

## Downtown Hyannis Design & Infrastructure Plan



*This plan applies to new development and redevelopment, with the exception of single-family residences, in the Hyannis Village Zoning Districts.  
It is adopted pursuant to Section 240-24.1-11 of the Barnstable Code.*

**Plan Prepared By:** Town of Barnstable Staff  
**Date Adopted:** 9/26/2005 by the Barnstable Planning Board

# Downtown Hyannis Design & Infrastructure Plan

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## **INTRODUCTION**

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The Town of Barnstable has embraced an effort to revitalize downtown Hyannis. The area's unique roots as a bustling Main Street, active harbor, and maritime village make downtown Hyannis an ideal place to promote redevelopment. In July 2005, new zoning was passed to encourage a more livable, mixed-use environment downtown while also balancing human and natural systems. This Design and Infrastructure Plan is an extension of the new zoning. It establishes building and site design standards for all development within the Hyannis Village Zoning Districts (with the exception of single-family residences) and creates a set of guidelines to anticipate and direct expected growth.

### **A. D&I Plan Organization**

This Design and Infrastructure Plan is a reference manual for developers, designers, town boards, and officials to guide improvements to private properties and public infrastructure in downtown Hyannis. Development guidelines for architecture and site design, procedures for establishing vehicle trip generation in the Hyannis Gateway District, as well as suggested redevelopment strategies to mitigate development impacts are included.

The Appendix will provide a detailed look at the public infrastructure necessary to support projected Hyannis growth. Supporting infrastructure networks will be analyzed to show both existing capacity (2005) and projected capacity over a 20 year planning horizon. Specific strategies to accommodate new Hyannis growth will be enumerated. The Appendix will serve as a basis for the potential reduction of regional development review and the potential assessment of local impact fees on development projects. These impact fees, if approved by the Town Council, will be used together with public funds to make further improvements in Hyannis.

At publication of this document (September #, 2005), the appendix is in its draft stages, therefore impact fees for developments have not yet been completely determined. All development within the Hyannis Village Zoning Districts shall comply to the maximum extent possible with the design guidelines, recommended development strategies, and other recommendations of this Plan.

### **B. D&I Plan Goals**

The following goals of this plan and the Hyannis revitalization effort are in alignment with the Barnstable Local Comprehensive Plan, the Barnstable Capital Improvements Plan, and the Town Council's Strategic Plan:

1. Create consistency with the historic and maritime character of the area.
2. Create livable neighborhoods for year round residents.
3. Create housing opportunities for persons and households of all income levels.
4. Enhance pedestrian access and public spaces.
5. Preserve views and public access to the waterfront.

6. Promote traffic reduction and alternate transportation modes. Enhance opportunities for eliminating curbcuts and for creating driveway interconnections, shared driveways, public transit and/or travel demand management.
7. Foster history, culture and the arts.
8. Protect and enhance natural systems.
9. Make development review decisions predictable, fair, timely, and cost effective.
10. Promote private investment in buildings and structures and support appropriate economic development

## **C. Community Process and Input**

This Plan is based on community shared values that were voiced during two community outreach efforts described below.

### **I. Downtown Hyannis Community Engagement Process**

In September 2004, Town staff initiated a series of community listening sessions in downtown Hyannis. The goal of these sessions was to elicit responses from a wide audience of stakeholders about the area's unique characteristics, and where the community concurred in matters of revitalization. Seven community sessions were held with a total of 130 community Hyannis area residents, business and property owners. In addition, in November and December 2004 a team of trained interviewers administered a phone survey designed to "test" the shared values articulated by those attending the listening sessions. 316 Hyannis Area residents participated in the telephone survey. The shared values of both the listening session attendees and phone survey participants are reflected in this Plan. Shared values are summarized below:

#### a) What are downtown Hyannis' greatest strengths:

- Location/proximity to waterfront
- Diversity/mix of retail and restaurants
- Walkability
- Village & human-scale feel
- Museums and presence of municipal government

#### b) What are downtown Hyannis' greatest weaknesses:

- Parking
- Need to connect surrounding communities and blocks
- Vacant buildings and worn-down facades
- Traffic
- No everyday stores for residents

#### c) How can the community make the greater downtown Hyannis area more livable:

- More arts/cultural activities
- Fix facades and aesthetics of Main Street
- Keep eclectic nature and add to it
- Improved pedestrian walkways connecting all of downtown
- More/improved enforcement and coordination of parking
- Greenscaping/ landscaping/ public spaces
- Increase specialty shops/shops for residents
- Improved lighting/increased sense of safety
- Improved information/signage in general

### **2. Town of Barnstable Citizen Survey**

The 2005 annual Barnstable Citizens Survey was conducted by the Bridgewater State Colleges Institute for Regional Development. Conducted every year, a random sample of Barnstable's adult residents were polled. A variety of questions address the town's planning policies and residents' opinion of growth. Some of the highlights of the survey are as follows:

- An overwhelming majority of residents (85.7%) rate the quality of life in Barnstable as excellent or good.
- Almost eighty five percent of the respondents (82.4%) are very or somewhat satisfied with the town services they receive in relation to town taxes.
- Over eighty percent of respondents (83.9%) strongly or somewhat strongly agree that Barnstable leaders respond effectively to citizen's needs and concerns. This is a 2.0 percent increase from 2004.
- Thirty three percent of respondents (33%) felt that over-development, growth and population are the most serious problems facing Barnstable.
- The majority of respondents strongly or somewhat strongly agree that Barnstable officials are adequately planning for the town's future.

