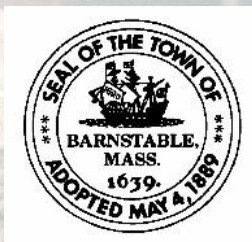


# **DOWNTOWN HYANNIS GROWTH INCENTIVE ZONE APPLICATION 2018**





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# I INTRODUCTION

The purpose of the Downtown Hyannis Growth Incentive Zone (GIZ), in concert with the Cape Cod Commission's *Chapter G – Growth Incentive Zone Regulations* (Barnstable County Ordinance 05-13, as amended), is to direct growth and redevelopment to an area of Barnstable with existing development, and to encourage a concentrated mix of residential and commercial uses within Hyannis while ensuring that all growth is properly served by adequate infrastructure.

## GOAL

The goal of the Downtown Hyannis GIZ is to concentrate business, civic, residential, and recreational activity in the heart of Hyannis.

To achieve this goal, the Town will implement planning initiatives, develop decision support tools, make planned infrastructure investment, and enact regulatory changes to support continued public and private investment in the Downtown Hyannis GIZ. The Town will review progress toward this goal every five (5) years and shall seek feedback from the community through outreach that may include a survey, community forums, and other tools to provide opportunities for gathering feedback from a variety of Hyannis stakeholders. This approach to the Downtown Hyannis GIZ results in a strategy to comprehensively improve natural and built systems rather than a parcel-by-parcel approach, which can result in fragmented system improvements.

## INTRODUCTION & APPROACH

In considering the future of the Downtown Hyannis GIZ, the Town collaborated with the CCC on a long-range visioning and community engagement process. This long-range planning process included a study of the Greater Hyannis Area. This broader lens was intended to advance planning for development in areas outside of the GIZ to plan for development and infrastructure needs in harmony with an economic development strategy for the GIZ. Any reference in this application to Route 132 and the greater Hyannis area is contextual; this application applies only to the boundary described further in this Section 1.

The GIZ boundary proposed in this 2018 application is the same as that authorized in the 2006 Downtown Hyannis Growth Incentive Zone Decision (Decision), dated April 6, 2006 and as amended September 5, 2006. The primary form of development in the GIZ from 2006 through 2017 was redevelopment, and it is anticipated that a substantial portion of new GIZ development will be redevelopment. Therefore, the offsets provided in support of the 2006 GIZ designation are anticipated to be sufficient to offset new GIZ development, as may be required by county regulations.

In the development of this application the Town has identified approximately \$80 million of proposed capital, facilities and amenities improvements planned and proposed in existing Capital Improvement, Open Space and Recreation, Housing Production and other community plans. The Capital Improvement Inventory provided in Section 7 of this application demonstrates the Town's commitment to funding projects supporting the Goals of the GIZ.

Furthermore, in addition to our strong planning and fiscal policies and practices the Town has proposed a five-year Hyannis GIZ Strategic Plan. This plan outlines the strategies the Town will endeavor to employ to fulfill the goals for economic and community vitality in the GIZ. Some of these Strategies more fully outlined in Section 8 include:

- Refine performance measures for the GIZ in collaboration with the Commission.
- Evaluate the form and design of past development projects (2006-2017) within the GIZ in support of updating the Design & Infrastructure Plan.
- Complete the East End Multi-Modal Transportation Study
- Begin community outreach and planning in support of a comprehensive parking management strategy.
- Continue comprehensive water management planning and implementation, including collaborations with the Town of Yarmouth & others on a long-range plan for drinking water supply and wastewater treatment
- Continue to promote housing opportunities for all ages and incomes through zoning amendments, infrastructure improvements, CDBG support and community partnerships.

## HOW THE DOCUMENT IS ORGANIZED

Following the Section 1 – *Introduction*, Section 2 – *Vision* discusses goals for the GIZ at large, including an outline of the community engagement process. Section 3 – *Measures of Progress* discusses proposed indicators by which the progress toward GIZ goals will be measured. Section 4 – *Requested GIZ Regulatory Relief* provides a narrative of requested regulatory relief. Section 5 – *Zoning Analysis* includes a narrative and visualization of existing regulations and conditions, as well as recommendations for alternative approaches. Section 6 – *Infrastructure and Amenities Analysis*, includes a review of Transportation and Mobility, Water Resources, Community Services, Neighborhoods, Utilities, and Coastal Resiliency. The analysis includes goals, areas to be measured, issues, and opportunities for these six systems. Section 7 – *Capital Improvements Inventory* outlines capital needs for the 2018-2022 planning



period. Section 8 – is a *Strategic Plan* outlining strategies to make progress toward GIZ goals. Section 9 – *Consistency with Other Plans* outlines consistency with local and regional policies and plans. Section 10 – *List of Regulations Applicable to the GIZ* discusses regulations applicable to the GIZ.

## GIZ BOUNDARY

The boundary of the proposed Growth Incentive Zone (GIZ or District) is illustrated on Map-1. The existing GIZ area is the area equal to the Downtown Hyannis Village Zoning Districts. Generally, the District is bounded on the North by the Airport Rotary and Route 28, on the East by the Yarmouth Town line and the Hyannis Inner Harbor, on the South by the Hyannis Inner Harbor and on the West by the West End Rotary and Aunt Betty’s Pond. There is no change to the boundary of the Growth Incentive Zone proposed with this application.

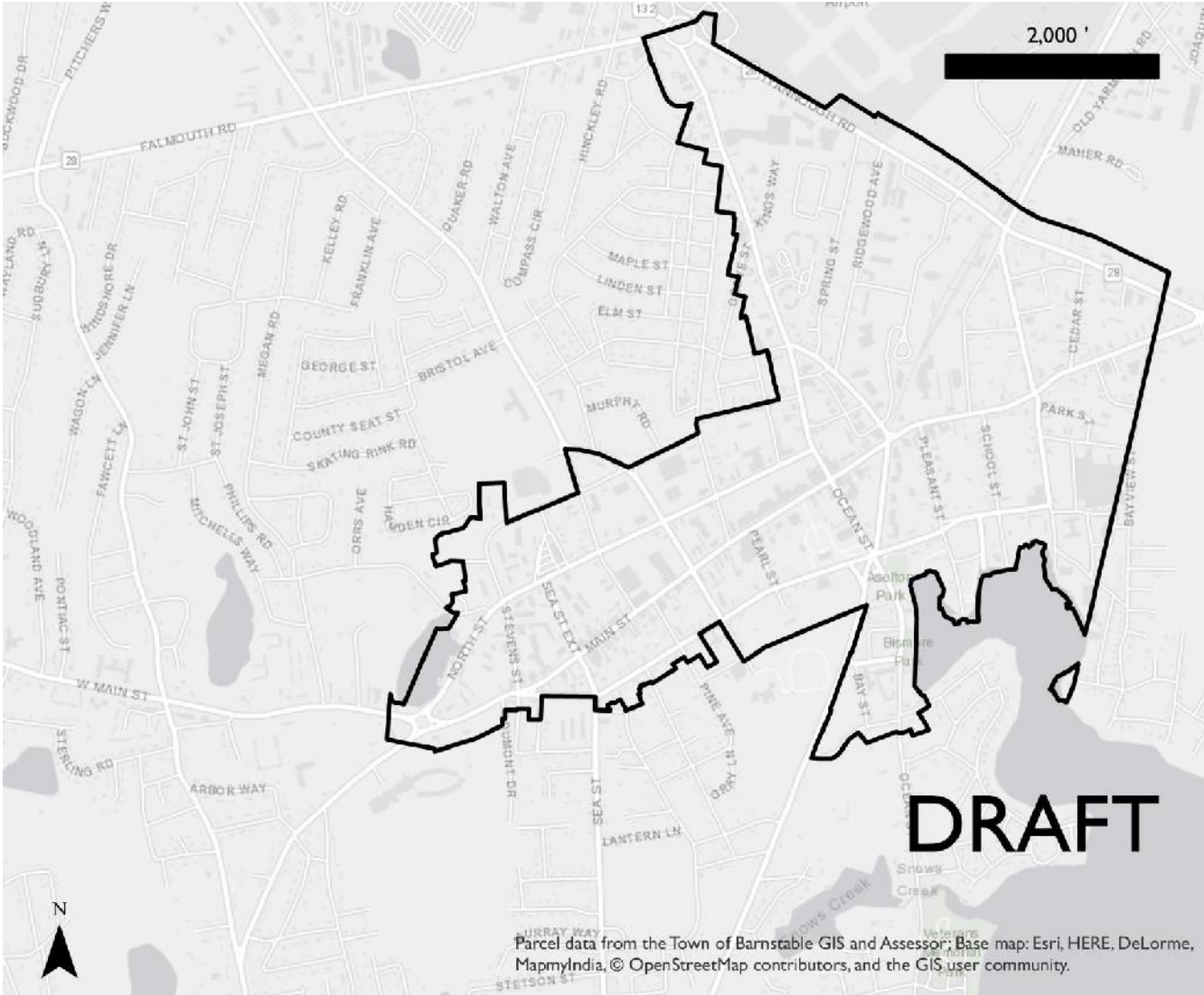


FIGURE I. Draft Boundary

## 2 VISION

## GIZ VISION

The regulatory relief afforded by the Commission's GIZ designation is the cornerstone of the Town of Barnstable's economic and redevelopment strategy for downtown Hyannis. During the period from 2006 – 2016 three projects may have triggered DRI review, were they not located within the GIZ.

- Project 1 – 27 Park Street
- Project 2 – Lewis Bay Court (89 South Street)
- Project 3 – Flagship Estates

Since the implementation of the GIZ and its regulatory relief, over \$100 Million has been invested in projects in the GIZ. This area is nearly 'built-out' with most investment occurring through redevelopment. In 2006 the Town projected the GIZ could support 598 units of housing and nearly ½ million square feet of new commercial area. While these thresholds may ultimately be possible, the area has seen the development of only 104 new residences (the equivalent of 208 bedrooms) and approximately 3,000 square feet of net new commercial development over the ten-year period from 2006-2016.

As a result, the GIZ area has experienced stability and growth in overall property values but has not met its overall goals for community economic vitality. Further, the simple tracking of development thresholds has not produced the community accountability, and public or private investment in the infrastructure and amenities necessary to support consistent and measured progress toward a lively and genuine living and working community in our Village Center.

## STAKEHOLDER ENGAGEMENT AND GREATER HYANNIS OUTREACH

In September of 2016 the Town of Barnstable, with the assistance of the Cape Cod Commission, began a process of community engagement including an on-line survey, one-on-one personal conversations and focus groups with community civic, institutional, faith, and business leaders, two (2) broad citizens forums and three (3) facilitated stakeholder sessions.

### INTERVIEWS AND MEETINGS

The Commission facilitated one-on-one meetings with Barnstable Town Councilors, where 11 participating councilors were shown a presentation that outlined the previous GIZ goals and successes over the last 10 years. All recognized that the GIZ designation has been helpful, but there is room for improvement in renewing the designation application. Each councilor was asked for input on how the GIZ has been working, any potential recommendations, and stakeholder suggestions.

In the Fall of 2016, at the encouragement of the Town, the Commission met with the Hyannis Business Improvement District (HBID) which highlighted several specific reasons that development within the GIZ has been stagnant over the last 10 years, such as the costs to developers and insufficient density and incentives to support high land and construction costs.

