



# Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

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## **Responses to Critical Public Comments Received by the Steamship Authority regarding the Proposed Design of the Woods Hole Terminal Building Presented in October 2018**

March 28, 2019

On October 9 and 10, 2018, the Steamship Authority's staff and architects gave presentations to the Falmouth and Martha's Vineyard communities on the schematic design of the Woods Hole terminal building and received a number of comments from the public about the building's proposed design and location. At the presentations, we also invited members of the public to submit written comments to us about the building, and over the following month a number of people provided us their comments by email. In addition, an online petition was started objecting to the building's proposed design and many of the people who signed that petition included additional comments as well. We have categorized the critical comments that we received and now are providing our written responses to them.

### **I. Comments about the Size and Height of the Terminal Building.**

A. The building will obstruct traditional water views from Woods Hole village.

The building will obstruct some water views from the Crane Street bridge, Railroad Avenue and other locations east of the terminal. It will not obstruct water views from Luscombe Avenue. Water views would be obstructed by any building located at the terminal that is constructed in compliance with flood zone, accessibility and other State Building Code requirements.

In addition, when looking west from Woods Hole Road, the terminal building in its proposed location will be hidden from view for most of the year by trees that are currently located alongside Railroad Avenue.

1. Consider whether the building can be relocated to another location on the property. For example:

The location of the terminal building was chosen out of 26 possible options, and the current location was deemed the best compromise for all stakeholders involved. This determination was made with input from the Woods Hole Community

Association and the Woods Hole Business Association, and received the community's approval at a public meeting in June 2014. The public process that took place, as well as the alternative terminal building locations that were considered, is described in the Feasibility Study for the terminal reconstruction project; the Environmental Notification Form ("ENF") that the SSA submitted in connection with the project, at pp. 66-88 ("Alternative Terminal Landside Concepts"); as well as several newspaper articles, including "Woods Hole Residents Greet New Plans for Steamship Terminal with Approval," The Falmouth Enterprise, at p. 2 (June 20, 2014), and "Accord Reached on Ferry Terminal," Cape Cod Times, at pp. A1, A5 (June 20, 2014).

All of the SSA's permits, licenses and other approvals it has received since then to commence construction of the project, as well as the marine work drawings and specifications that have been approved, have been based upon the terminal building being positioned at its current proposed location as shown in the Feasibility Study's "Consensus Solution" site plan. Based upon the proposed location of the terminal building and the plaza in the "Consensus Solution" site plan, the SSA developed drawings that have the stormwater piping system running directly to the north and to the south of the building and connecting to outfalls that are currently under construction. There are also numerous other utility runs throughout the site that would be impacted if the building were moved from its proposed location. Even if the stormwater management system and utilities could be redesigned effectively to accommodate the relocation of the building, a change in the building's location would also entail significant additional permitting, design and construction costs and would require approval by the appropriate permitting authorities.

The location of the building is also restricted due to the SSA's need to provide a convenient and efficient network of accessible paths of travel for the thousands of ferry passengers who pass through the terminal on busy days among all of the ferry slips, passenger boarding platforms, walkways, buildings, parking areas, bus berths and public sidewalks and streets. For example, the intersection of Railroad and Luscombe Avenues, which provide both pedestrian and vehicle connections to and from the terminal, abuts the site at an elevation of 5.6 feet. An accessible route must be maintained from those public ways up to the busway crosswalk and plaza, which is at an elevation of 10.5 feet, and the locations of the crosswalk and plaza were established to provide enough distance from the public ways so that the slope between them does not exceed that of an accessible path.

In sum, it is questionable whether the project could be redesigned to relocate the building and, even if it could, such revisions would represent a major change to the project that would result in significant costs and a potential delay of the project's construction schedule.

- (a) Locate the building at the current employees' parking lot, as SSA employees can take shuttle buses to the terminal the same way SSA customers do. Also, many SSA employees who worked in Woods Hole now work in Falmouth, so the SSA does not need the same number of employee parking spaces there. Locating the building there will also require less fill and allow for more effective use of the site for vehicles.