## VI. DEVELOPMENT APPROVAL PROCESS

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### A. Overview

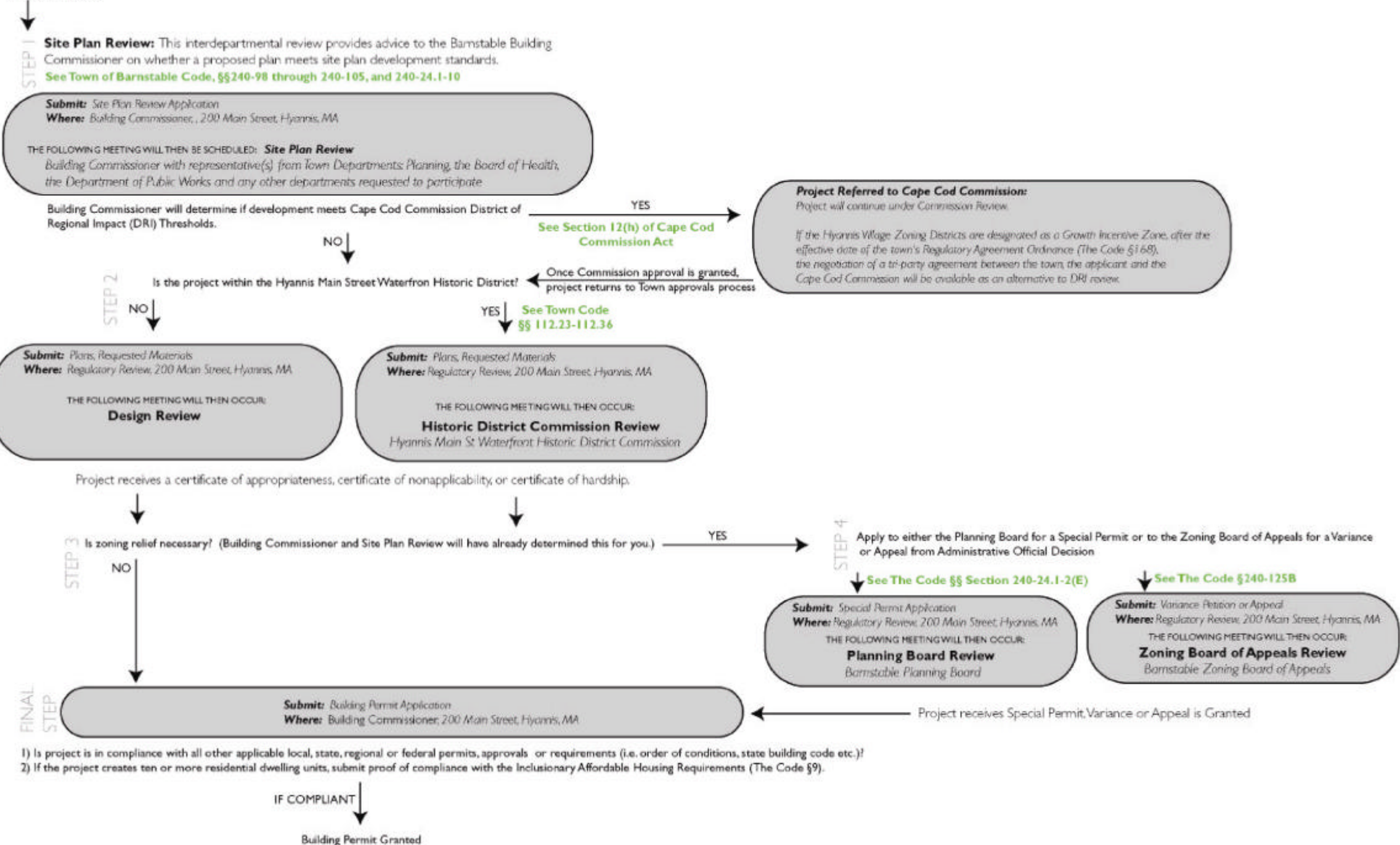
In July of 2005, the Barnstable Town Council adopted new zoning for the downtown Hyannis area. The new zoning significantly increases opportunities to redevelop existing properties, particularly for mixed use (combined residential and non-residential).

- **Design Review** – Within the Hyannis Main Street Waterfront Historic District (the Historic District), all development shall be reviewed for consistency with the Hyannis Main Street Waterfront Historic District Guidelines (the HDC Guidelines) as well as for consistency with this plan. Where there is a conflict, the HDC Guidelines shall apply.
- **Pre-application meeting** – All applicants are strongly encouraged to meet with town staff prior to filing an application for site plan review. The purpose of this pre-application meeting is to review the application for consistency with applicable zoning and this Plan. It is strongly suggested that applicants hire an architect and landscape architect to design development projects and that these architects be present at the Pre-application meeting. A conceptual site plan and building elevations should be submitted to town staff before the pre-application meeting is held.
- **Site Plan Review** – All development within the Hyannis Village Zoning Districts, with the exception of single-family residences, shall comply with the following: the provisions of section 240-103 of the Code; the provisions of Section 240-24.1-10 of the Code; individual district regulations provided in Sections 240-24.1-3 through 240-24.1-9 of the Code; and the provisions of this Design and Infrastructure Plan. In the event of a conflict between the provisions of the Code, the provisions of Section 240-24.1-1 through 12 shall apply. In the event of a conflict between the provisions of this Design and Infrastructure plan and the Code, the provisions of the Code shall apply.
- **Special Permit Thresholds** - In determining whether a special permit is required, the entirety of a proposed project, including anticipated and foreseeable future expansions, shall be considered, and not separate phases or segments thereof. Anticipated and foreseeable future expansions shall include those expansions anticipated within the three years following application for site plan approval. Ownership by different entities does not necessarily indicate that projects are separate. It is the intent of this rule that projects not be segmented or phased to evade or defer special permit review.
- **Redevelopment** – In the case of redevelopment, the net expansion and net additional impacts of a use and/or change in use shall be considered by the permitting official or entity.

### B. Approval Steps

The current development approvals process is illustrated on the following page. Applicants shall refer to the Town of Barnstable Code for development approvals steps and requirements. The following flow chart is intended to help understand the steps for undergoing development approvals. This chart shall in no way take precedence over the Town of Barnstable Code.

**New Project**



## VII. DESIGN

### A. Architectural and Site Design Guidelines

#### I. Purpose

The purpose of these design guidelines is to enhance the downtown Hyannis area through: 1) the preservation and protection of Hyannis' historic and maritime character; 2) maintaining and improving the settings of these buildings and places; and 3) the encouragement of new compatible design, so as to continue to maintain the historic character while also building upon the existing eclectic qualities of Hyannis. As the existing structures were constructed before the Great Fire as well as in the century since, many periods of commercial and residential design are intermixed. These guidelines do not suggest a particular *architectural style* for Hyannis. All architectural styles are encouraged to produce a unique eclectic downtown Hyannis. However, all new proposed buildings must create pedestrian scaled environments. Properties with historically significant buildings must be preserved and maintained in their original style, but new surrounding structures are encouraged to compliment, not necessarily match, their historical neighbors.

Hyannis is a unique community: unique in its maritime environment, in the degree of its economic reliance on tourism, and in its architectural and cultural heritage. The goals of these guidelines include the following:



1) Promote human-scale and pedestrian orientation created by relatively narrow streets coupled with sidewalks and trees to separate pedestrian and vehicular zones, a variety of small scale buildings, and an interesting mix of uses.



2) Create a linked open space system that builds upon the small intriguing green spaces that currently exist.



3) Promote unique, locally owned, independent businesses with close ties to the community.



4) Create opportunities to promote history, culture and the arts.



5) Retain all historically significant buildings within downtown Hyannis. Adapt existing structures for new uses rather than replacing them, wherever possible.



6) Preservation of views and public access to the waterfront.



**2. Architecture**

It is *strongly* encouraged that projects retain a licensed landscape architect in addition to the required registered architect to complete site and building design.

**2.1 Character and Context**

- 2.1.1 Building design shall relate to the surrounding neighborhood context in placement, scale, proportion and building spacing. It should take into consideration the unique qualities and architectural character of the surrounding area.
- 2.1.2 Development in areas with little, no, or poor immediate historic, cultural, or architectural character shall expand the area of influence to identify the local architectural context or establish a design vocabulary that builds on the maritime and historic character of the area, and fits with these guidelines for Hyannis.
- 2.1.3 Building designs and treatments that express corporate identity shall not take precedence over these design guidelines and such development shall conform to the historic and architectural considerations in these guidelines.
- 2.1.4 Buildings that are stylized in an attempt to identify a particular tenant, particularly where the proposed architectural design is the result of a corporate or franchise prototype design, shall not take precedence over these design guidelines and such development shall conform to the historic and architectural considerations in these guidelines.
- 2.1.5 The design of a building that occupies a pad or portion of a larger building or shopping center should share similar design characteristics and vocabulary. Precise replication is not desirable; instead, utilize similar colors, materials and textures, and repeat patterns, rhythms and proportions of other units to achieve unity. If surrounding units have little or no design qualities, the new design should establish a design vocabulary that builds on the historic architectural and maritime character of the area and fits with these guidelines for Hyannis.