The Cape and Island Realtors Association expressed that the renewed GIZ will provide them with certainty about the regulatory process over the next decade on Main Street and encouraged the town to consider a Form Based Code approach to development regulation moving forward.

## COMMUNITY SURVEY

To broaden outreach and to better understand community goals, the Town in partnership with the Commission developed and issued a survey to residents. Over 1,100 people responded to the 42-question survey. The complete results are included as Appendix A to this report. Over 80% of respondents were year-round residents of Cape Cod. Residents most often cited housing and infrastructure as obstacles to improving Hyannis' economy. Business owners consider permitting and regulations to be their biggest hurdles.

After the survey results were analyzed by the Commission, the Town and the Commission hosted two (2) Citizen Forums in February of 2017. There were over 70 attendees, several presentations, and both the Town and the Commission answered questions from the public. Many sentiments expressed in the survey were reiterated during the forums, including a desire for certainty in the permitting process while also providing more limited regulations.

## CITIZEN FORUMS

Two citizen forums were held in February of 2017. These reached nearly 80 interested stakeholders. The Town and Commission facilitated a conversation about the land use patterns and market based decisions that lead to the form and use in the GIZ and introduced concepts for improved infrastructure and population increases in the GIZ to attract the investment needed to achieve goals for a working village.

The history of grocery store chains in Downtown Hyannis was reviewed to understand the relationship between population and store location. As the center of the town's population shifted to the west, new retail opportunities on Route 132 likewise shifted larger-scale retail activity away from downtown Hyannis. Grocery chains shifted along with them, moving away from downtown to larger locations with greater road access and large, open parking lots. In 1960,

A&P moved to a new plaza near the airport rotary after 45 years in three different Main Street locations. First National Stores helped anchor the new Capetown Plaza in 1973 after nearly 50 years downtown. Stop & Shop was the last major grocery store downtown, relocating to Route 132 in 1986. New stores followed the same trend, locating in the Route 132 area in one of four major plazas or in new locations west of Hyannis

A visualization of the movement of groceries stores into Hyannis and the Town of Barnstable poster session materials are included by reference.

#### STAKEHOLDER SESSIONS

With the leadership of the Office of the Town Manager Department of Planning and Development, the Commission facilitated two of three stakeholder sessions. The invited stakeholders represented civic, community, institutional, and faith interests from the Greater Hyannis Area.

# HYANNIS GROWTH INCENTIVE ZONE [GIZ]

**What is a GIZ?**  
 A Growth Incentive Zone (GIZ) is a tool designed to encourage better, mixed use redevelopment, by reducing or eliminating regional regulatory review in areas with sufficient development, policies and infrastructure in place to protect natural and community resources protected under the Cape Cod Commission Act.

## DESCRIPTION



**PURPOSE:** Revitalize Downtown Hyannis  
**LOCAL CHANGES:** Zoned for compact mixed use development, simplified permitting process, clarified design and infrastructure expectations, adopted a long-term capital improvement program and adopted provisions to redirect potential development from outside the GIZ to inside the GIZ to reduce long-term infrastructure costs.  
**REGIONAL CHANGES:** Permitted development of up to 600 residential units and 585,000 SF of commercial space without triggering regional review for ten years with option for renewal.

## IMPACT

- PUBLIC INVESTMENT: \$70 Million
- PRIVATE INVESTMENT: \$125 Million
- RESIDENTIAL UNITS CREATED: 95 units
- COMMERCIAL SQUARE FOOTAGE ADDED: 10,431 Square Feet
- ASSESSED VALUE PER ACRE: \$5.9 million per acre (3 times higher than outside the GIZ)  
\* Commercial, Mixed Use, and Residential Properties Only

**ARTIST SHANTY PROGRAM:** \$2 Million in sales generated

## TIMELINE

Development milestones and community process



**BENEFITS**  
 Public Infrastructure Investments

- Walkway to the Sea
- HYCC
- Parks, lighting, and streetscape improvements

FIGURE 2. Poster from Citizen Forum: GIZ



# HYANNIS HOUSING

## FORM COMPARISONS



## What does It Mean to be a Walkable Community?

According to a 2015 National Association of Realtor's Survey, 60% of respondents desire to live in walkable communities near amenities including shops, jobs, services, parks and community gathering places.



## How Do You Achieve Neighborhood Housing Diversity?

- Housing Supply Goals for All Incomes
- Amenities for Life Stages and Lifestyles
- Remove Regulatory Barriers
- Promote Financial Incentives
- Plan for Infrastructure

## ABILITY TO PAY

MONTHLY INCOME RANGE	ANNUAL INCOME RANGE	PROFESSION
150% AMI	\$92,520	School Administrator: \$39,700 Physician Assistant: \$40,540
100-120% AMI	\$61,000 - 74,000	Social Services Manager: \$73,020 Human Resources Specialist: \$62,170 Special Education Teacher: \$39,300 Fire Inspector: \$56,300
80% AMI	\$54,350	Computer Support, Nonclassified: \$51,880
60% AMI	\$40,800	Bus Driver: \$40,230 Legal Secretary: \$39,970 Dispatcher: \$38,170

## HOUSING GOALS ?

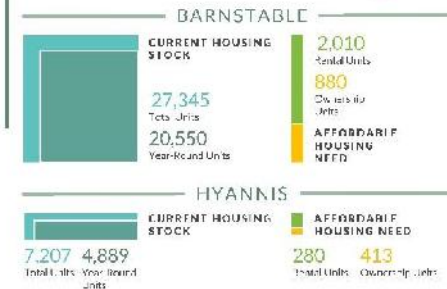


FIGURE 3. Poster from Citizen Forum: Housing

# GREATER HYANNIS TRANSPORTATION

Hyannis is the hub for regional and intercity bus service, air travel, ferry service, and rail service.

There has been significant investment improving transportation options to and within Hyannis in recent years. Additional investment will be needed to ensure that residents and visitors to the area are afforded a safe, convenient, and diverse set of transportation options. These investments are critical in ensuring the long-term health, wealth, and resiliency of the area and Cape Cod as a whole.

## BY THE NUMBERS



## RECENT INVESTMENTS



**Route 28 from Bears Way to Cape Cod Mall**  
2016 - \$17 Million | Widening to four lanes with median and improved pedestrian accommodations

**New Steamship Authority and Hy-Line Ferries**  
2018 - MV Woods Hole - Steamship Authority passenger and vehicle ferry. Carries 304 people and 55 vehicles or 10 freight trucks.  
2015 - Grey Lady IV | Hy-Line passenger ferry. Carries 793 people. Largest fast ferry in service between Hyannis and the Islands.

**Hyannis Loop added to host CCRTA Services**  
2015 (Year 1 of 3-year pilot) | New route to provide more frequent and convenient service in the Hyannis area

**Return of Seasonal Passenger Rail Service**  
2013 - Cape Flyer Service - First direct train from Boston to Cape Cod since 1961. 24,000 riders over the course of 15-16 weekends a year

**Barnstable Municipal Airport Renovations**  
2017 - \$40 million | New 85-foot tower, 35,000 square foot terminal building, aircraft apron improvements, new vehicle access road

**Bears Way Roundabout at Basset Lane / HYCC**  
2009 - \$850,000 | Roundabout replaces unsignalized intersection in concert with Hyannis Youth and Community Center upgrades

**Willow Street from Route 6 Ramps to Town Line**  
2008 - \$3.4 Million | Traffic signals added to the ramps with a four-lane cross section and approach intersection with Higginbotham Road

**Route 132 Major Reconstruction**  
2007 - \$12 Million | Major corridor reconstruction and expansion to four lanes with median and separated multi-use path. 2 miles long, 5 reconstructed traffic signals.

## UPCOMING PROJECTS

**Route 28 (Ynannough Rd) at Yarmouth Road Intersection Reconstruction**  
2019 | \$6.6 Million

Major intersection upgrade with increased vehicle capacity and improved bicycle and pedestrian accommodation

**Yarmouth-Barnstable Cape Cod Rail Trail Extension**  
2018 | \$7.3 Million

Extends the Cape Cod Rail trail to the west with connection on Willow Street and Attacks Lane.

Will provide a direct connection for non-motorists to Yarmouth, Dennis, Brewster, Harwich, Chatham, Orleans, Eastham, and Wellfleet.

## LONG-RANGE PLANNING

- Hyannis Access Study**
  - Yarmouth Road | 4-lane divided boulevard design with multi-use path
  - Airport Rotary and Approaches | Replacement of Airport Rotary, Route 28 4-lane divided boulevard design with multi-use path
  - Route 132 (Ynannough Road) | Median for the entire corridor and pedestrian improvements
  - East Hyannis - Main Street Area | Streetscape and pedestrian improvements. Portions under design by Town.

What would you like to see?

FIGURE 4. Poster from Citizen Forum: Transportation

## 2

NOVEMBER 28, 2017

This session focused on the market potential and community desire for land use changes in the retail plazas located along Route 132 in Hyannis. This session was facilitated by The Town with support from Horsley Witten, a land use and zoning consultant engaged by the Town to assist with re-zoning of the retail plazas to support community goals. There was some discussion about how either disinvestment or reinvestment in these plazas may strengthen or detract from goals for the GIZ.