One of the alternatives considered (Concept D-1) was locating the building on the south side of the property where the SSA's freight shed is currently located (just west of the SSA employees' parking lot). As noted in the SSA's Environmental Notification Form, that option was rejected for a number of operational reasons, including significantly increased traffic congestion that would result at the terminal's Cowdry Road entrance. The building also would have been located too far from Woods Hole village to allow Woods Hole visitors convenient use of the building's public restrooms. A terminal building located in the current employees' parking lot would have the same problems and would also be too far from the water – especially for SSA passengers, including individuals with disabilities, who have to walk between the building and the ferry slips in order to board or disembark from the ferries. In addition, passengers boarding or disembarking from the ferries would have to walk in front of the ferry vehicle transfer bridges on their way to or from the terminal building, increasing the risk of pedestrian/vehicular conflicts.

It is true that the SSA's administrative office employees who previously worked in the second floor of the old Woods Hole terminal building now work in the SSA's new administrative office on Palmer Avenue in Falmouth. But the demolition of the old Woods Hole terminal building and the excavation of the wharf on which that building was located also resulted in the loss of 37 employee parking spaces that were located around the building on the wharf. Even as designed, the remaining parking spaces in the Woods Hole employees' parking lot do not provide sufficient parking for all of the terminal and vessel employees who report for work at Woods Hole on a regular basis. It also would add a significant layer of complexity and cost to the SSA's operations if all of its terminal and vessel employees who report for work at Woods Hole on a regular basis were required to report instead at the SSA's Palmer Avenue parking lot and take shuttle buses to and from work. In addition, the SSA's shuttle bus service would have to begin operating much earlier in the morning and much later at night, if not essentially 24 hours a day, in order to transport employees when they are scheduled to begin and end their watches and shifts.

- (b) Move the building back 50 to 100 more feet from the water, which will open up the view and reduce the threat to the building of continuing sea rise.

Even a flat roof one-story structure placed parallel to the water and positioned 350 feet or more from the Crane Street Bridge will block all or most of the view of the water. In addition, while Concept B3.1 located the terminal building 350 feet from the Crane Street Bridge, that option was rejected because the terminal building was too far from the water, especially for SSA passengers, including individuals with disabilities, who have to walk between the building and the ferry slips in order to board the ferries.

Rising sea levels will not pose a threat to the building at its currently proposed location because of both its elevation and resilient design. The elevation of the building's first floor will be 13 feet above sea level, and its base structural system essentially will create a flood proof "boat" resting on a 2.5-foot thick concrete pad to resist hydrostatic uplift forces. The building will also have twelve-foot high concrete walls extending to the second floor, the first four feet of which will be waterproofed to an elevation of 17 feet above sea level.

- 2. Consider whether the building can be turned 90 degrees to open up more of the view.

Several versions of this alternative were considered (Concept B4.1, Concept E1, Concept E3 and Concept E4) but rejected for a number of operational reasons, as noted in the SSA's Environmental Notification Form. If the edge of the building were located any closer to the water than shown on the current site plan, there would be insufficient space between the building and the ferry slips for trucks to load and unload from the ferries. Similarly, if the edge of the building were located any farther away from the water than shown on the current site plan, there would be insufficient space between the building and the automobile staging area for buses to drive by and drop off or pick up passengers. In addition, the buses cannot be rerouted to drive farther into the automobile staging area, as the currently designed staging area already cannot accommodate as many automobiles as were staged in the old automobile staging area.

- B. The building is too big and will occupy an inordinate amount of space.

As shown in all three design alternatives, we have been able to shorten the building's length by ten feet, from 123 feet to 113 feet, resulting in an additional 10-foot wide walkway area and view to the building's south side. We did so principally by relocating the first floor employees' restrooms and locker room to the second floor and eliminating the second floor employees' restrooms. All of the remaining rooms and areas on the first floor are public or customer service areas that need to be located there, and the square footage of each of

those areas is now as minimal as we believe they can be while still being adequate for the purposes they serve. As a result, the total net square footage area of the building is now less than what was presented to the community during the feasibility study phase of this project in November 2013 and June 2014 (with respect to those rooms/functions that were presented).