Desirable	Undesirable
 <p data-bbox="1553 716 1991 797">This corporate tenant in Santa Barbara uses traditional California architecture in the building façade.</p>	 <p data-bbox="2091 716 2421 737">Prototype designs are undesirable.</p>
 <p data-bbox="1553 1078 1991 1138">This strip mall at Mashpee Commons uses vernacular architecture as design inspiration.</p>	 <p data-bbox="2037 1078 2475 1138">Strip mall design that does not relate to local character is undesirable.</p>

**2.2 Massing**

2.2.1 The design of a building shall reduce its perceived height by dividing the building mass into smaller scale components.

2.2.2 Buildings or portions of buildings with a Roof Mass over 50 feet wide must divide their facades into smaller parts. A pronounced change in Roof Mass, height and shape must be provided as well as pronounced changes in wall planes and building massing. Flat roofs, including flat sections of hip roofs, cannot extend more than 50 feet without a change in Roof Mass, shape or height. Ref. Section 240-24.1-3.C.3 and Section 240-24.1-3.C.4 of the Code for HVB District. Hospitals are encouraged to divide facades into smaller parts and to provide changes in Roof Mass, height and shape.

- 2.2.3 The following features should be considered as potential elements to help break down building scale:
- Low planters and walls, base planting, and unique architectural treatments at pedestrian level
  - Covered walkways, trellises or architectural awnings that provide varying degrees of shade and sun at ground level
  - Distinct and multiple architectural roof forms, clearly pronounced eaves, distinct parapet designs and cornice treatments
  - Clearly pronounced recesses, projections, wall plane off-sets, and recessed entries
  - Use of deep set window and mullions
  - Use of vertical accents or focal points
  - Ground level arcades and galleries/balconies on upper floors
  - Use exterior façade treatments to define smaller masses through use of different materials, texture and color
  - Indicate the internal function through a logical hierarchy of building masses







2.2.4 Roof Shape shall compliment the overall pattern of the neighborhood. On Hyannis Main Street, roof shapes shall be designed to contribute to an eclectic mix of roof shapes.



Hyannis historically had many sea captains homes with varying roof planes



Automobile oriented buildings with little architectural detailing and extensive flat roofs are prohibited.


Desirable	Undesirable
 <p>These 3 story structures have effective divisions in elevation to reduce bulky appearance. (Craigville Village)</p>	 <p>Flat facades with limited undulations make this 2 story structure look larger and bulky.</p>
 <p>Projects shall break their facade into smaller parts less than 50' wide.</p>	 <p>Single facades longer than 50' are prohibited.</p>
 <p>Roof Height, Shape and Mass must be changed at a maximum of 50' intervals to break up long facades and create architectural interest.</p>	 <p>Even though this facade is changed at a maximum 50' interval, this facade is prohibited since the Roof Height, Shape and Mass remains at one elevation.</p>

**2.3 Design of Pedestrian Frontages**

2.3.1 Building entrances should be located at a maximum interval of 60 feet apart to activate a building frontage.

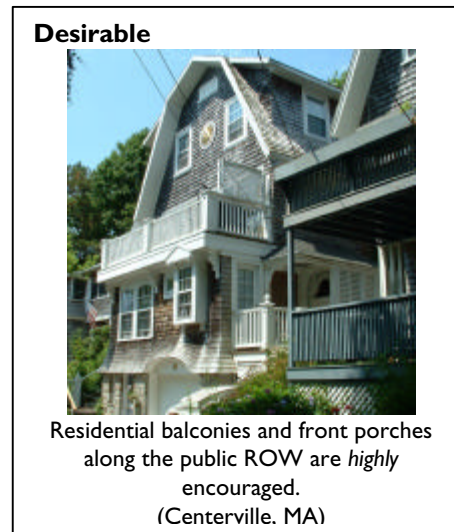
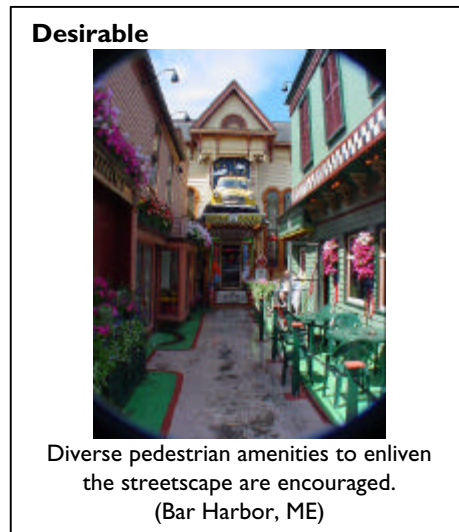
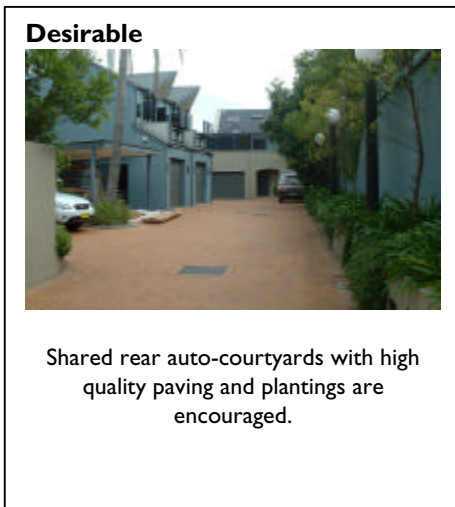
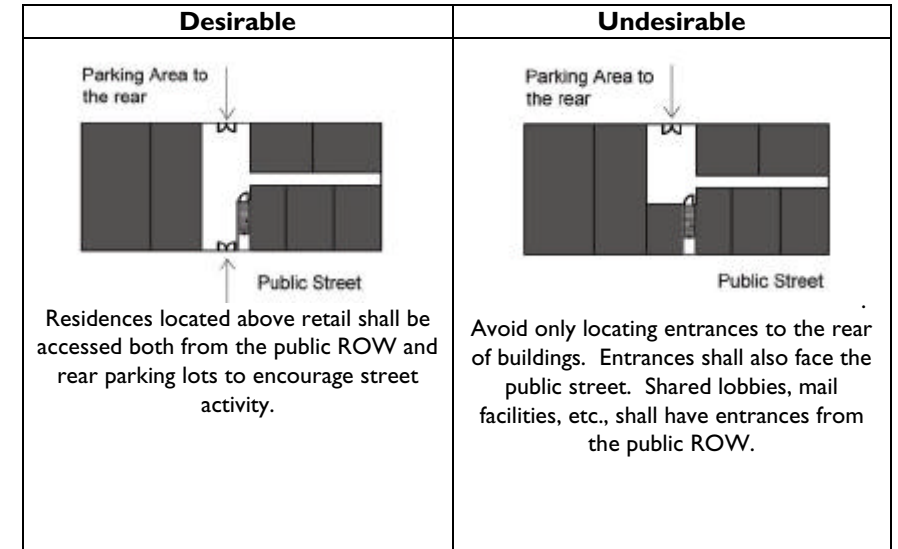
2.3.2 Building frontages and sides of buildings oriented to the street or other public areas (i.e. parks, open space, trails or vista corridors) should consider the following approaches (and others as they may apply) to further enhance the pedestrian and visual experience:

- Incorporate a combination of arcades, pedestrian level display windows, storefronts, and store entrances.
- In large stores, consider expressing internal functions (i.e. bank, deli and florist) as a minor storefront.
- Consider partially wrapping the face of a larger building with smaller stores.
- Long storefronts should incorporate design features, which address extensive inactive pedestrian frontages. Remedies may include specially enhanced pedestrian areas, generous landscaped areas, site walls and raised planters, variations in planes, materials and colors.
- Long continuous wall planes without variation on any story of a building greater than 30' in length shall be avoided.
- Building frontages should exhibit human scale detail, windows and other openings along ground floor pedestrian areas.
- Within the HVB District, any wall within 30 feet of the street shall contain at least 20% and should contain a greater percentage of the ground floor area as facing the street in display areas, windows or doorways. Blank walls, including walls that do not include display areas, windows, architectural features, and/or doorways are prohibited. Ref. Barnstable Zoning Ordinance, Section 240-24.1-3.C.6.c.
- Within the HVB District, all new development must provide ground floor windows along street facades, including windows that allow views into working areas or lobbies, pedestrian entrances, or display windows. Required windows shall have a sill no more than four (4) feet above grade, except that where interior floor levels prohibit such placement, the sill may be raised to no more than two (2) feet above the finished floor level, up to a maximum sill height of six (6) feet above grade. Ref. the Code Section 240-24.1-3.C.6.

Desirable	Undesirable
 <p>This 3 story structure uses balconies, varying window patterns and roof shapes to break down building scale. (Chatham, MA)</p>	 <p>Unarticulated facades are undesirable.</p>
 <p>Entrances should be provided at a maximum interval of 60' in order to provide an interesting door to window ratio.</p>	 <p>Entrances at intervals longer than 60' are discouraged.</p>
 <p>Arcades, balconies and plantings enhance the pedestrian scaled streetscape. (Lee, MA)</p>	 <p>Unbroken facades and low-quality material use are prohibited.</p>

**2.4 Design of Buildings with Residential over Commercial Uses**

- 2.4.1 Orient both retail and residential entries to face public streets and sidewalks. Residences over businesses must have an entrance onto the public way and not just to the rear of the property where feasible. Entrances along the public way should encourage walking, biking and use of public transit. Consider lobbies or alleys with public entrances from both rear parking areas and the public Right of Way (ROW).
- 2.4.2 Consider providing visitor drop-off areas at public building entries for easy grocery loading/unloading and other temporary parking.
- 2.4.3 Projects should provide outdoor terraces and balconies for residents along the public ROW to bring activity to the street.
- 2.4.4 Levels of privacy should be included in the design to mark transitions from public to semi-public to semi-private to private space.



## 2.5 Architectural Details, Materials and Colors

- 2.5.1 Architectural character of buildings must compliment Hyannis historic structures. Examples of historic structures and a narrative explaining Hyannis' historic architecture can be found in the Hyannis Historic District Design Guidelines available at the Barnstable Planning Department. Façade design shall help create a diverse and eclectic pedestrian experience.
- 2.5.2 Façade materials shall be high quality, authentic materials (ex. wood, stone, brick). Faux materials intended to duplicate the look of natural materials are prohibited (ex. vinyl siding, fake stone etc).
- 2.5.3 All sides of a building shall express consistent architectural details and character.
- 2.5.4 Screening devices, site walls, enclosed service and loading and refuse areas and mechanical equipment shall be designed as an integral part of the building architecture.
- 2.5.5 Drive through elements shall be architecturally integrated into the building rather than appearing to be applied or "stuck on" to the building.
- 2.5.6 Extended bands of corporate/franchise colors unrelated to the architecture shall be avoided.
- 2.5.7 Primary entrances to buildings shall be distinguished with façade variations, porticos, roof variations, recesses or projections, or other integral building forms.
- 2.5.8 Front porches and balconies are encouraged to engage residents with the streetscape.
- 2.5.9 For multiple car garages, single doors shall be used instead of double doors to maintain a smaller scale feel.

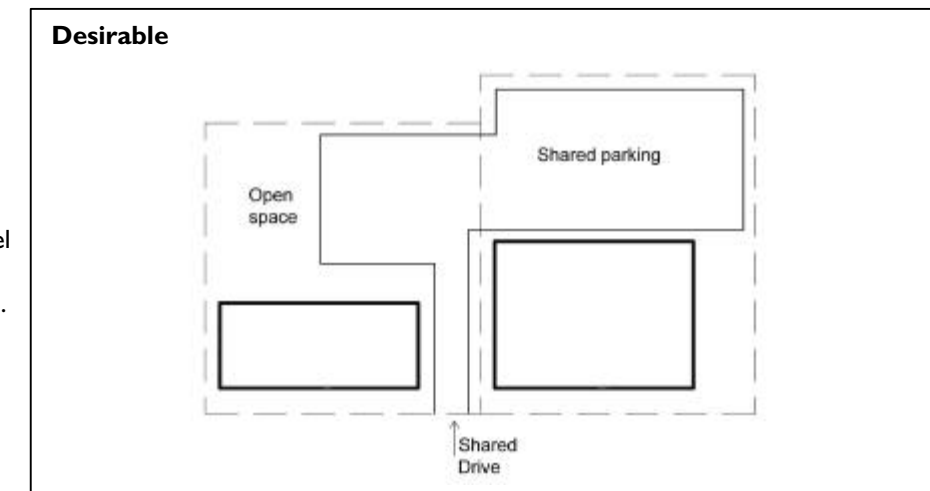
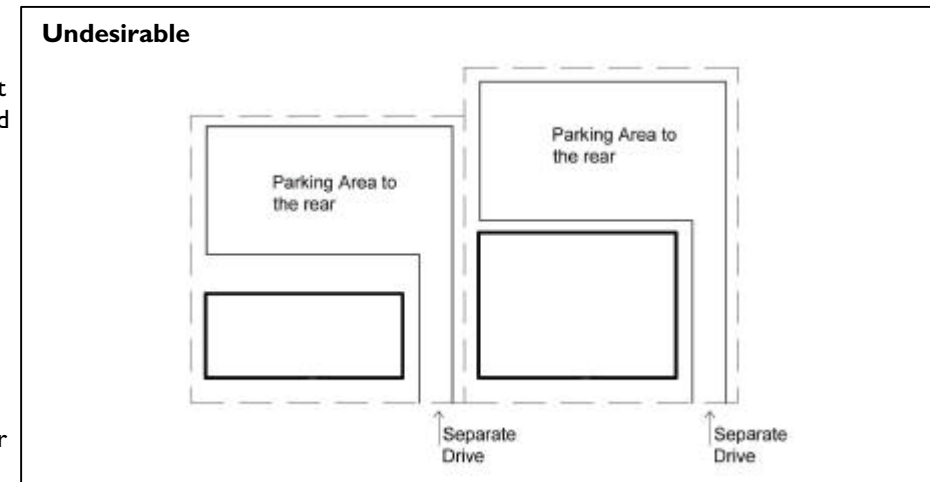
## 2.6 Significant Structures and Preservation Strategies

- 2.6.1 Properties within the Hyannis Main Street Waterfront Historic District likely have buildings with historic, cultural and/or architectural significance. Please see the Historic District Inventory, and the HMSWHC Design Guidelines, available at the Barnstable Planning Department for information on a particular property and its level of significance.
- 2.6.2 Preservation strategies can be found in the Hyannis Main Street Waterfront Historic District Design Guidelines. A copy of these guidelines can be obtained by contacting the Barnstable Planning Department.
- 2.6.3 All buildings, structures, additions and renovations within the Hyannis Main Street Waterfront Historic District must be reviewed and approved by the Hyannis Main Street Waterfront Historic District Commission.