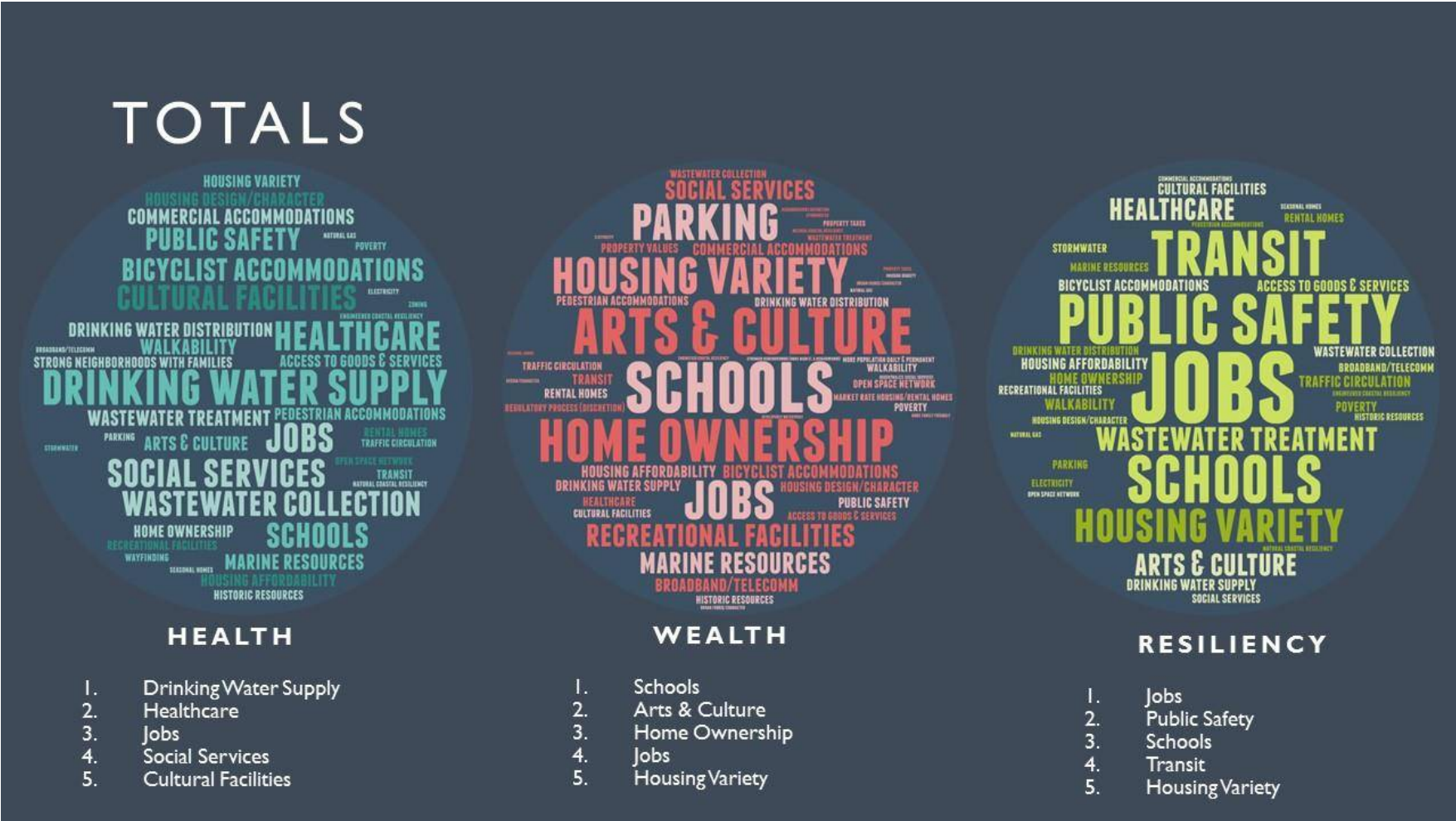


FIGURE 5. Results for Health, Wealth, and Resiliency Priorities from November 28 Stakeholder Meeting



FIGURE 6. Overall Priorities from November 28 Stakeholder Meeting

DECEMBER 13, 2017

This session focused on the market potential and community desire for land use changes in the retail plazas located along Route 132 in Hyannis. This session was facilitated by The Town with support from Horsley Witten, a land use and zoning consultant engaged by the Town to assist with re-zoning of the retail plazas to support community goals. There was some discussion about how either disinvestment or reinvestment in these plazas may strengthen or detract from goals for the GIZ.

## Regulatory Challenges

- Three Base Districts
- Two Overlay Districts
- Different Local Approval Processes
- Parcel/District Alignment (Split Lots)
- Existing Non-Conformity
- Cape Cod Commission Agreements

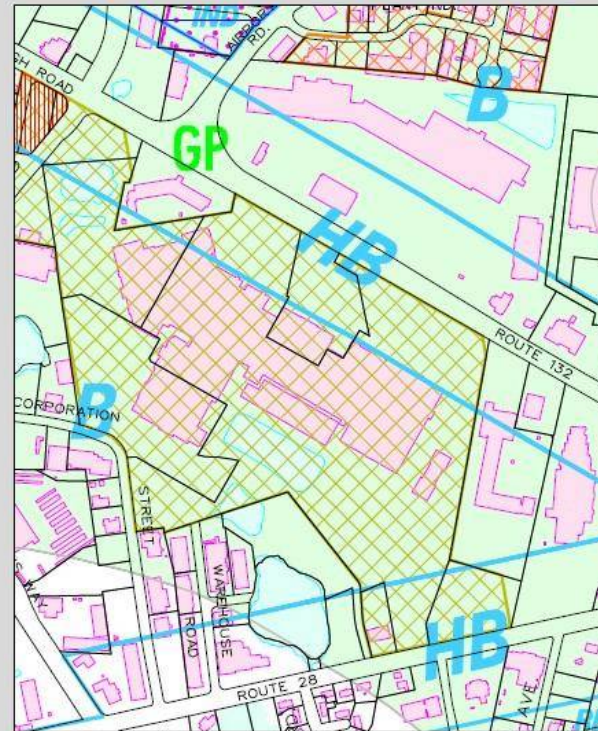


FIGURE 7. Slide from December 13, 2017 Stakeholder Meeting on Zoning Along Route 132

JANUARY 16, 2018

The Town and the Commission facilitated a third conversation with stakeholders to affirm and review proposed GIZ Goals and to discuss proposed measures. Stakeholders had an opportunity to use indexes relative to the Economy, Public Safety, Pedestrian Accommodation, Open Space and Culture, and Public Drinking Water developed to measure how land use changes, public policy decisions and external factors may impact the GIZ.



## **3 MEASURES OF PROGRESS**

The Town of Barnstable proposes five (5) performance based indicators to help our community track our progress toward goals for community health, wealth, and resiliency. These performance measures will allow the Town to reflect on our own progress and to make necessary adjustments to goals and to land use and investment strategies to sustain our commitment to the GIZ. The indexes proposed for the first five-year reporting period are:

**The Economy** – An index of jobs and wages, business diversity, housing choice and affordability in the GIZ.

**Public Safety** – An index of form, amenities, walkability, criminal activity and motorist and non-motorist collisions

**Pedestrian Network** – An index of how it ‘feels’ to access resources in the GIZ on foot including safe traffic signals, building network, uninterrupted routes, walkability, tree lined streets.

**Open Space and Culture** – An index of how accessible open space, recreation, arts and cultural amenities are to residents and visitors to the GIZ.

**Drinking Water** – An index of the availability, cost and threats to public drinking water in Hyannis.

The Town intends to continue to work with the Commission to refine the proposed measures in Year 1 (2018-19) to more fully integrate community feedback and to utilize local data to better inform measures. Every five (5) years thereafter, measures will be updated and amended as needed following a community engagement process beginning in 2023 and every five (5) years thereafter. The five-year review allows the Town and the Commission to measure progress in intervals over time. The initial 2018 benchmarks for these indices are fully explored in Section 8. Please note that the GIZ Measures are produced utilizing a parcel based data as foundation. Therefore the attributes

associated with the Measures include the area shown in 'pink' and while the GIZ boundary in "blue" is aligned with zoning districts and may not include entire parcels. While the impact on measures is not substantive, illustrations may vary slightly from the GIZ regulatory boundary.

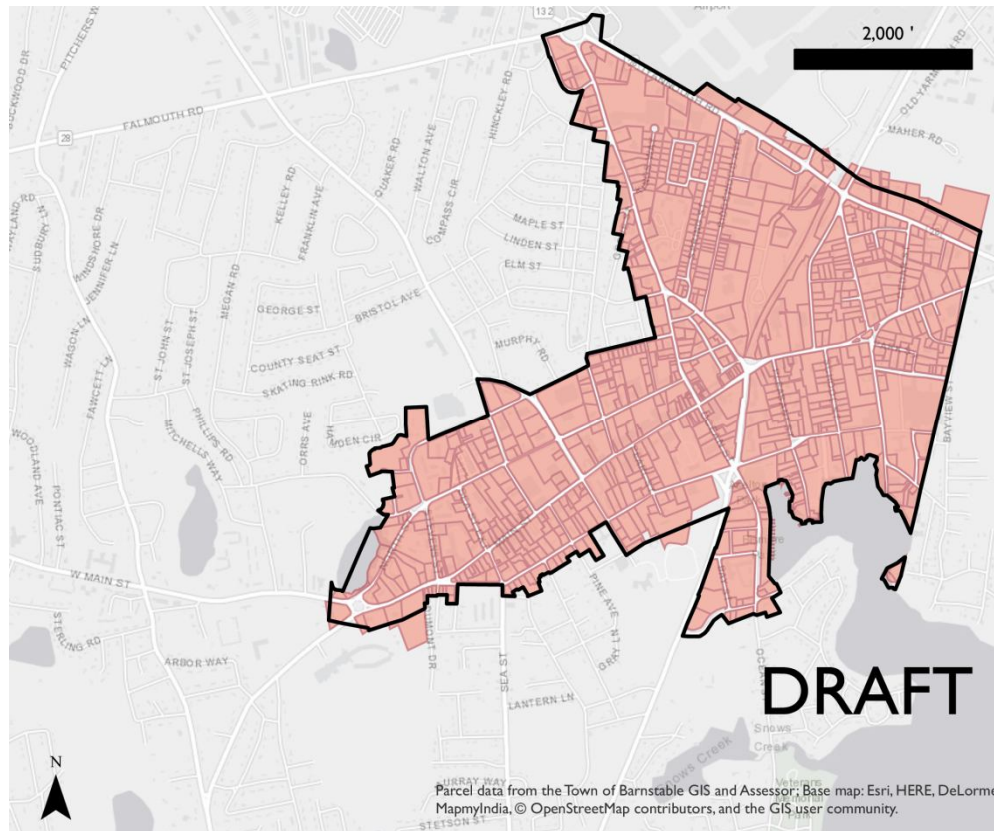


FIGURE 8. Map Showing Parcels Used for Measures (in pink)