1. The building should be similar in size to the SSA's other terminal buildings in Vineyard Haven, Oak Bluffs, Hyannis and Nantucket, which serve the same number of customers. For example, the building's footprint should be no larger than the footprint of the Vineyard Haven terminal.

The building's footprint is determined by the amount of space that is needed to be located within the building's first floor for public areas and the SSA's customer service functions. That space is principally devoted to the following:

- The building's waiting room (1,900 square feet) is similar in size to the waiting room of the SSA's Vineyard Haven terminal (1,821 square feet) even though around 90% more passengers travel from Woods Hole during the months of July and August (379,149 in 2018) than from Vineyard Haven (199,831 in 2018) and the Woods Hole waiting room also will serve as the waiting room for people waiting for our shuttle buses, Peter Pan buses and Cape Cod Regional Transit Authority buses, and for bicyclists and other Woods Hole visitors, particularly during rainstorms.
- The building's ticket selling/customer service area (248 square feet) is slightly smaller than the ticket selling/customer service area of the SSA's Vineyard Haven terminal (286 square feet) even though Woods Hole ticket sellers handle almost three times the number of transactions during the months of July and August (89,466 in 2018) than the SSA's Vineyard Haven ticket sellers (30,201 in 2018).
- The employee locker room, restrooms and breakroom (980 square feet) are larger than those areas in the Vineyard Haven terminal (328 square feet), but the employees' lockers in the Vineyard Haven terminal are located in hallways throughout the building, which has proven to be problematic, and the employees' break room is inadequate as well. In addition, the SSA has almost 50% more employees working at the Woods Hole terminal (33 per day) than at the Vineyard Haven terminal (23 per day) during the summer season.
- The offices for the Woods Hole terminal manager and terminal agents (336 square feet) are slightly larger than the offices for the Vineyard Haven terminal manager and ticket agents (282 square feet), but over the years we have found the size of the offices for the Vineyard Haven terminal manager and terminal agents to be inadequate. Furthermore, reducing the size of these offices would not have an impact on the size of the building.

- The public restrooms in the Woods Hole terminal building (910 square feet) will be much larger than the public restrooms in the SSA's Vineyard Haven terminal (420 square feet), as the Vineyard Haven terminal's public restroom have not been large enough to meet public demand during busy times of the year. In addition, the Woods Hole terminal's public restrooms serve not only the SSA's customers, but also the customers of many of Woods Hole village's businesses and restaurants as well as numerous other people visiting Woods Hole and/or bicycling on the Shining Sea Bike Path. The Woods Hole terminal's restrooms will also include a separate family restroom, which the Vineyard Haven terminal does not have. As designed, the Woods Hole terminal's public restrooms will have the same number of plumbing fixtures as the current temporary terminal building.
2. Some functions proposed for the building may not be required. If the SSA has not already done so, it should have a "needs" assessment performed that sets forth what functions are required to be in the building.

The SSA did develop a "program" for the terminal building during the feasibility study phase of this project. The program has remained essentially the same since then, although it has been refined over the years. For example, in 2013, the SSA estimated that the waiting room in the old Woods Hole terminal building was 1,032 square feet and could hold 150 people (although at 15 square feet per person, the occupancy would be lower – 69 persons). Because that amount of space had proven to be woefully inadequate over the years, the program for the new terminal building called for almost doubling the amount of space so that the waiting area could hold 300 persons, raising the net area to 1,900 square feet. At 15 square feet per person, the larger waiting room will only hold 127 persons (reference IBC Table 1004.1.2). If the space is calculated as a purely assembly/standing area, the code prescribes 5 square feet per person, which means it can hold 380 persons (1,900/5).