## 3. Site Design

### 3.1 Site Layout and Amenities

- 3.1.1 The following elements should be coordinated between the site design of a property, adjacent sites



and the larger neighborhood to the maximum extent possible:

- Share driveways for accessing perimeter streets
- Link internal vehicular circulations systems
- Provide a continuation of open space systems
- Link bike trails, internal pedestrian circulation systems, and share bicycle racks
- Link perimeter open space and landscape buffer zones
- Share areas for access and refuse collection wherever possible
- Share drainage and retention facilities. For additional storm water requirements, see page 21 of this document.

3.1.2 Site development patterns (i.e. open spaces, massing, etc) shall be oriented to maximize pedestrian environments, build on historic precedent, and create and preserve views to the water from public ways and places. Not all established development patterns are desirable. Design proposals should consider how sticking with or departing from existing patterns might benefit the community. Each design should be weighed against the balance of other buildings in the neighborhood and new commercial development should be considerate of adjacent storefronts.

3.1.3 Development projects should feature an outdoor pedestrian space scaled to the demands of the building's use. Patios, dining facilities, public art and street furniture are encouraged to enhance activity and diversity on the street. When designing pedestrian areas consider:

- Solar exposure to maximize sunlight
- Protection and relief from vehicular environment
- Structured and/or informal seating or waiting opportunities
- Street furnishings (trash receptacles, information kiosk), focal elements (water features, sculpture or natural site feature, public art), light and power. Approved street furnishings for areas within the public ROW, can be found in the HHDC Design Guidelines.
- Consider views outward from the pedestrian area at sitting and standing levels.

3.1.4 Primary walkways linking site features shall be a minimum of six (6) feet wide. Passage through buildings must be at least ten feet wide.

3.1.5 Where pedestrian circulation paths cross vehicular routes, a change in paving materials, textures or colors should be provided to emphasize the conflict point, improve visibility, enhance safety, and provide added aesthetic appeal with the pedestrian access primary.

3.1.6 Bike racks are encouraged. Place racks at locations that do not obstruct the flow of pedestrians, are easily identifiable, visible and convenient to customer entrances.

3.1.7 Per Code Section 240-24.1-10.A.8 fences in any district exceeding six and one half (6.5) feet in height (eight (8) feet when abutting a non-residential district) shall require a special permit.

3.1.8 Utilities should either be located below ground, or access the building from the rear to maximum extent possible.

#### Desirable



High quality pedestrian amenities such as low fences, ornamental plantings, tables, lighting, signs and eating areas that open onto the street are highly encouraged.

#### Desirable



Where pedestrians cross vehicular traffic, high quality crosswalks of varying materials should be provided.

#### Undesirable



.Painted crosswalks must be provided at a minimum but crosswalks that vary in material are preferred.

- 3.1.9 Expansive areas (over 700 square feet) of paving shall be broken up with landscape planting or architectural features. Decorative paving materials are encouraged wherever possible.
- 3.1.10 Impervious surfaces shall be minimized. Pervious pavers and other pervious paving material should be used for all patios, walkways, driveways and other paved on-site areas, with the exception that pervious surfaces shall be allowed when necessary to ensure the safety of medical patients, the elderly and the disabled, or to otherwise promote public health and safety.
- 3.1.11 The storm water collection system on Main Street (from Center Street to Stevens Street) can accommodate roof runoff from the downspouts that are currently connected to the system. These preexisting downspouts may be reused providing additional roof area is not directed to them. All other storm water shall be disposed of on site.

### **3.2 Special Site Design Criteria in HVB District**

- 3.2.1 **Building Setbacks and Zero Lot Line:** In general, within the HVB District, buildings must be constructed at the zero lot line (the street line or edge of the sidewalk) in order to promote a lively, pedestrian friendly street front. For existing buildings in the HVB District that do not currently meet the zero lot line requirement, such structures may be redeveloped at the current setback (but not greater than twenty feet from the zero lot line) so long as the setback area provides permanent public plazas, sidewalk cafes, public spaces or amenities and/or landscaping. Where it will not interfere with the alignment of sidewalks or pedestrian access, it may be preferable to allow a building façade to be set back from the zero lot line. In such a case, the larger building setback shall: result in better coordination between the site design of a property and adjacent sites, resulting in a better alignment of buildings; result in better coordination between the site design and the larger neighborhood; accommodate building entrances, arcades, plazas, sidewalk cafes, permanent public spaces, pocket parks or landscaping; and/or promote historic or architectural preservation. Ref. Barnstable Zoning Ordinance, Section 240-24.1-3.C.1.
- 3.2.2 A “through lot” is a lot in the HVB District that has frontage on Hyannis Main Street and frontage on another street (the alternative street) but is not a corner lot. For through lots within the HVB District, vehicular access shall be provided off of the alternative street. In addition, through lots shall, to the extent feasible, locate parking and pedestrian amenities in a central courtyard, and provide building fabric fronting both streets. Through lots shall provide for pedestrian access between Main Street and the alternative street where appropriate.
- 3.2.3 In HVB district, maximum fence height along public Right of Ways shall be four (4) feet.
- 3.2.4 Garages shall not be placed along a property’s primary frontage streetscape when the property is located within the HVB. Garages in these areas shall be located on alleys or at the rear of the property.
- 3.2.5 New curb cuts on Hyannis Main Street shall only be allowed where the curb cut leads to parking for at least twenty one (21) vehicles. No more than one curb cut on Hyannis Main Street shall be allowed for any lot. For traffic safety and to maintain traffic flow, no new driveways shall be permitted on Hyannis Main Street within 200 feet of any intersection. Driveways shall not occupy more than 25% of the frontage of any parcel, except for lots less than 40 feet wide. Ref. the Code 240-24.1-3.C.8.
- 3.2.6 Loading docks shall not be visible from Main Street. Ref the Code 240-24.1-3.D.1.
- 3.2.7 Street trees, where feasible, are required consistent with the Code, Section 240-24.1-10, if front setback is greater than zero feet.

### **3.3 Parking**

- 3.3.1 Projects shall reduce the amount of impervious paved parking areas as much as possible. Pervious surfaces are recommended. Consider paving material durability for snow removal purposes. Handicapped spaces shall be a hard, easily maneuverable surface.
- 3.3.2 For Parking requirements, see the Code Section 240-24.1-10 and for the HVB district see also 240-24.1-3.D.2 through 4. For additional Recommended Development Parking Strategies, see the Community Development and Infrastructure section of this document.