# ECONOMY

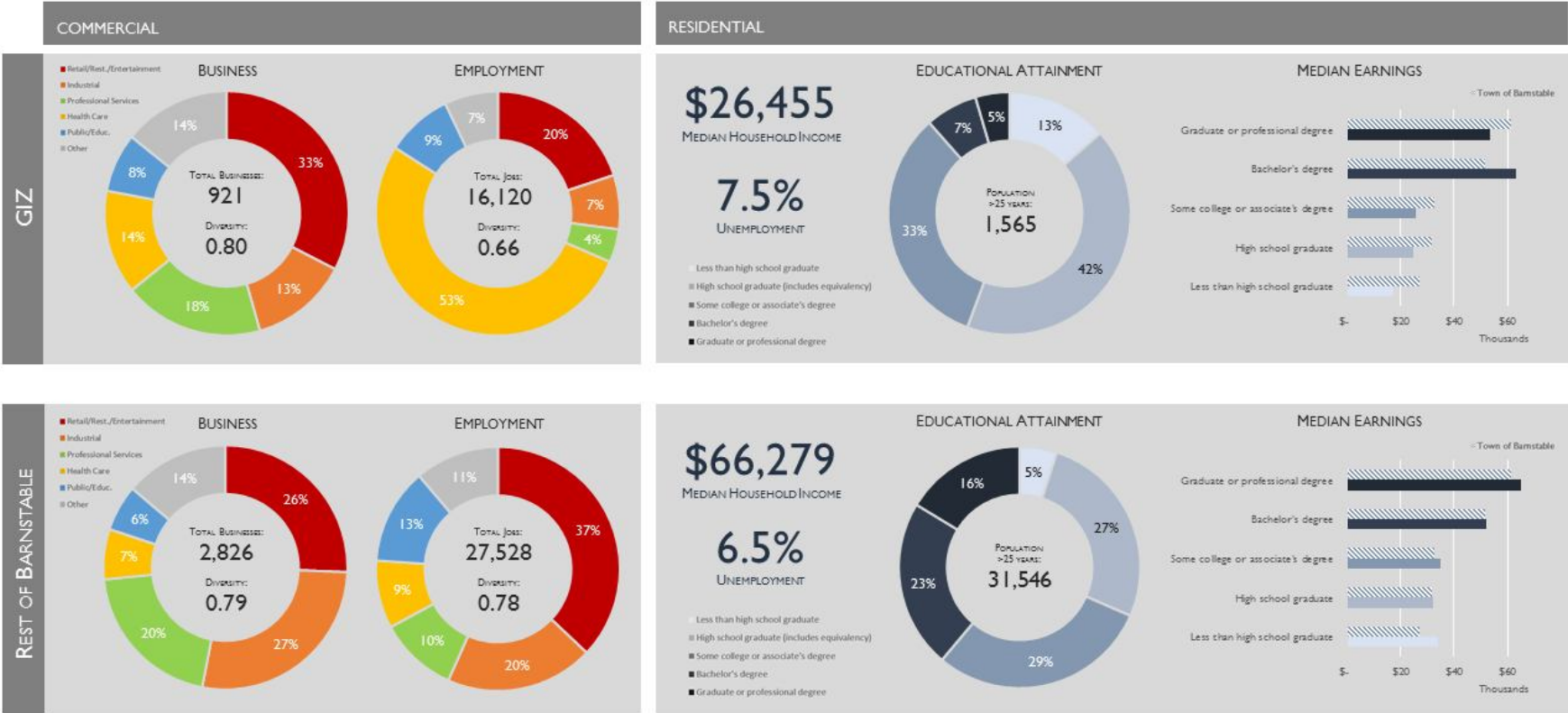


FIGURE 9. Sample of Economy Index

## **4 REQUESTED GIZ REGULATORY RELIEF**

In accordance with the Cape Cod Commission Act (“Act”) and Chapter G, the Town of Barnstable requests to designate a Growth Incentive Zone in Hyannis, as described by the boundaries herein, and requests that no Development of Regional Impact (DRI) review pursuant to the Commission’s *Chapter A – Enabling Regulations Governing Review of Developments of Regional Impact* (“Enabling Regulations”) (Barnstable County Ordinance 90-12m as amended), *Chapter G – Growth Incentive Zone Regulations* (Barnstable County Ordinance 05-13, as amended) be required within the GIZ. The following thresholds are not modified within the GIZ and shall be reviewed as a DRI:

- Addition or expansion associated with the Cape Cod Hospital (or modifications of an existing DRI approval).
- Any proposed demolition or substantial alteration of an historic structure or destruction or substantial alteration to an historic or archaeological site listed with the National Register of Historic Places or Massachusetts Register of Historic Places, outside a municipal historic district or outside the Old King’s Highway Regional Historic District.
- The construction or expansion of any bridge, ramp, road, or vehicular way that crosses or provides direct access to an inland pond, barrier beach, coastal bank, dune, beach, or tidal wetland or waterbody (as defined by MGL Ch 131, Section 40) except a bridge, ramp, or driveway serving no more than three single-family dwellings.
- Any development providing facilities for transportation to or from Barnstable County, including but not limited to ferry, bus, rail, trucking terminals, transfer stations, air transportation and/or accessory uses parking or storage facilities, so long as such auxiliary or accessory uses are greater than 10,000 square feet of Gross Floor Area or 40,000 s.f. of outdoor area.
- Construction of any Wireless Communication Tower exceeding 35 feet in overall height, including appurtenances, from the natural grade of the site on which it is located, except for a new Concealed Antenna

# 4

Monopole less than or equal to 80 feet in overall height from the natural grade of the site on which it is located that is designed to accommodate at least two carriers and with an Occupied Area limited to no more than 1,300 square feet.

- Reconstruction of, attachment to or replacement of any existing Wireless Communications Tower, power transmission structure, or utility pole for the purpose of supporting antenna(s) for transmitting and/or receiving radio frequency communications that increases its overall height above existing grade by more than 20 feet.
- Site alterations or site disturbance greater than two acres including but not limited to clear cutting, grading, and clearing land, unless such alteration or disturbance is conducted in conjunction with a building permit for a structure or a DRI approval in conjunction with a municipal project.
- Development requiring an Environmental Impact Report under MEPA.
- Wind energy conversion facility threshold.
- Discretionary DRI referrals proposed by a town and accepted by the Commission as presenting regional impacts.

The Town requests a permanent GIZ designation, whereby in Year 10 and every ten years thereafter the Town shall indicate its desire to continue the relief granted by the Commission or seek amendments to the designation with the understanding that the Commission will evaluate the Town of Barnstable's goals, progress, and strategies to support the systems, infrastructure, incentives, and regulatory approaches needed to support continued public and private investment in the GIZ area as anticipated and desired by Act.





## 5 ZONING ANALYSIS

The Downtown Hyannis Growth Incentive Zone is comprised of eight zoning districts: Harbor (HD), Hyannis Gateway (HG), Hyannis Village Business (HVB), Gateway Medical (GM), Medical Services (MS), Office/Multifamily Residential (OM), Single Family (SF), and Transportation Hub (TD). The goals of these districts may vary slightly—for example, the TD promotes uses related to transportation, while the Harbor District promotes uses related to the marina and water—however, as will be seen below, the actual permitted uses and dimensional standards do not differ significantly among many of the districts.

## EXISTING REGULATIONS

### PERMITTED USES

The HD, HG, HVB, GM, and OM Districts allow a wide range of commercial uses such as business and professional offices, retail uses, restaurants, and banks. In the HD only, water-dependent uses are permitted and encouraged (e.g., marinas and the retail sale of fishing bait or boating supplies). Dental and medical offices and clinics are permitted by right in the HG, GM, MS, and OM districts. The SF district is focused on residential uses, allowing only single-family dwellings, bed and breakfasts, and artists' lofts by right (professional offices are allowed only on South Street or High School Road). The TD permits primarily transportation related uses, such as parking facilities and car and bike rental facilities, as well as restaurants and tourist information services.

Only the MS and SF Districts allow single-family development. Multi-family housing is permitted by right in the HVB, HG, GM, MS, and OM Districts at varying densities ranging from 4 to 12 dwelling units per acre. Higher densities of housing are possible through special permits in many of the districts. All the districts except the SF and TD have mixed use allowances, though the requirements vary by district. For example, in the HD District, mixed use development with

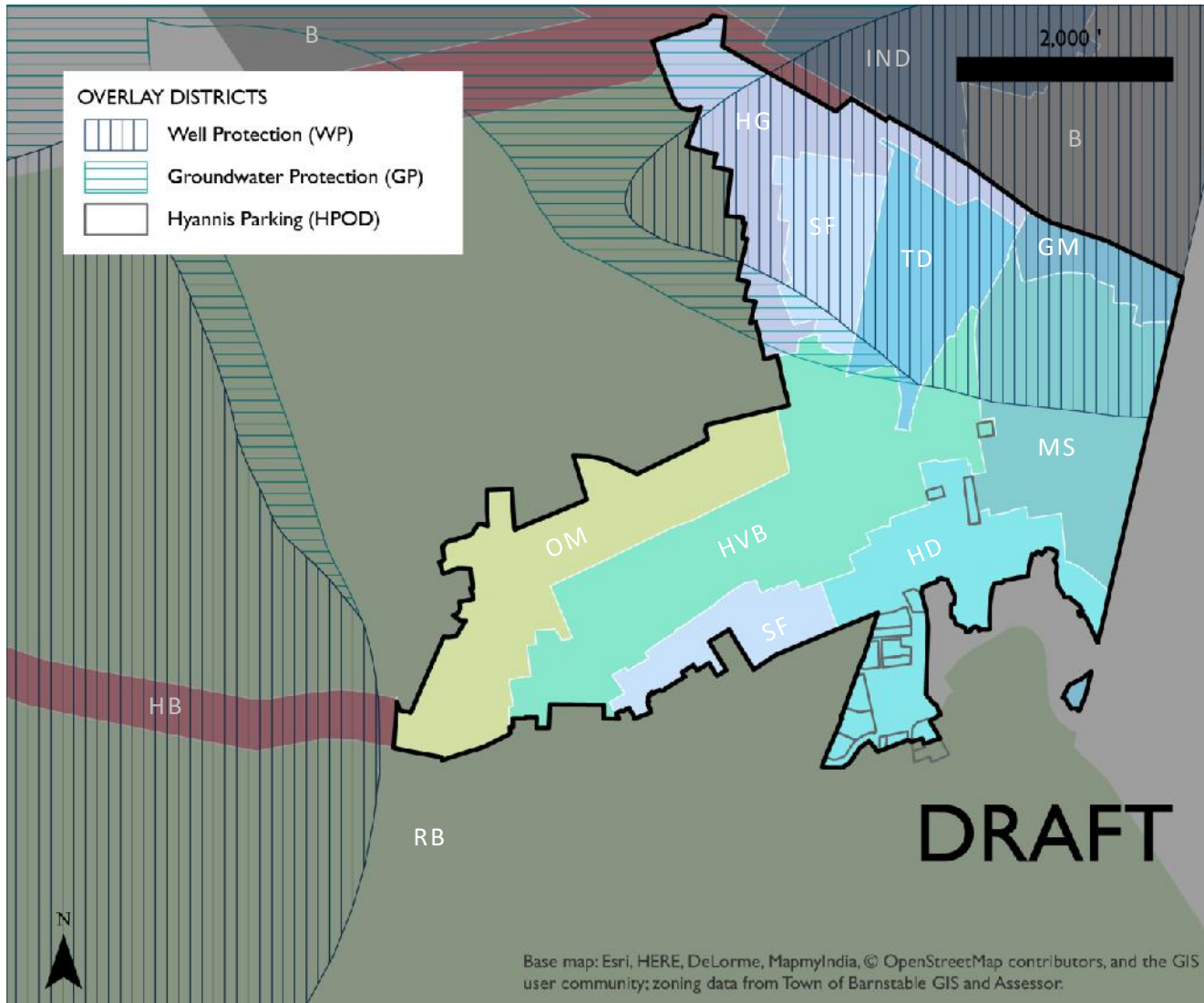


FIGURE 10. Zoning Districts

residential units is allowed if all residential units are above the ground floor, whereas in the HVB district there are specific requirements for the size of the building footprint and residential density. The HG, GM, MS, and OM do not have specific stipulations, listing simply “mixed-use development” as a permitted use.

Retail uses directly related to a principal use are a common allowed accessory use among the districts, except for the GM, SF, and TD. For all districts except the SF and GM districts, a special permit is needed for principal uses that are over certain square footages, unless the project goes through Cape Cod Commission Development of Regional Impact review and receives an approval, exemption, or hardship exemption.

#### DIMENSIONAL STANDARDS

Minimum required lot size varies among the districts, from 5,000 square feet in the HVB District to 40,000 sf in the HG District. The SF, OM, and HD Districts all require a minimum lot size of 20,000 sf, and the TD District requires 30,000 sf. The GM and MS District require 10,000 sf lots. Other than the 40,000 sf lot size required in the HG District, these are relatively small required lot sizes when compared to the residential and industrial-zoned districts immediately outside of the GIZ. Despite these modest required lot size minimums, a large proportion of the parcels in the GIZ do not meet the minimum required lot size of their district. For example, only 15% of parcels in the HG meet the 40,000 sf minimum, and less than 40% of parcels in the HD meet the 20,000 sf minimum. The median parcel size across the GIZ is a little over 12,000 sf, and only the TD has a median parcel size over 20,000 sf.