The waiting room needs to hold at least this many people to accommodate the large number of customers who wait in line to buy tickets or ask information during the busy summer season, as well as to hold not only the customers who often are waiting to board the ferries but also those customers who have gotten off the ferries and are waiting for the SSA's shuttle buses, a Peter Pan bus, a Cape Cod Regional Transit Authority bus, or other means of transportation to take them to their mainland destinations from Woods Hole. In this regard, the *M/V Martha's Vineyard* has the capacity to hold as many as 1,274 passengers, the *M/V Island Home* has the capacity to hold as many as 1,210 passengers, the *M/V Nantucket* has the capacity to hold as many as 768 passengers, and the SSA's freight boats can carry hundreds of passengers as well. Therefore, particularly during inclement weather, the SSA needs to be able to accommodate potentially many hundreds of customers inside the terminal building, and this need becomes all the more acute during the off-season when the SSA has to cancel ferry trips due to bad weather and hundreds of customers end up waiting at the terminal for hours until ferry

service is able to resume. During the summer, the waiting room also will have to accommodate all of the bicyclists and other Woods Hole visitors who often seek shelter inside the terminal building during rainstorms.

- (a) Technology will obviate the need for functions proposed for the building. For example, future electronic ticketing will obviate the need for such a large ticket office and reservations are now able to be made online.

The terminal building is designed to have five ticket seller/customer service agent stations, which is the number of ticket seller/customer service agent stations that were in the old Woods Hole terminal building and are currently in the temporary Woods Hole terminal building. Those stations combined occupy 248 square feet of space in the new terminal building, so eliminating one or two of them (at an average of 50 square feet per space) will not allow for a material reduction in the building's size.

In addition, there is no certainty that there will be a significant reduction in the number of over-the-counter transactions when SSA customers are able to purchase their passenger tickets online. (They already have long been able to make their vehicle reservations online.) For example, even though customers have been able to make reservations for the SSA's high-speed passenger ferry online for many years and reservations are often needed for that ferry due to its limited capacity, only around 35% do so. Given that reservations will continue not to be needed to travel as a walk-on passenger on any of the ferries leaving from Woods Hole to Martha's Vineyard, it is unclear how many of those passengers will buy their tickets online just for the convenience of not having to buy them upon their arrival at the Woods Hole terminal.

In any event, our experience at the Hyannis terminal has shown that, even when customers have bought their tickets in advance, they often ask our ticket sellers for information. In addition, our ticket sellers frequently make or change vehicle reservations for customers at the terminal. Accordingly, we anticipate that at least five ticket seller stations will continue to be needed so that our ticket sellers will be able to provide our customers not only with tickets and vehicle reservations, but also the appropriate level of customer service.

- (b) The SSA could eliminate the area proposed for a food concession area inside the building, as SSA customers can patronize adjacent businesses that have year-round food and beverage service with extensive open hours.

The SSA has agreed to eliminate the 340-square-foot area that was proposed for a food concession area inside the building. Instead, the SSA is proposing a 132-square-foot area where vending machines will be located for our customers' convenience at all times when the building is open to the public.

- 3. Even if functions proposed for the building are required, they may be able to be located elsewhere than in the building.
  - (a) There may be other locations on the property where functions proposed for the building could be located, such as in the existing freight shed or elsewhere on the southern perimeter of the property. For example, employee restrooms and lockers could be located there instead of inside the terminal building. Support functions for the vessel crews could also be located there.

Locating the employee lockers, the terminal manager's and terminal agents' offices, the employee break room, the multipurpose room, and the employee restrooms in the new equipment storage building would require that building to have a two-stair/elevator vertical circulation system. These additional space needs would necessitate a building of at least 4 stories, if using the storage building footprint of 25' x 80' (2 levels of equipment storage and 2-3 levels of program space above that - the vertical circulation will eat up a lot of the space). The proposed equipment storage building also will not have heat or restrooms, which the building would be required to have at substantial extra cost if we were to locate these functions there.