### **3.4 Planting & Irrigation Design**

- 3.4.1 For Planting and Landscaping requirements, see the Code, Section 240-24.1-10 and for the HVB District see also 240-24.1-3.D.5.
- 3.4.2 Plant material shall be low-water use varieties to maximum extent possible. Cape Cod native plants, traditional Cape Cod plants, and plants with habitat value are strongly preferred. Plant material shall be resilient to difficult growing conditions inherent in urban areas. For recommended plantings, see the plant list included in the Appendix of this document.

- 3.4.3 Storefront areas should incorporate significant landscaping (including canopy trees). Frontage design and signage locations shall be coordinated with the placement of plant material.
- 3.4.4 Deciduous trees should be used along the south side of buildings to shade and cool in the summer but allow sun to passively warm the building in the winter.
- 3.4.5 Trees should be used through paved areas and along pedestrian paths to provide shade and reduce heat buildup and glare.
- 3.4.6 A landscape buffer shall be provided to screen commercial uses from residential areas.
- 3.4.7 Proper maintenance and timely replacement of dead or deteriorating plant material is required.
- 3.4.8 Traditional hedges and plant massings in front of buildings are encouraged.

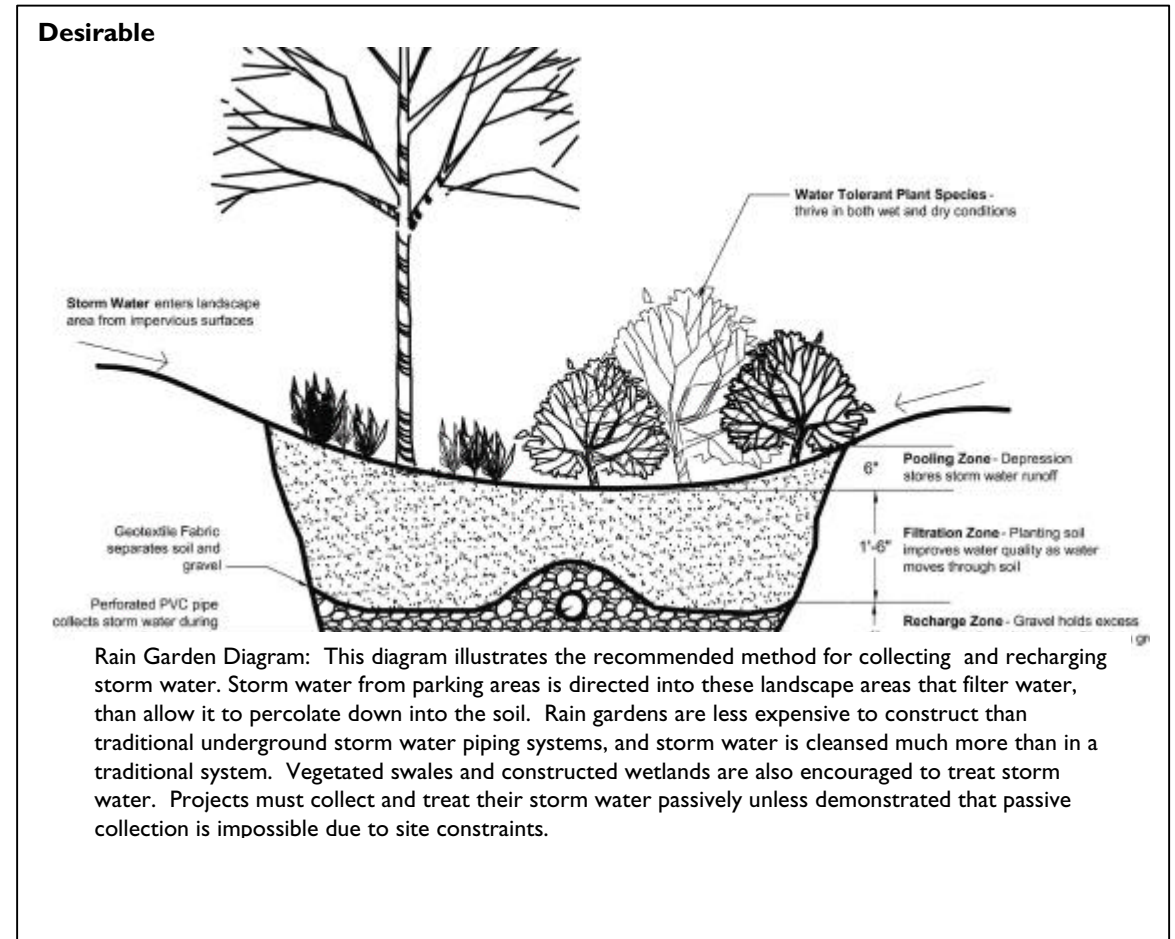
**4. Lighting Design**

**4.1 General Lighting Standards**

- 4.1.1 Site lighting, security lighting, and architectural/landscape lighting should provide the user with illumination levels appropriate for the designed activity (i.e. parking, walking, outdoor dining) without exceeding minimum requirements).
- 4.1.2 Site lighting shall strive to minimize glare.
- 4.1.3 Exterior lighting shall take into account background lighting and lighting from other sources to only provide the minimal amount of lighting needed.
- 4.1.4 Minimum recommended light levels established by the Cape Cod Commission Technical Bulletin 95-001, DRI Standards and Submittal Requirements for Exterior Lighting Design should be used. A copy of this document is available at the Barnstable Planning Department.
- 4.1.5 Light trespass beyond property lines shall be controlled by shielding or aiming fixtures away from residential properties.
- 4.1.6 Light poles and fixtures shall be in scale with proposed or surrounding buildings. Consider using pedestrian scale lights in bollards (3 to 4 foot high posts) where appropriate.
- 4.1.7 All development shall use full cut off light fixtures for exterior lighting in which no more than 2.5% of the total output is omitted at 90 degrees from the vertical pole or building wall on which it is mounted.

**4.2 Architectural & Landscape Lighting**

- 4.2.1 Architectural lighting should be used to highlight special features only. Lighting expansive wall planes should be avoided. Uplighting is prohibited. Flood lighting is prohibited except for motion sensitive security light fixtures.
- 4.2.2 Landscape feature lighting, and lighting at the pedestrian level is encouraged.





## 5. Signage

### 5.1 General Signage Standards

5.1.1 See the Code Sections 240-59 through 240-89, inclusive, for sign regulations.

5.1.2 The architecture of the building should be appropriate for its location and use regardless of any business identity. Signage shall be placed in a way to protect the visual aesthetic of Hyannis' streetscapes.