Building setback requirements are relatively modest throughout the GIZ zoning districts. Many are in the 20’ to 30’ range for the front setback, with the major exception being the HVB, which allows for 0’ front, side, and rear setbacks. The other districts require a 20’ front setback and 10’ side and rear setbacks. There are some specific streets where

larger setbacks may be required, such as Route 28. Height restrictions differ slightly among the districts, with the lowest being the HD at 35' and 2.5 stories and the highest being the HVB at 42' or 3 stories. The other districts fall within this range with limits of either 38' or 40', or 3 stories.

Lot coverage, defined for these districts as the percentage of the lot covered only by the building footprint, varies among the districts. The TD has the lowest at 25%; the HD allows for 70%; the HG, GM, OM, and MS allow for 80%; and the HVB allows for 100% or total lot coverage. The SF does not stipulate a maximum lot coverage.

#### OVERLAY DISTRICTS

Parts of the HG, SF, and TD Districts fall within the Groundwater Protection Overlay District (GP). The GP prohibits uses, such as landfills, junkyards, mining, and underground fuel storage tanks, which could adversely impact the groundwater. Additionally, lots within this district are limited in the amount of impervious surface to 15% or 2,500 sf, whichever is greater, unless all runoff is recharged on the site, in which case up to 50% of the upland area may be impervious. At least 30% of the upland area is required to be maintained in its natural state.

The Well Protection Overlay District (WP) encompasses parts of the HG, GM, SF, TD, and MS Districts. The WP Overlay District is more restrictive than the GP, prohibiting the uses the GP also prohibits, as well as some additional parking uses for vehicles that transport hazardous materials, and the processing or storing of toxic or hazardous substances, above a certain amount. The site coverage and clearance requirements are the same as the GP.

Some parcels in the HD and HVB districts fall within the Hyannis Parking Overlay District (HPOD). This overlay district allows commercial surface parking lots by right for parcels South of Main Street that were already used as parking lots as of May 1, 2014. It provides specific dimensional requirements for commercial surface parking lots, such as width of

entrance and exit driveways and the parking spaces themselves, as well as requirements for lighting, signage, and other site elements.

#### DESIGN AND INFRASTRUCTURE PLAN

The districts within the GIZ are also subject to the Design and Infrastructure Plan (DIP) for the area. The DIP is intended to help preserve the historic and natural character of the area and create housing and walkable neighborhoods. The DIP contains development guidelines for buildings and site design, as well as recommended redevelopment strategies for the GIZ districts, also known as the Hyannis Village Zoning Districts.

#### EXISTING CONDITIONS

##### LAND USE

State land use codes were grouped into like uses for the purposes of analyzing existing uses with the GIZ. In terms of number of parcels, the single largest use in the GIZ is single family homes (169 parcels). When taken together with multi-family and other residential uses, 310 parcels are devoted to residential land uses, which amounts to approximately 21% of the land area in the GIZ.

- Multifamily
- Single Family
- Other Residential
- Retail/Service/ Restaurants
- Medical
- Office/Other Commercial
- Mixed Use
- Hotel/Motel/Bed & Breakfast
- Education/Nonprofit/ Government/Religious
- Recreation
- Industrial
- Transportation/ Auto-oriented
- Vacant

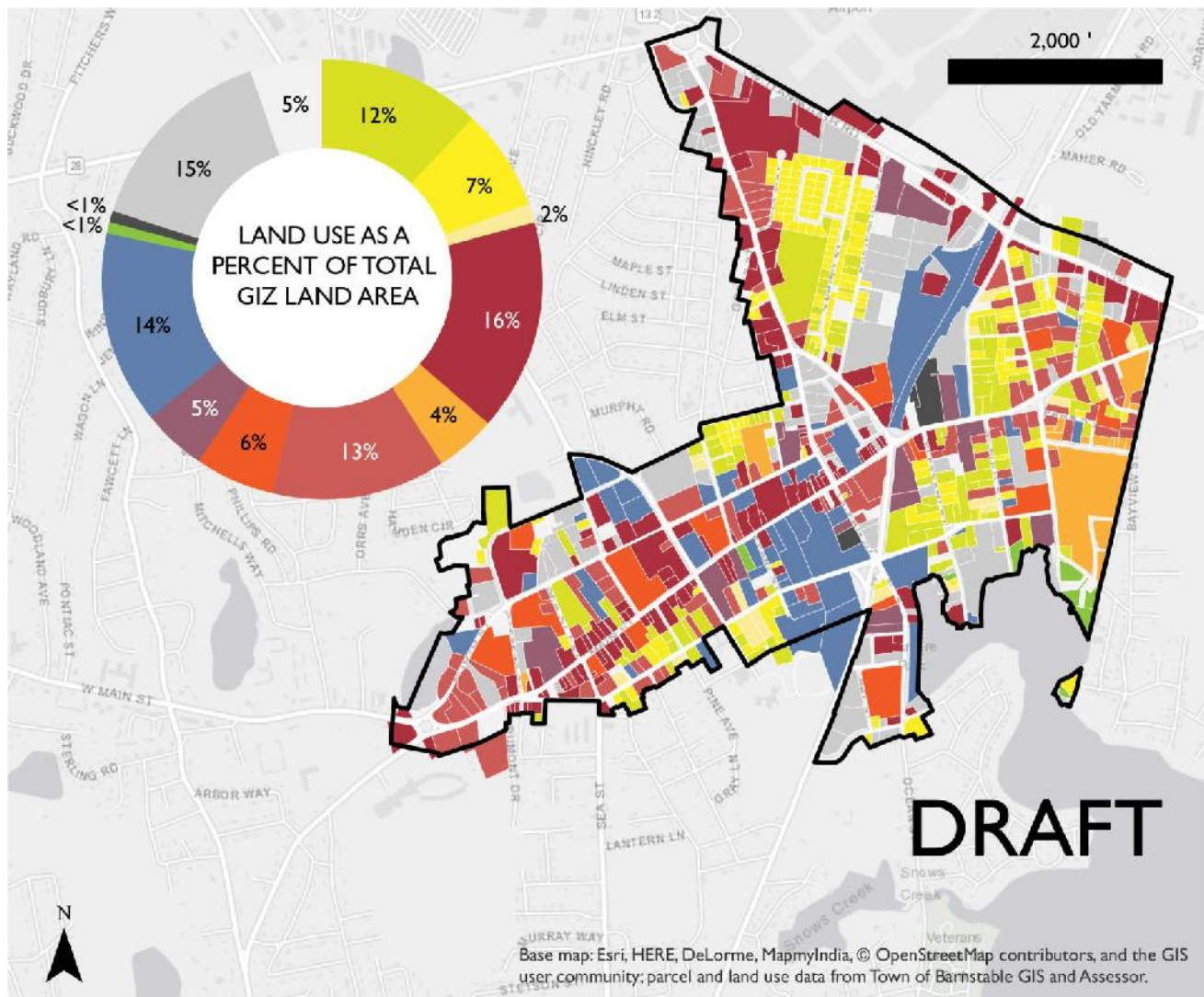


FIGURE 11. Existing Land Use (grouped using state class codes)

The second largest single use is retail/service/restaurants, with 157 parcels and 16% of the land area in the GIZ. When combined with office/other commercial uses, the total is 273 parcels and 29% of the land area. Transportation and auto oriented uses make up 15% of the land area (95 parcels). The HVB and HG Districts have the largest concentrations of commercial uses, while much of the residential use is located within the SF and MS Districts. Transportation and auto-oriented uses are located within the TD District, but are also spread throughout the HD, GM, OM, and HG Districts as well.

#### DIMENSIONAL ELEMENTS

There is a rather broad range of building and existing lot sizes within the GIZ. The smallest lot size is less than 1,000 square feet in the HD District and the largest is the 548,134 square foot hospital parcel in the MS District. The median lot size for the GIZ is 12,286 square feet. In the HD, HG, OM, and SF Districts, less than half of the lots meet the minimum lot size required by the zoning for that district.

Patterns of building development vary to some degree throughout the districts. The SF District is defined by smaller residential buildings on small lots, and has the smallest median building footprint of all the districts (1,001 sf). A similar, though perhaps slightly larger building pattern also exists throughout much of the MS District, though the MS district also contains the largest building in the GIZ—Cape Cod Hospital. The other, more commercially focused districts tend to have larger, more dispersed buildings. Overall, however, the buildings in the GIZ tend to be of a relatively modest size. The median building footprint of buildings for the GIZ is only 1,593 square feet. The TD District is the most sparsely developed, due to much of the land being used for transportation services and surface parking.



## ISSUES AND OPPORTUNITIES

The existing zoning is the result of a simplification of 14 districts to 7 in 2005 (the GM was added in 2017). The intent of the zoning overhaul from 2005 was to create a central mixed-use commercial and tourism hub (the HVB) surrounded by other districts that provide residential and non-residential uses that support the HVB.

Although the districts attempt to create hubs for certain types of uses in distinct areas, much of the same uses are permitted throughout the districts in the GIZ. Except for the concentration of residences in the SF district, and the high cluster of commercial uses in the HG and HVB, a variety of residential, commercial, and transportation uses are dispersed across the other zoning districts. Additionally, the dimensional requirements for many of the zones are not significantly different from one another.

Given the similarities in existing zoning requirements and land use in most of the districts, the opportunity may exist to combine and reduce the number of zoning districts further within the GIZ, while still achieving the overarching goal of a mixed-use, walkable community. Simplifying the number of districts in the area may also ease the process for administering the zoning code. This is not to say that zoning within the GIZ should be the same throughout; however, the Town should consider whether different zoning districts is the most effective way of creating the desired development in the GIZ.

Rather than relying on uses as ways to differentiate areas within the GIZ, the Town may wish to consider defining the character or form of areas or neighborhoods within the GIZ as a basis for new zoning codes. This could be achieved through architectural or design overlay districts, or through the development of form-based code. Well-designed, walkable development is imperative for creating a vibrant community, so the Town may consider whether relying more

on site and architectural regulations, such as through a form-based code, rather than distinguishing areas by use, would better achieve the community's development goals.

## ZONING CHANGES WITHIN GIZ SINCE 2006

Prior to the authorization of the GIZ in 2006, the Town made significant changes to its existing zoning in area targeted for GIZ designation. This involved rewriting the zoning for the area, simplifying the number of zoning districts governing the area from 14 to 7. Each of these districts has a focus, ranging from promoting mixed-use development to supporting medical or marine services. The 2005 zoning also promoted parking to the side or rear of buildings to prevent the perpetuation of strip development and prohibits drive-through windows, except for by special permit for banks. (2005 GIZ Zoning Application)

<b>Date</b>	<b>Zoning Code Amendment</b>	<b>Code Section</b>	<b>Order Number</b>
<b>6/2/06</b>	Amendment to Permitted Accessory Uses in the HVB District and SF	§ 240-24.1.3 and § 240-24.1.5	2006-136
<b>3/18/10</b>	Added office, dental or medical to permitted uses in the OM District; amended clinic, dental or medical definition	§ 240-24.1.6 and § 240-24.1.13	2010-069
<b>7/21/16</b>	Added Hyannis Parking Overlay District	§240-24.1.10	2016-166
<b>4/27/17</b>	Added GM Gateway Medical Services District	§ 240-24.1.9.1	2017-100

## AREAS OUTSIDE OF THE GIZ

Northwest of the GIZ, and to the west along West Main Street, the zoning is a combination of Highway Business (HB) and Business (B) districts. The B District is focused primarily on commercial uses such as retail, offices, restaurants, hotels or motels, and gas stations. Multifamily housing is also permitted by right, provided it meets a number of performance standards. The HB District is also a commercially focused area, but only offices or banks are permitted as principal permitted uses. The front setbacks in the B District are 20' and 60' in the HB (front setbacks in both districts are 100' if the parcel fronts Route 132 or Route 28). To the west of the GIZ, the area is primarily zoned Residence B (RB), with setbacks of 20' in front and 10' for the side and rear, similar to many GIZ districts, though with larger minimum lot size requirements (1 acre). Within this district, the primary permitted use is single-family detached housing. Much of the area north and west of the GIZ also falls within the WP or GP Overlay Districts.