Instead of building a 4-story equipment storage building, the building could have a larger footprint, but there is not enough space in that area to expand the building's footprint while preserving the other terminal functions that are planned for that area (e.g., trash and recyclables storage, waste oil storage). In addition, proceeding in this direction would result in a significant increase in the cost of the building, would require a new schematic design phase, and would not end up creating a view of the water from the Crane Street bridge. This direction also has many risks, including: schedule delays, cost increases, and unknowns related to phasing, State Building Code, and permitting requirements.

Even assuming these functions could be relocated to the equipment storage building, the terminal building would still need to have mechanical, electrical and telecommunications data spaces that should be placed not

lower than elevation 17', and preferably remain on the second level to ensure resiliency in the event flood waters breach the first floor.

- (b) The waiting room and restrooms could be located in a smaller single-story building by the ferry slips. (One person erroneously believes that the SSA's restrooms at the Vineyard Haven terminal are located in a separate building.)

It is not feasible to construct a building for the waiting room and restrooms next to the ferry slips. Not only is there insufficient room to construct a building next to the ferry slips, that area is in a velocity flood zone with a base flood elevation (BFE) of 15 feet. The State Building Code would require the minimum elevation of the bottom of the lowest horizontal structural member of any building which is built there to be BFE+2 (17 feet), which means that the elevation of the building's lowest floor would be around 20 feet. The State Building Code also would not allow dry flooding to be used as a way to meet that elevation requirement. As a result, there would be no practical way to have an accessible route from the building to the surrounding area, which will be no higher the 9 feet above sea level and therefore require a route consisting of more than 130 linear feet of ramps.

- (c) Functions proposed for the building can be performed off-site, such as in the SSA's new administrative offices at 228 Palmer Avenue, Falmouth, similar to how the SSA is planning to have a new Operations and Communications Center there that will function with remote cameras. For example, the proposed offices and training space on the building's second floor, as well as all other functions that are not related to the terminal's actual operating needs, can be moved to the SSA's new administrative offices at 228 Palmer Avenue, Falmouth.

No functions that can be performed off-site are currently proposed to be located in the terminal building. The only offices in the building are for the terminal manager and the terminal agents, who require offices on-site. Training that can be conducted off-site is already being conducted at the SSA's new administrative offices at 228 Palmer Avenue in Falmouth. However, some training is required to be conducted on-site, and the building's single multi-purpose room (which is only 380 square feet) will be used for that purpose as well as a number of other activities that have to take place on-site. These other purposes include meeting and work space for non-terminal employees when there are inspections, vessel mechanical issues, potential incidents, or other on-site meetings; and for Lost and Found personnel to email and call customers and conduct other administrative tasks.

4. The building is full of wasted space.

The Saltbox design is very efficient except for the open space above the waiting room due to the building's extended two-story roofline over the waiting room. The reduced height Saltbox design has substantially reduced the height of the open space above the waiting room by lowering the height of the ridge and the west eave. This open space has been reduced even further in the 2-Story Gable design, which has only a one-story roof over the waiting room.

C. The building is too high. It should only be one story.

Locating all of the necessary on-site terminal functions in a two-story building instead of a one-story building allows the building to have a much smaller footprint (theoretically 50% smaller, plus space for stairways and an elevator), opening up more of the view of the water. Also, by using dormers to create space in the second floor that extends beyond a building's regular roofline, a two-story building is only slightly higher than a one-story building with a traditional gable roof. Indeed, the roofline of the current two-story Saltbox design alternative is almost seven feet lower than the roofline of a one-story building with a traditional gable roof. The roofline heights of the current three design alternatives are as follows:

- The revised Saltbox design alternative lowers the building's roofline by five feet from the Saltbox design that was presented to the public in October 2018, reducing the elevation from 45.5 feet to 40.5 feet over the entire building.
- The 2-Story Gable design alternative has a higher roofline (42 feet) than the revised Saltbox design alternative, but for only 60% of the building's length. The top of the roofline over the waiting room (40% of the building's length) is at 33.5 feet.
- The 3-Story Crossing Gable design alternative has an even higher roofline (58.4 feet) over the center of the building, but that is less than 30% of the building's length. The top of the roofline over the remaining ell portions of the building are at an elevation of 42.4 feet.