### 5.2 Design of Signs

5.2.1 For these zoning districts reference the following Code Sections:

-Hyannis Village Business District: See Section 240-71

- Medical Services District: See Section 240-64

- Single Family Residential District: See Section 240-63

- Office/MultiFamily District: The provisions of Section 240-65 shall apply

- Harbor District: See Section 240-68

- Hyannis Gateway District: See Section 240-65

- Transportation Hub District: The provisions of Section 240-65 shall apply

5.2.2 Internally illuminated signs are prohibited in all districts.

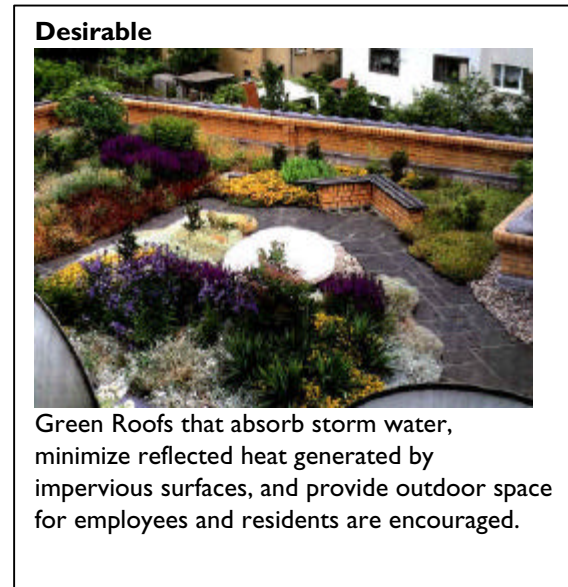
5.2.3 Business Identity, either by awnings, accent bands, paint or other applied color schemes, signage, parapet details, decorative roof details or materials should not be the dominant architectural feature. Accent colors shall add to the eclectic nature of Main Street without being garish.

### 6.0 Green Building

6.1.1 The use of green building construction techniques is highly encouraged. (A 2003 study conducted for the California Sustainable Building Task Force shows that an initial increase in upfront costs of approximately 2% for green design will yield lifecycle savings of more than ten times the initial investment, or 20% of total construction costs over a 20 year life span. Therefore, if \$40,000 in green design is initially invested to incorporate green features into a \$2 million dollar project, the initial investment is repaid within two years. Over a 20-year period, savings amount to \$400,000.) Please visit the Massachusetts Technology website for more financial green building information: [www.mtpc.org/cleanenergy/greenbuilding/impactsavings.htm](http://www.mtpc.org/cleanenergy/greenbuilding/impactsavings.htm)

6.1.2 Buildings, renovations and additions which are US Green Building Council LEED (Leadership in Energy and Environmental Design) certified at a bronze level or higher are encouraged and such development may be granted a reduction from certain impact fees. See the US Green Building Council web site for more information: [www.usgbc.org](http://www.usgbc.org)

6.1.3 Buildings should strive to achieve maximum water and energy efficiency. Water and energy saving fixtures,



- 6.1.4 appliances and construction techniques should be used. New buildings shall consider constructing Green Roofs. Projects with self-generating energy components, such as solar panels are encouraged and such development may be granted a reduction from certain impact fees. For information on grants, tax rebates and other renewable energy federal and state incentives, see the Massachusetts Technology Collaborative web site: [www.mtpc.org/cleanenergy/index.htm](http://www.mtpc.org/cleanenergy/index.htm)

## 7.0 Definitions

- 7.1 Code: The Barnstable Code of Ordinances.
- 7.2 Flat Roof: Any area of roof that is level. The level portion of hip roofs is considered a Flat Roof.
- 7.3 Green Roof: A vegetated roof cover that is constructed across or atop a building's roof deck. Green Roofs absorb storm water and minimize reflected heat generated by impervious, dark roof surfaces.
- 7.4 Headhouse: A structure that covers the roof access to a building.
- 7.5 LEED green building standard certified: The LEED (Leadership in Energy and Environmental Design) Green Building Rating System is a national standard developed by the US Green Building Council for developing high-performance, sustainable buildings.
- 7.6 Pedestrian Frontages: Any building façade that faces a pedestrian way.
- 7.7 Pronounced Changes in Elevation: A change in building and roof mass, roof shape and roof height that breaks up a larger building into smaller parts.
- 7.8 Rain garden: A bowl shaped landscape area designed to absorb storm water run-off from impervious surfaces. It cleanses water of pollutants by filtering water through soil and plants.
- 7.9 Roof Mass: A portion of a building roof with a roof shape that continues all the way from the front façade of a building to the rear façade of a building. A single roof mass is prohibited from being more than 50' in length along any façade of a building, even if broken up with dormers or other changes only in a portion (less than 50%) of a roof mass. A pronounced change in roof shape and height must be provided for at least 50% of the roof area between the front and back façade to qualify as a change in Roof Mass.
- 7.10 Roof Shape: A particular style of roof (ex. Hip Roof, Peaked Roof, Gambrel Roof etc.)
- 7.11 ROW: Public right of way
- 7.12 Vegetated Swale: A shallow trough-like depression that carries water primarily during rainstorms or snow melts, and is planted with materials that slow down and filter storm water.
- 7.13 Wall Planes: A wall of a building, along any single story of a structure, that has consistent architectural detailing. For example, a three story building is considered to have at least three wall planes- one for the first floor, one for the second floor and one for the third floor.

## **B. Hyannis Gateway District Vehicle Trip Rates**

### **1. Overview**

Within the Hyannis Gateway District, dental and medical clinics and retail uses are allowed by right when such uses do not increase the number of vehicle trips per day and/or do not increase the peak hour roadway use. The same uses must obtain a special permit if vehicular traffic is increased. The determination of whether a proposed use increases vehicular traffic is a threshold determination. The term "vehicle trips per day" is defined for each use by the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 7<sup>th</sup> Edition as further described below. The term "peak hour roadway use" and the term "peak hour vehicle trips per day" means the peak hours of Monday through Friday, peak morning (7:30 a.m. to 9:30 a.m.) and peak evening (4:00 p.m. to 6:00 p.m.) roadway use, and for Saturday, 10:00 a.m. to 12:00 p.m.

### **2. ITE Rates**

All traffic assessments shall, as an initial analysis, use the unadjusted Institute of Traffic Engineers (ITE) rates for the particular land use code. The most recent edition of the *Trip Generation* manual published by ITE shall be used for all land use codes. Trip generation should be developed using the "fitted curve" equations when statistically appropriate and used according to the methods outlined. Trip generation should be based on square footage in the case of most non-residential development and on units in the case of most residential development. An alternative basis may be allowed where appropriate. For peak hour analyses, the "Peak of Generator" trip generation shall be used.

### **3. Alternative Trip Generation**

Alternative trip generation may be submitted and will be considered for comparative purposes where appropriate. Alternative trip generation may be accepted and/or recommended by the permitting authority. Any alternative trip generation should meet, at a minimum, the ITE guidelines for alternative studies as noted in the *ITE Trip Generation Handbook*, 7<sup>th</sup> Edition or updates published by ITE.

### **4. Multi-Use Developments**

In some multi-use developments, land use interactions may reduce trip generation. Such reductions shall be based upon the ITE method outlined in the *ITE Trip Generation Handbook*, 7<sup>th</sup> Edition, or updates published by ITE. All resulting reductions shall be documented.

### **5. Appeals**

All appeals from trip generation determinations are deemed to be a threshold determination prior to permitting and such appeals shall be made to the Barnstable Planning Board.

### **6. Related Zoning**

See the Code, Section 240-24.1-8, Hyannis Gateway District, and Section 240-24.1-12, Definitions "vehicle trips per day" and "peak hour roadway use".

## VIII. COMMUNITY DEVELOPMENT AND INFRASTRUCTURE

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### A. Recommended Development Strategies

This section of the Plan establishes guidelines and strategies to mitigate the impacts of individual developments and redevelopment within downtown Hyannis. Documents provided in the appendix to this Plan establish the capacity of Hyannis to support new development. The Recommended Development Strategies listed below are intended to assist in meeting the goal of revitalizing the downtown while providing sufficient infrastructure to support it. It is intended that later versions of this Plan will include a matrix of allowable developments and the mitigation that such developments will be expected to contribute to improvements in the Hyannis area.