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## **6 INFRASTRUCTURE AND AMENITIES ANALYSIS**

## INFRASTRUCTURE AND AMENITIES ANALYSIS

The Infrastructure and Amenities Analysis represents the building blocks of community within the Growth Incentive Zone. The six systems identified in the analysis support the health, wealth and resiliency of the Downtown Hyannis community, contributing to maintaining and improving overall quality of life, promoting economic development and supporting a sustainable pattern of growth and development/redevelopment for the Town of Barnstable. The analysis reflects that downtown revitalization is a collective endeavor that must be supported by all Town departments, other public agencies and private sector companies, businesses, developers and investors. This integrated place-based approach to planning is designed to support authentic community building efforts responsive to needs of residents and the history and culture of Hyannis.

### WHAT GETS MEASURED IS WHAT GETS DONE

For each of the six identified categories and subcategories, goals and measures that reflect the desired outcomes of the Growth Incentive Zone are outlined. Establishing benchmark indicators for measuring progress towards the established goals will enable the Town to gauge the community health, economic well-being and resiliency of downtown going forward. When tracked over time, these metrics will provide information about progress in the achievement of goals and indicate where future efforts need to be directed.

The Infrastructure and Amenities Analysis is designed to support the sustained commitment to Downtown Hyannis that is necessary to yield visible and concrete outcomes aligned with the identified goals. Effective revitalization of Downtown Hyannis will be an additive, incremental, cumulative, and long term effort.

# INFRASTRUCTURE + AMENITIES ANALYSIS

TRANSPORTATION + MOBILITY	Pedestrian Network	Bicyclist Network	Traffic Circulation	Parking	Transit
WATER RESOURCES	Drinking Water Supply + Distribution		Stormwater	Wastewater Treatment + Collection	
COMMUNITY SERVICES	Open Space + Recreation	Community Programming	Marine Resources	Cultural Facilities	Historic Resources
NEIGHBORHOODS	Community Health			Housing	
UTILITIES	Broadband/Telecommunications		Electric	Natural Gas	
COASTAL RESILIENCY					

DRAFT

## TRANSPORTATION AND MOBILITY

### GOAL

To take advantage of the infrastructure in Hyannis to promote an increase in the year-round population with improved non-automotive access to community amenities and resources; and to implement strategies to accommodate downtown traffic by improving existing infrastructure, increasing capacity, and anticipating issues and opportunities for the future.



# 6

## PEDESTRIAN NETWORK

### GOAL

To improve the pedestrian network within the GIZ and connections to neighborhoods and destinations in the Greater Hyannis Area to provide better safety, connectivity, lighting, level of comfort, and wayfinding.

### MEASURES

- Safety
- Accessibility
- Connectivity
- Walkability Index

### EXISTING CONDITIONS

Most of the regional roadways within the GIZ have sidewalks, but the pedestrian experience varies greatly throughout the area. Significant barriers to pedestrian connectivity exist on some roadways and at some intersections. Some of the key challenges are highlighted on the adjacent map.

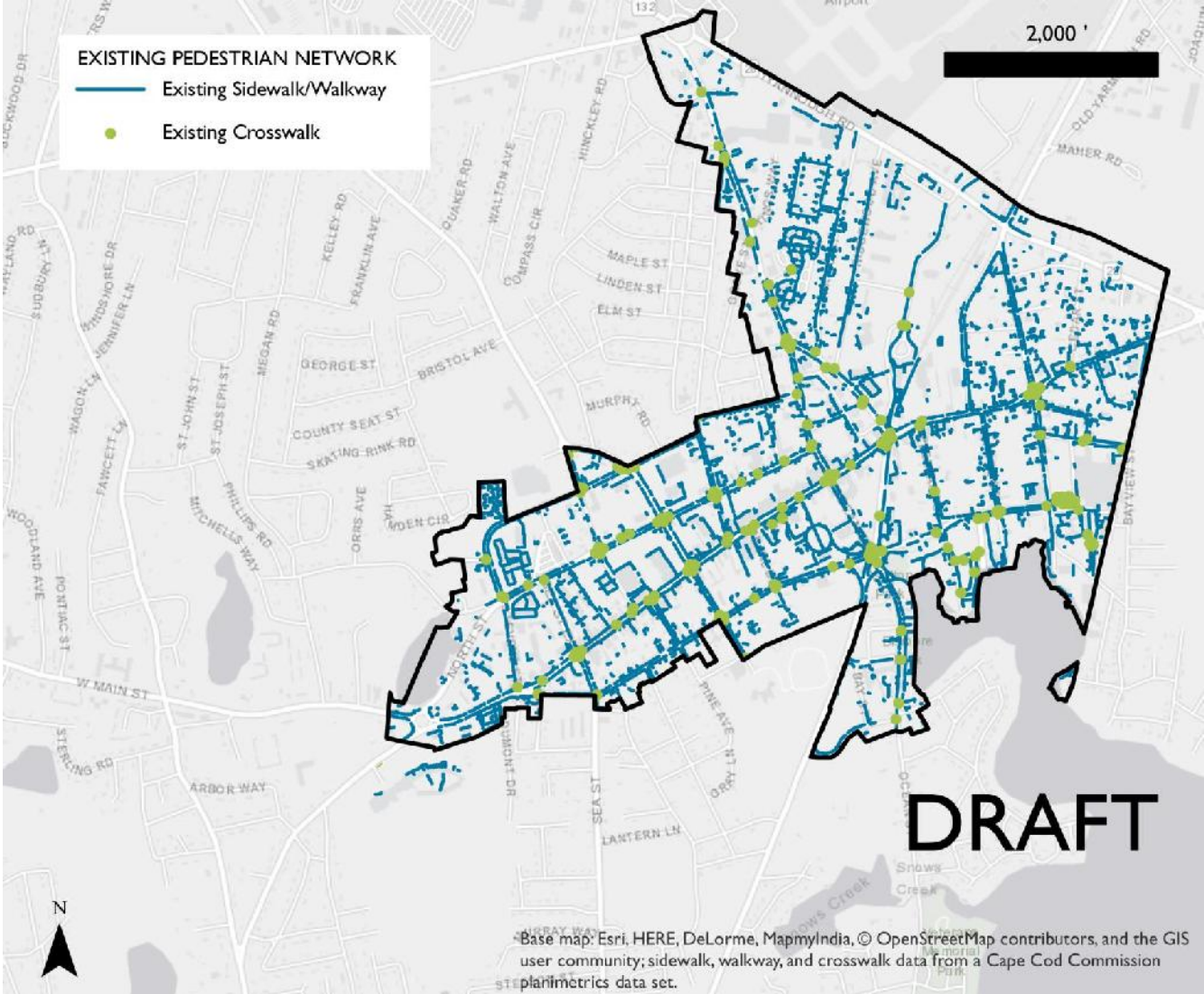


FIGURE 12. Existing Pedestrian Accommodations

## ISSUES AND OPPORTUNITIES

While sidewalks exist throughout much of the GIZ, there is variation in the condition of the sidewalks and there are also some significant gaps in the pedestrian network. Improving the conditions of the existing sidewalks and filling in gaps in the sidewalk network will help improve connectivity, safety, and accessibility for those traveling throughout the GIZ using pedestrian accommodations. Additionally, in some areas, frequent and wide curb cuts create large disruptions in the sidewalk network, causing pedestrians and vehicles to share spaces not only at intersections but along an entire roadway. These disruptions can negatively impact safety, accessibility, and connectivity in the area. Where sidewalks do exist, there are some locations where lighting is insufficient, discouraging pedestrian use outside of daylight hours.

There are also some problematic intersections in the area such as the West End Rotary and areas along Route 28 that prove challenging for pedestrians to safely travel through, disrupting the connectivity of the sidewalk system in the area and perhaps discouraging walking. There are a large number of residences and other regional destinations surrounding the GIZ, drawing lots of people to the area. Providing pedestrian connections between the GIZ, residential neighborhoods, and regional destinations outside of the GIZ presents an opportunity for creating a walkable area with high pedestrian activity, which can contribute to a more vibrant downtown community.

Future transportation planning in the GIZ should consider opportunities to add multi-use paths that can accommodate pedestrians and inexperienced cyclists. A model is the multi-use path on Bearses' Way, which is a wide path separated from the street and enhanced with lighting. This path serves a variety of users and connects key activity centers in Hyannis. Near-term opportunities to implement improvements exist on Barnstable Road. This is another collector roadway that connects key destinations and is scheduled for water and sewer upgrades.