1. By eliminating or moving functions elsewhere (as described above), the SSA should be able to eliminate the second story.

Even a one-story flat roof building will block the view of the water out to Devil's Foot Island even before the building's mechanical equipment is placed on the roof. A pitched roof building (one or two stories) will always rise well above the horizon line and block a view of the water and islands beyond. In any event, as described above, the SSA cannot eliminate or move any more functions from the new terminal building.

2. Even if the second story cannot be removed from the entire building, there should not be a second story over the waiting room area.

The 2-Story Gable design alternative does lower the roofline over the waiting room. (The Saltbox design requires the same roofline over the entire building, including the waiting room.)

## **II. Comments about the Terminal Building's Architectural Style and Materials.**

- A. The building's use of so much glass is not practical. It will drive up heating costs and is not suitable for winter, nor'easters and other storms. It also will be expensive for the SSA to maintain and clean the glass, especially since the building is in close proximity to salt water.

The design has been revised to reduce the overall amount of glass window wall, particularly on the north side of the waiting room, in all three of the current design alternatives. In addition, all windows will utilize high performance glass that is engineered and tested for energy efficiency. Following sustainable design tenets, the building will maximize energy efficiency while also providing suitable daylighting and views to interior spaces. Due to code requirements for a commercial building of this use type, all window and door systems and assemblies will also be rated to withstand hurricane wind loads and certified to meet or exceed wind-borne debris protection ratings for large-missile impacts.

- B. The building's architectural style should be similar to the styles of the SSA's other terminal buildings in Vineyard Haven, Oak Bluffs, Hyannis and Nantucket.

State Building Code requirements that have taken effect since the construction of the SSA's other terminal buildings dictate specific material considerations and details that exceed the performance of the materials and construction techniques used in those previous terminal buildings. As a result, the building will meet flood zone and hurricane resistance standards that will hopefully enable the SSA to obtain a variance allowing it to keep the elevation of the building's first floor at no higher than 13 feet.

- C. The building should be designed in a Cape Cod style (*e.g.*, shingled and traditional in design). Its architectural style should fit in with Cape Cod architecture, and should be a small, New England building with double-hung six-over-six sashes and red-cedar shingles. The building as currently designed is too modern and resembles an airport terminal, or is better suited as a ski lodge in the Rocky Mountains (such as in Aspen or Vail), or looks more like the Pennsylvania welcome building on Interstate 90.

All proposed materials have been utilized on neighboring commercial buildings in Woods Hole. Resiliency is a key consideration in the selection of all exterior materials. Each material has been selected for characteristics of long-term durability, aesthetics, weathering in the harsh marine environment, maintenance and local precedent. The envelope

construction requires specific material considerations and details that exceed the performance of commonly used residential materials and construction techniques.

As a commercial-sized building (50 feet wide), the roof form cannot follow typical gable with 12:12 or 10:12 slope without becoming excessively tall. The saltbox roof line was selected to minimize the roof peak while utilizing a traditional New England roof form. Other commercial buildings in Woods Hole utilize similar materials, details and scalar elements. (The building's narrower 50-foot-wide dimension is wider than any of the wood frame buildings in Woods Hole.) Designing for current codes and standards necessitates a different approach than for a Cape Cod-style residence. The terminal design has been developed to meet these modern requirements with thoughtful regionally appropriate concepts.

- D. If stone is used for the building's façade, the stone should be similar to the Marine Biological Laboratory's Candle House.

The specific details of the stone variety, bonding pattern and finish are still open design items to be developed as the design progresses.

- E. The building should have a sense of humility with a more modest design and not be overly ostentatious. The SSA does not have to impress anyone by making an architectural statement. The building should echo Woods Hole's long history and character as a seaside, maritime and scientific community.

