approved by the Board in 1966. The subdivision was modified to allow for a different turnaround configuration in 2004, with a new development agreement and covenant approved and recorded in 2006. All lots in the subdivision have been developed, including Lots 5 & 6 (31 Holiday Lane), which were made developable with the benefit of a variance from the Zoning Board.

In September 2009, the Board voted to release all remaining security for this subdivision on a recommendation from the staff engineer that all work was complete and as-built drawings were on file. There is correspondence in the file regarding release of the lots in question, but it appears the action was never completed.

Motion entertained by Chair Ray Lang, moved by Stephen Helman to issue Certificate of Completion, Form M, seconded by Paul Curley, so voted unanimously.

David Munsell asks about any \$1,000 surety.

Elizabeth Jenkins clarifies that it has been released, was held for grass seeding, shoulder work.

Motion entertained by Chair Ray Lang, moved by Stephen Helman to grant the Covenant Release, seconded by Paul Curley, so voted unanimously.

Zoning Amendments:

AMENDING THE CODE OF THE TOWN OF BARNSTABLE, PART I GENERAL ORDINANCES, CHAPTER 240 ZONING BY ADDING A GATEWAY MEDICAL DISTRICT

The Planning Board of the Town of Barnstable, acting under Chapter 40A, Section 5 of the General Laws of the Commonwealth of Massachusetts, will hold a public hearing on Monday, March 27, 2017, at 7:00 p.m. in the Hearing Room of the Barnstable Town Hall, 367 Main Street, Hyannis, MA. The purpose of this public hearing is to take comment on a proposal to amend the Town of Barnstable zoning ordinance and zoning map by adding the "Gateway Medical District", with the potential to take final action on or after this date.

The proposal would amend Section 240-6, the Zoning Map to rezone a portion of the current Medical Services Overlay District in Hyannis to the "Gateway Medical District"; amend Section 240-5 to establish the Gateway Medical District; and add a new Section 240-24.1.9.1 to establish principal permitted uses, accessory uses, special permit uses, dimensional, bulk and other requirements, and site development standards.

Chair Ray Lang asks for motion to open the public hearing, moved by Paul Curley, seconded by David Munsell, so voted unanimously.

Hank Farnham in attendance. He gives a brief history and the reason for the request for this zoning. They formed the subcommittee for this. The property owners have lost tenants given the current medical restrictions/zoning at present. Refers to the map, Exhibit C, as proposed. Opposed.

Attorney David Lawler in attendance. He comments that this area just needs a little tweaking. The Growth Incentive Zone (GIZ) is great and this is one of the few things that is good to have done.

Brant Tracey in attendance. His family owns properties along this strip. In their situation, it has been difficult to modify. He thinks that this will improve area. Support.

Vincent D'olimpio in attendance. He owns multiple properties in the area. The Cape and Islands Bldg. has been under agreement, leased over a year. Has reached out to sublet. It's been a financial hardship. He would like the amendment for this zoning to go through. It is an important area. Support.

Courtney Mullally in attendance. Her and her sister are also in favor, they are heirs of property in the area. They cannot sell any of the properties, split zoning here, difficult to market. She believes that this area has suffered, it used to be a vibrant area/businesses, a better presence there would be nice. Support.

Mark Ferro comments that he does not see a negative.

Paul Curley supports.

Mary Barry supports.

David Munsell supports. He states that this is the busiest road that comes into Hyannis, there are a lot of businesses that will increase traffic throughout. He has concerns of any bank going in there, and/or an ATM.

Steven Costello supports. Agrees with people needing relief here.

Chair Ray Lang comments that previously they thought medical businesses would take over, but didn't happen that way.

Motion entertained by Chair Ray Lang to close public hearing, moved by Stephen Helman, seconded by Mark Ferro, so voted unanimously.

Motion entertained by Chair Ray Lang, moved by Paul Curley to recommend adoption of this to Town Council, seconded by Mark Ferro, so voted unanimously. Town Council Item No. 2017-100 as presented/proposed.

Amendment of the Zoning Ordinance and Map of the Town of Barnstable to Amend and Expand the Marine Business A-1 District to include Parcels 093024, 093025 and 093028

The Planning Board of the Town of Barnstable, acting under Chapter 40A, Section 5 of the General Laws of the Commonwealth of Massachusetts, will hold a public hearing on Monday, March 27, 2017, at 7:00 p.m. in the Hearing Room of the Barnstable Town Hall, 367 Main Street, Hyannis, MA. The purpose of this hearing is to take comment on the proposed zoning ordinance and map amendment to amend and expand the Marine Business A-1 District in Osterville. The amendment proposes to allow craft boat building in the MB A-1 District as an principal permitted use and to require a 50 foot landscape buffer between residential lot lines and new marine uses. Three parcels will be added to the MB-A1 District with this amendment; those properties are addressed 186, 190 and 214 Bridge Street, Osterville.

Chair Ray Lang entertains a Motion to open the public hearing, moved by David Munsell, seconded by Paul Curley, so voted unanimously.

Attorney David Lawler in attendance, here on behalf of the Crosby Family. Refers to the zoning map, Exhibit D. Gives a history of the properties involved in this proposed zoning parcels. Boat making history. This area should be in for this zoning. Marine zoning should be here.

Mary Barry agrees, she is in support.
David Munsell agrees, he is in support.
Steven Costello agrees, he is in support. This is a suitable use.

Chair Ray Lang asks about a buffer zone.

Elizabeth Jenkins clarifies that a 50 ft. landscape buffer zone will be there from residential lot lines.

Motion entertained by Chair Ray Lang, moved by Paul Curley , seconded by Stephen Helman to close public hearing, so voted unanimously.

Motion entertained by Chair Ray Lang, moved by Stephen Helman, to recommend this Town Council Item 2017-102 to Town Council, seconded by Mark Ferro, so voted unanimously.

Matters Not Reasonably Anticipated by the Chair:

Approval of Minutes May 23, 2016, March 13, 2017, February 27, 2017, minutes

Motion made by Mary Barry to approve the minutes of Feb. 27, 2017, moved by Stephen Helman, so voted unanimously.

Motion made by Mary Barry to approve the minutes of March 13, 2017, moved Stephen Helman, so voted unanimously.

Motion made by Mary Barry to approve the minutes of May 23, 2016, so voted unanimously.

Correspondence *(Any Member wishing a copy please contact the office)*

Future Meetings: Regularly Scheduled Meetings: April 10 and April 24, 2017, @ 7:00 PM.

David Munsell asks about a subdivision that needs to be rescinded – High River Rd.

Ray Lang comments that there is a proposed developer. Possible meeting to attend.

David Munsell comments about “Sea Captains Row” and the Planning Board being involved.

Chair Ray Lang states that on June 1, 2017, that he will not renew.

Mark Ferro has given his letter of resignation

Motion to adjourn entertained by Chair Ray Lang, moved by David Munsell, seconded by Mark Ferro, so voted unanimously.

The meeting adjourned at 8:01 p.m. .

Respectfully Submitted
Karen A. Herrand
Principal Assistant, Planning Board

Approved by vote of the Board on _____

Further detail may be obtained by viewing the video via Channel 18 on demand at <http://www.town.barnstable.ma.us>

List of Exhibit Documents

Exhibit A – Sub No. 362 & 658 Offshoot Rd., Request to continue

Exhibit B – Sub. No. 72 Holiday Lane, Staff Report

Exhibit C – ZA map – Gateway Medical District

Exhibit D – ZA map – Expand Marine Business - Crosby

DRAFT