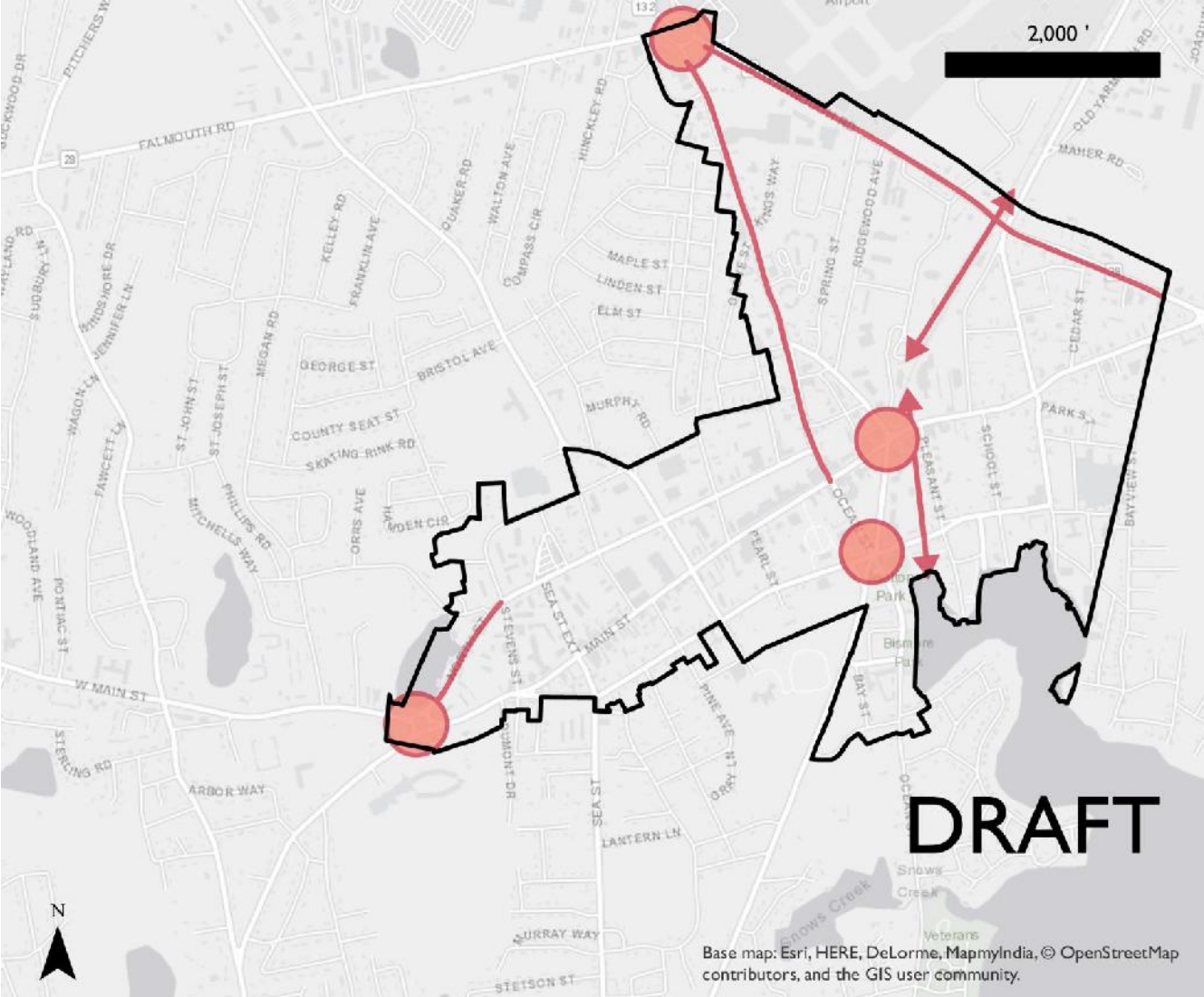


FIGURE 13. Pedestrian Accommodations Issues and Opportunities

# 6

## BICYCLIST NETWORK

### GOAL

To improve the bicyclist network within the GIZ and neighborhoods and destinations in the Greater Hyannis Area to provide better safety, connectivity, lighting, level of comfort, and wayfinding.

### MEASURES

- Safety
- Accessibility
- Connectivity

### EXISTING CONDITIONS

There are few facilities dedicated to bicyclists within the GIZ and surrounding area. Low-speed, low-volume roadways in the area are suitable for most bicyclists, but the higher-speed, higher-volume roadways present significant challenges. Few roadways feature shoulders of a width and design suitable for safe bicycle operation. Sidewalks are frequently used by some bicyclists, but few are designed or intended for this use.

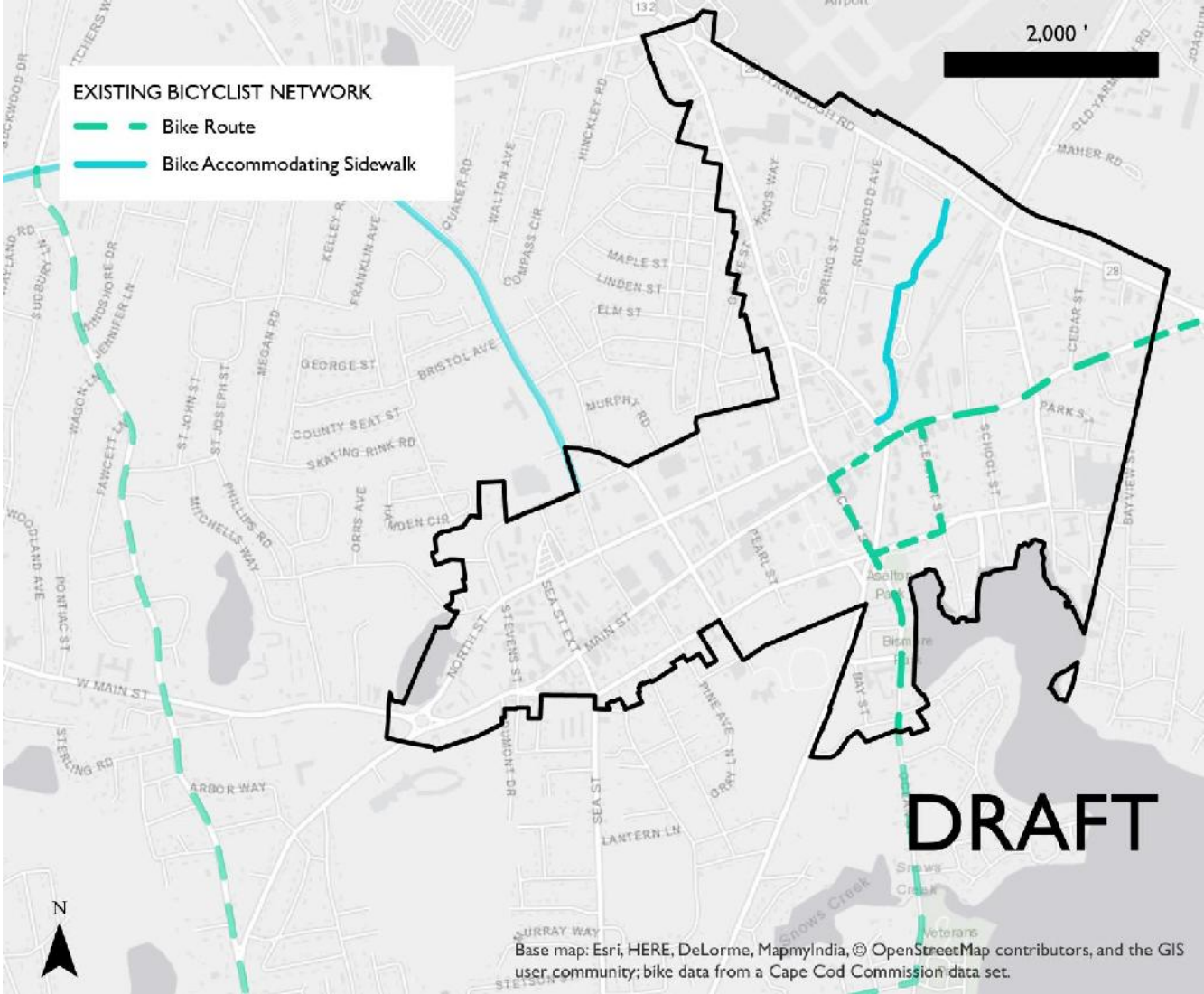


FIGURE 14. Existing Bicyclist Accommodations

## ISSUES AND OPPORTUNITIES

Given the scale of the area and the many nearby residences, biking is an attractive mode of transportation for many. There are currently few dedicated bicyclist accommodations in the GIZ, but there are great opportunities to connect to accommodations nearby, including extensions to the Cape Cod Rail Trail, which draws bicyclists from around the region. Adding bicyclist accommodations that connect to these regional resources, whether through designated routes or separated bike paths, could make bicycling more appealing to those visiting and living in the area, and could potentially draw more visitors.

In addition to providing bicyclist improvements or bike routes, the Town should look at ways to improve bicyclist travel through problematic intersections and along roadways such as Route 28. Frequent and wide curb cuts increase the risk of collisions between bicyclists and motorists. Addressing some of the problematic intersections and roadways in the area would improve the safety and level of comfort for bicyclists.

Given the vision for Downtown Hyannis as a diverse year-round community and seasonal destination, there is a need to plan for all categories of bicycle users. Experienced cyclists are able to share a travel lane with vehicles, but many more individuals and families are safer and more comfortable off-road. Transportation planners should begin to view the bicycle as a primary means of transportation, and implement context-sensitive improvements where possible that will begin to create a network of options for all types of cyclists.

The Cape Cod Regional Transit Authority's Hyannis Transportation Center represents a downtown multi-modal hub. There is an opportunity to make bicycles available to seasonal and year-round visitors and residents at this location. Planning for potential connections to beaches, hotels and other destinations from the HTC should be prioritized.

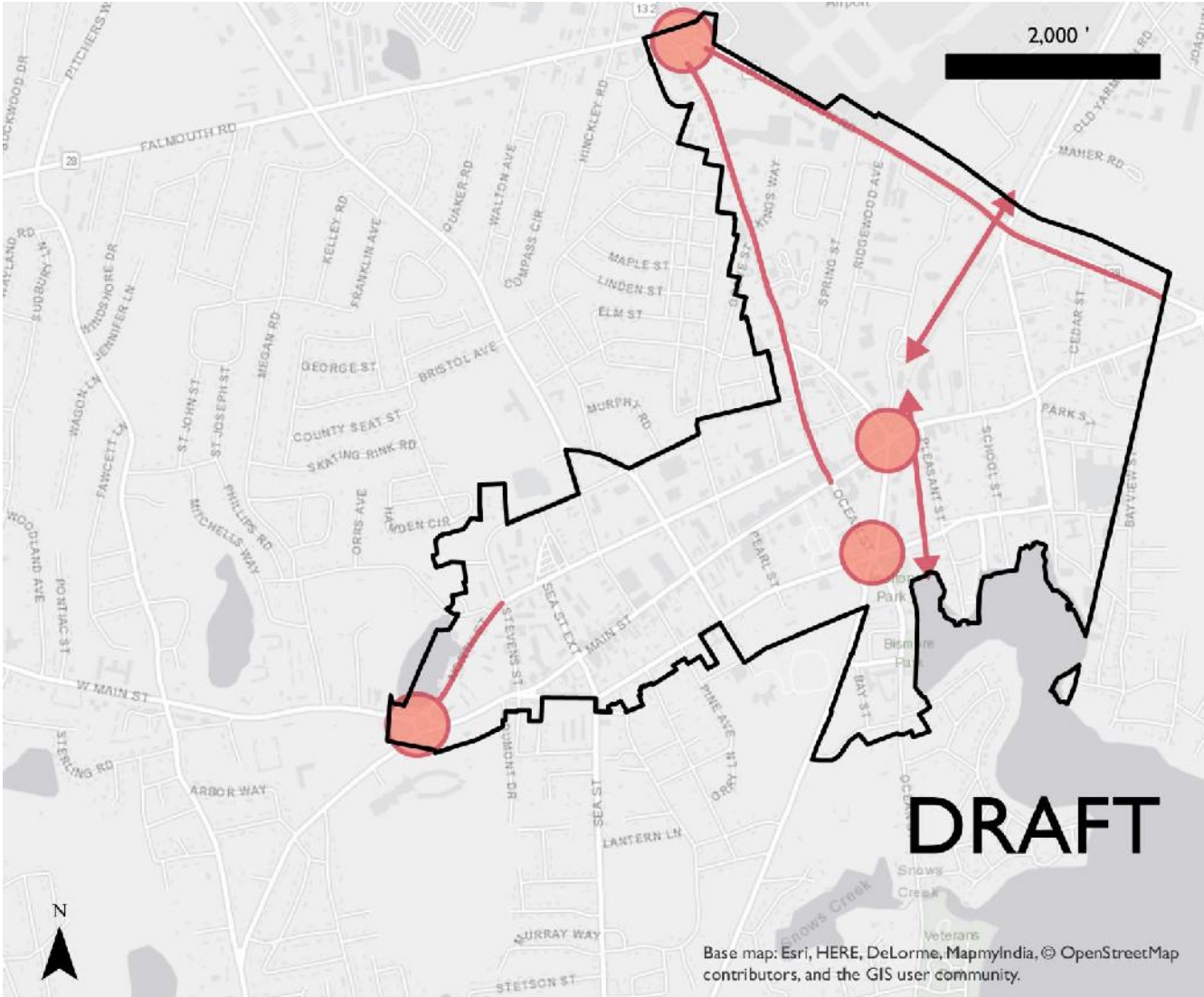


FIGURE 15. Bicyclist Accommodations Issues and Opportunities



# 6

## TRAFFIC CIRCULATION

### GOAL

To improve connectivity, reduce congestion, and improve the reliability and safety of all modes of transportation throughout the Greater Hyannis Area.