The Saltbox design was selected for the building for the purpose of utilizing a traditional New England roof form that will make the building's roofline as low and unassuming as possible, in contrast to a building with a traditional gable roof whose roofline would be higher and more massive. The Saltbox design is also a very simple and efficient design that allows maximum use of the area in which the building's footprint has to fit.

The previous design included a relatively large amount of glass window wall in the waiting room not to make an architectural statement but to provide the SSA's passengers and other persons waiting in the room with a more pleasing environment and to allow them to see more of Woods Hole village and the waterfront. However, in response to comments received from the public about the amount of glass in the building, the amount of glass window wall has been reduced in each of the three current alternative design alternatives.

The design included the use of stone for the building's façade not only because the stone is an integral element of the building's floodproof envelope, but also to echo other Woods Hole buildings that similarly have stone facades.

### **III. Comments about the Terminal Building's Apparent Lack of Energy Efficiency.**

- A. The building should have solar panels (photovoltaic cells) on its roof. The SSA should put solar panels over the vehicle staging areas.

The roof orientation of the Saltbox and 2-Story Gable design alternatives is not suitable for solar roof panels. However, the SSA will consider installing solar roof panels on the building if the 3-Story Cross Gable design is pursued. The SSA is also actively evaluating the feasibility of installing solar panels on top of the bus drop-off and pick-up shelters that will be located to the east of the terminal building.

Solar panels were considered as shading over the vehicle staging area, but ultimately not pursued due to challenges with circulating vehicles around poles, the adverse impact of the poles' foundations on the terminal's groundwater management system, and the fact that the poles and their foundations would further reduce the vehicle capacity of the staging area.

- B. The building is not energy efficient. It should be an intentionally "green" building.

Sustainable elements of the building design include, among other things:

- High-efficiency HVAC system (possibly geothermal) that will be optimized to provide occupant comfort during all seasons.
- All areas of the building that have windows will have radiant floor heating, which is highly efficient and offers superior occupant comfort, in addition to the forced-air system to ensure thermal comfort.
- High-performance envelope (thermally efficient, breathable, continuous air barrier, flood proof, resilient, low maintenance).
- High-performance glass and wood window wall/door assemblies (daylighting, views, thermal performance).
- Maximized passive sustainability (shading and shelter from prevailing wind and solar heat gain).
- Rainwater collection system.
- High-efficiency plumbing fixtures.
- High-efficiency LED light fixtures, occupancy sensors.
- Low VOC interior finishes, indoor air quality with high-performance filtration system.
- Resilient design – all systems elevated about flood plain, all fixtures and outlets raised above flood elevation, resilient materials, backup energy plant, deployable flood barriers.

- Air curtains located at exterior doors are more energy efficient and functional than vestibules for high-volume circulation spaces; wind screens shield doors from prevailing winds.
- Regionally sourced materials.

#### IV. **Comments about the Continued Use of the Existing Temporary Terminal Building.**

- A. The SSA should continue to use the existing temporary terminal building. If that building is damaged by a flood, the SSA can replace it at that time.

The temporary terminal building is not adequate to meet the SSA's needs and was not designed for long-term use. It is modular construction, susceptible to foundation settlement, is not hurricane resistant, and does not meet flood zone requirements (*e.g.*, the building's elevation is at 9 feet even though the base flood elevation at that location is 13 feet). The State Board of Appeals issued a temporary variance for the building and its use is not permitted beyond 2021.

- B. Even if the SSA cannot continue to use the temporary terminal building, the new building should not be any larger than the temporary building, as the temporary building is functioning quite well.

The temporary terminal building is not adequate to meet the SSA's needs. Its waiting room is far too small to accommodate the number of people who often need to be in that space. The offices for the terminal manager and terminal agents are similarly too small and often have to be used for other purposes, which interferes with day-to-day terminal operations. The employee spaces are also inadequate and will become only more so when the employee spaces for the outside terminal workers, which are currently located in the freight shed, are demolished.