Developments/redevelopments are required to comply with federal, state, regional and local laws and regulations. The following recommended strategies are, in some cases, in addition to those laws and regulations.

#### 1. Wastewater

Item Number	Recommended Development Strategy
1.1.0	<i>Wastewater</i>
1.1.1	Provide low flow fixtures. <i>(Required by Code)</i>
1.1.2	Encourage water conservation measures.

#### 2. Water Supply

Item Number	Recommended Development Strategy
2.1.0	<i>Water Supply</i>
2.1.1	Provide low flow fixtures. <i>(Required by Code)</i> .
2.1.2	Reuse gray water wherever possible.
2.1.3	Capture rain water for reuse. Rain harvesting barrels or other rain harvesting means should be considered to supplement landscape irrigation.
2.1.4	Encourage water conservation measures.

#### 3. Storm Water

Item Number	Recommended Development Strategy
3.1.0	<i>Storm Water</i>

3.1.1	Passively collect, treat, and discharge storm water on site. Where soil type and lot size allow, treat runoff using, but not limited to, vegetated swales, rain gardens, constructed wetlands and planted water retention areas. Underground storm drainage shall be avoided to maximum extent possible, and shall only be used when passive drainage techniques are illustrated and shown to be impractical due to site constraints. Where storm drains are needed, they shall separate solid particulates from water, and shall avoid discharge directly into a water body. Regular maintenance of all storm water systems is required to prevent pollution to surface and groundwater. <i>(Required)</i>
3.1.2	Collect roof runoff and reuse or recharge water using vegetated swales and drywells.
3.1.3	Do not discharge surface water or roof runoff to cross sidewalks or public or private ways. <i>(Required by Code)</i>
3.1.4	Use nontoxic roof materials to minimize the leaching of toxic materials to the groundwater. <i>(Required by Code)</i>
3.1.5	Design storm water systems to handle a 25 year storm. At least the first inch of runoff shall be treated as described in section 3.1.1 <i>(Required)</i>
3.1.6	Green roofs are highly encouraged. Projects with green roofs may be granted a reduction from certain impact fees.
3.1.7	The storm water collection system on Main Street (from Center Street to Stevens Street) can accommodate roof runoff from the downspouts that are currently connected to the system. These preexisting downspouts may be reused providing additional roof area is not directed to them. All other storm water shall be disposed of on site. <i>(Required by Zoning)</i>

#### 4. Open space & Cultural Amenities

See Design Guidelines section of this document for open space and cultural amenity guidelines.

#### 5. Traffic

Item Number	Recommended Development Strategy
5.1.0	<i>Traffic</i>
5.1.1	Reduce, combine, and eliminate curb cuts.
5.1.2	Provide driveway interconnections between adjacent properties where feasible to avoid short trips and conflicts on the main road.
5.1.3	Provide shared driveways where feasible.
5.1.4	Provide the minimum number of driveways for the size and type of land use proposed. <i>(Required)</i>
5.1.5	Coordinate curb cut applications to the Massachusetts Highway Department with Town officials. <i>(Required by Code)</i>
5.1.6	Develop a traffic demand management plan that encourages employees and residents to: use shuttle busses and other public transit, carpool, walk, bicycle, telecommute, and travel out of the peak traffic times.
5.1.7	Contribute to shared transportation resources such as bike racks, bus stops, and local transit. Include amenities that encourage walking and bicycling such as the installation of bike racks, providing showers for employees that walk or bike to work, provide safe walkways for pedestrians to use onsite.
5.1.8	Establish work shifts for off-peak hours of roadway use.
5.1.9	The access and egress to the site shall be located in safe locations away from intersections and (where possible) downstream of pedestrian crosswalks on one way streets. <i>(Required)</i>

## 6. Parking

Item Number	Recommended Development Strategy
6.1.0	<i>Parking</i>
6.1.1	Provide parking spaces in accordance with zoning. Ref. the Code, Section 240-24.1-10 and in the HVB District see also 240-24.1-3.D.2 through 4.
6.1.2	Developments may share parking spaces dedicated for various uses based upon the percent of basic minimum spaces needed during time periods and parking occupancy rates.
6.1.3	Screen parking areas from public ways and walkways. <i>(Required)</i>

## 7. Hazardous Materials and Waste/ Solid Waste

Item Number	Recommended Development Strategy
7.1.0	<i>SOLID WASTE DISPOSAL</i>
7.1.1	Make reasonable efforts to minimize waste generation through source reduction, reuse, material substitution, employee education, and recycling. Applicants shall submit a plan to demonstrate how their project will achieve conformance with this standard.
7.1.2	Provide solid waste recycling programs for both residential and commercial projects, and site plans shall identify the location of support structures for those programs. <i>(Required by Code)</i>
7.1.3	All new non-residential developments shall make every attempt to use shared waste facilities and services with their neighbors, limiting the number of dumpster locations and pick-ups. <i>(Required)</i>
7.2.0	<i>HAZARDOUS MATERIALS</i>
7.2.1	Make reasonable efforts to minimize hazardous material use through source reduction, reuse, material substitution, employee education, and recycling. Applicants shall submit a plan to demonstrate how their project will achieve conformance with this standard. <i>(Required by Code)</i>
7.2.2	Use, treatment, generation, storage, or disposal of hazardous wastes or hazardous materials, with the exception of household quantities, shall not be allowed within the Wellhead Protection Overlay District unless the applicant demonstrates that the nature and degree of the risk of contamination can be eliminated or reduced with protective measures (including consideration of the elimination of existing threats to the wellhead). See Section 240-24.1-9.D.1 of the Barnstable Zoning Ordinance for additional details. <i>(Required by Zoning)</i>
7.2.3	Prepare an emergency response plan that identifies potential threats to employee safety and health and threats of environmental releases due to hazardous materials and describes ways to reduce their threats. Two copies of each Emergency Response Plan shall be filed with the Barnstable Planning Department; the Planning Department will forward one copy to the appropriate fire district.. <i>(Required by Code)</i>

## 8. Economic and Cultural Development

Item Number	Recommended Development Strategy
8.1.0	<i>Economic and Cultural Development</i>
8.1.1	Support development that recognizes a culture-based economy including businesses, individual artists and not for profits.

8.1.2	Facilitate the development of “living arts” facilities in downtown Hyannis that will provide accommodations, studios, classrooms, galleries, related retail, live performances and gathering places for the public.
8.1.3 8.1.4 8,1,5 8.1.6 8.1.7	Support the growth of new and existing local cultural entities and expansion of museums in Town. Support the continuing existence of water-dependent marine and maritime uses on the waterfront. Provide housing that supports a mix of income levels and provides both ownership and rental housing. Support locally owned businesses and business that employ Cape Cod residents. Support economic activities that create livable-wage jobs.



## **APPENDIX (To be completed)**

This section of the D&I Plan is not yet complete. Later versions of this Appendix will quantify the amount of public services necessary to support future downtown growth. In addition to providing municipal infrastructure recommendations, this portion also will include a detailed build-out analysis.