### MEASURES

- Safety
- Reliability
- Connectivity

### EXISTING CONDITIONS

Significant investment has been made to roadways within and approaching the Downtown Hyannis GIZ in recent years. However, challenges to accessing the GIZ, such as the Airport Rotary and Yarmouth Road, remain. The Hyannis Access Study outlines preferred alternatives for improvements to these major roadways and intersections.

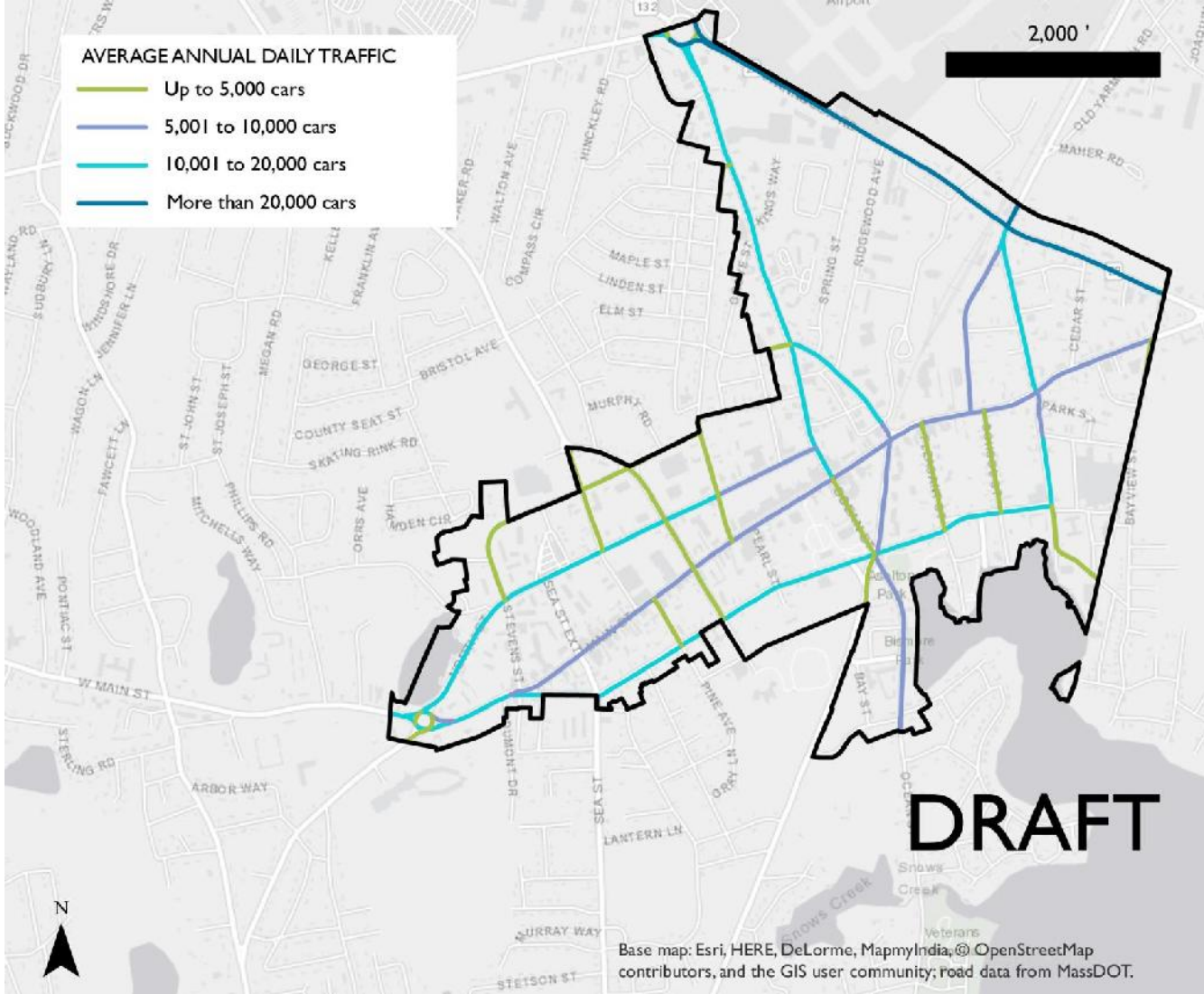


FIGURE 16. Existing Traffic Volumes

## ISSUES AND OPPORTUNITIES

There are several intersections and roadways within the GIZ that become congested frequently, such as the Airport Rotary, Route 28 at Yarmouth Road, and Route 28 itself. Not only do these areas create frustration, and waste time and resources as traffic crawls along, but they also are areas where crashes occur more often. In addition to congestion, there are real and perceived barriers to getting to key destinations within the GIZ in a vehicle, including Main Street, the hospital, and the harbor. Improvements to problematic intersections and roadways that can help traffic flow more efficiently can also improve safety for travelers to the area, as well as improve the reliability and connectivity of the roadways. Addressing congestion on the major regional roadways and intersections is critical to be able to plan for context sensitive transportation improvements downtown that will accommodate multi-modal users.

A phased approach to implementing the Hyannis Access Study is possible, but smaller solutions that will improve conditions at the Airport Rotary are difficult to achieve. Reviewing opportunities to improve roadway and parcel connectivity around the Rotary is one short-term strategy to improve the overall traffic conditions in the area.

Integrating multiple forms of transportation into the roadway could be a low-cost, effective way to improving overall traffic flow. Working collaboratively with the Regional Transit Authority to define bus stops at high usage locations would improve conditions for bus passengers, as well as alleviate congestion at peak times in intersections.

Improved bus stop locations several feet out of intersections would prevent difficult and unsafe conditions for transit users, drivers, and emergency response vehicles.

Finally, thinking about the role of adaptive technologies, such as semi-autonomous vehicles, and alternatives to car ownership, such as ZipCar and Uber, will be important as we plan for multi-modal travel in a dynamic and multi-modal environment.

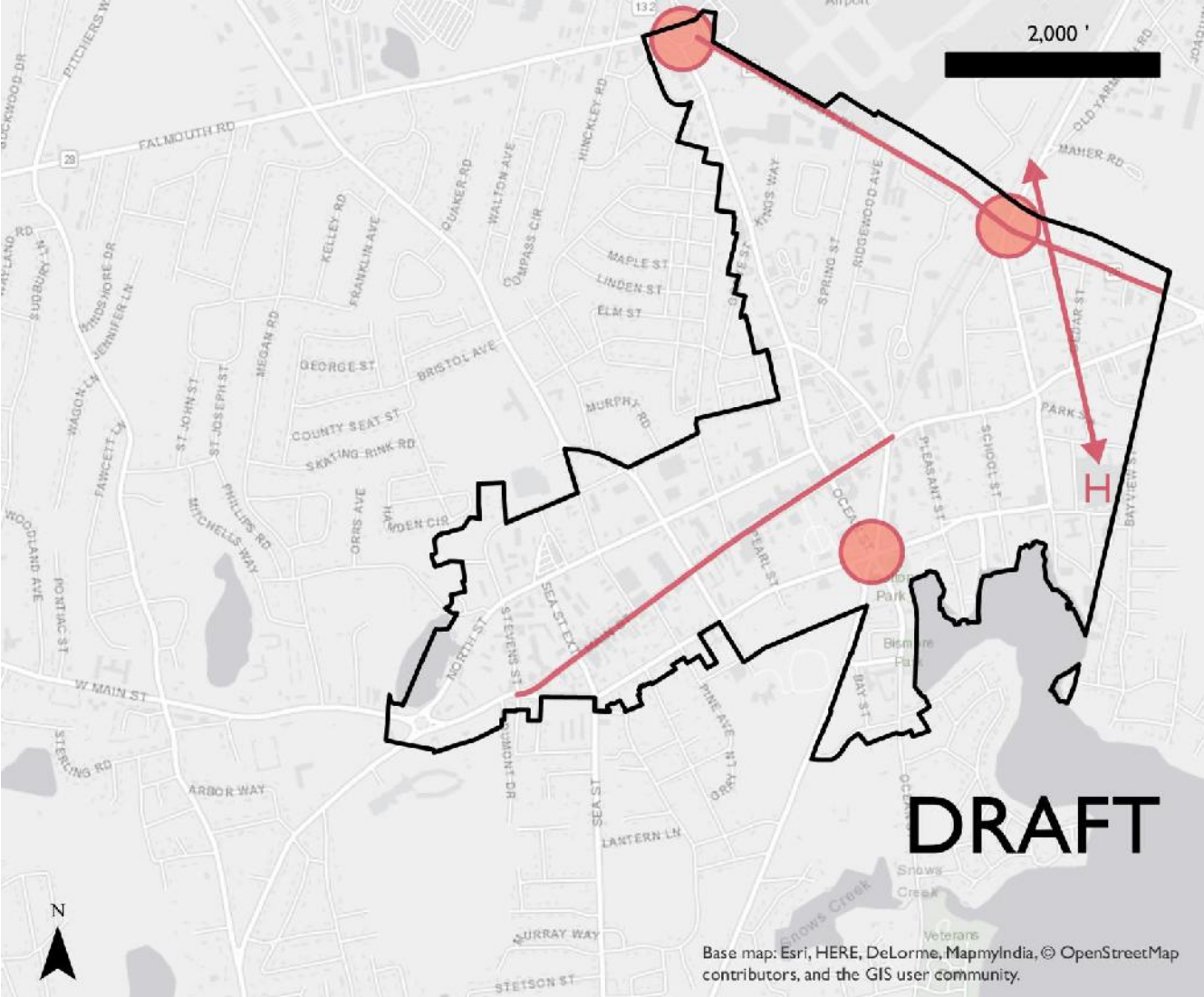


FIGURE 17. Traffic Circulation Issues and Opportunities

# 6

## PARKING

### GOAL

To provide convenient, shared, accessible parking as part of a multi-modal transportation system while reducing the visual impact of parking and restoring retail frontage, promoting harborfront investment, and improving walkability throughout the GIZ.

### MEASURES

- Availability
- Management
- Walkability

### EXISTING CONDITIONS

As detailed in the 2017 Hyannis Parking Study, Hyannis has a sufficient supply of parking, but availability is limited in specific locations and at specific times. A central challenge is the uneven utilization of parking in and out of the peak summer tourist season. In part, issues of parking availability are tied to the overall parking supply not being effectively managed, largely because there are many overlapping jurisdictions with no coordination of regulations or pricing to match demand.

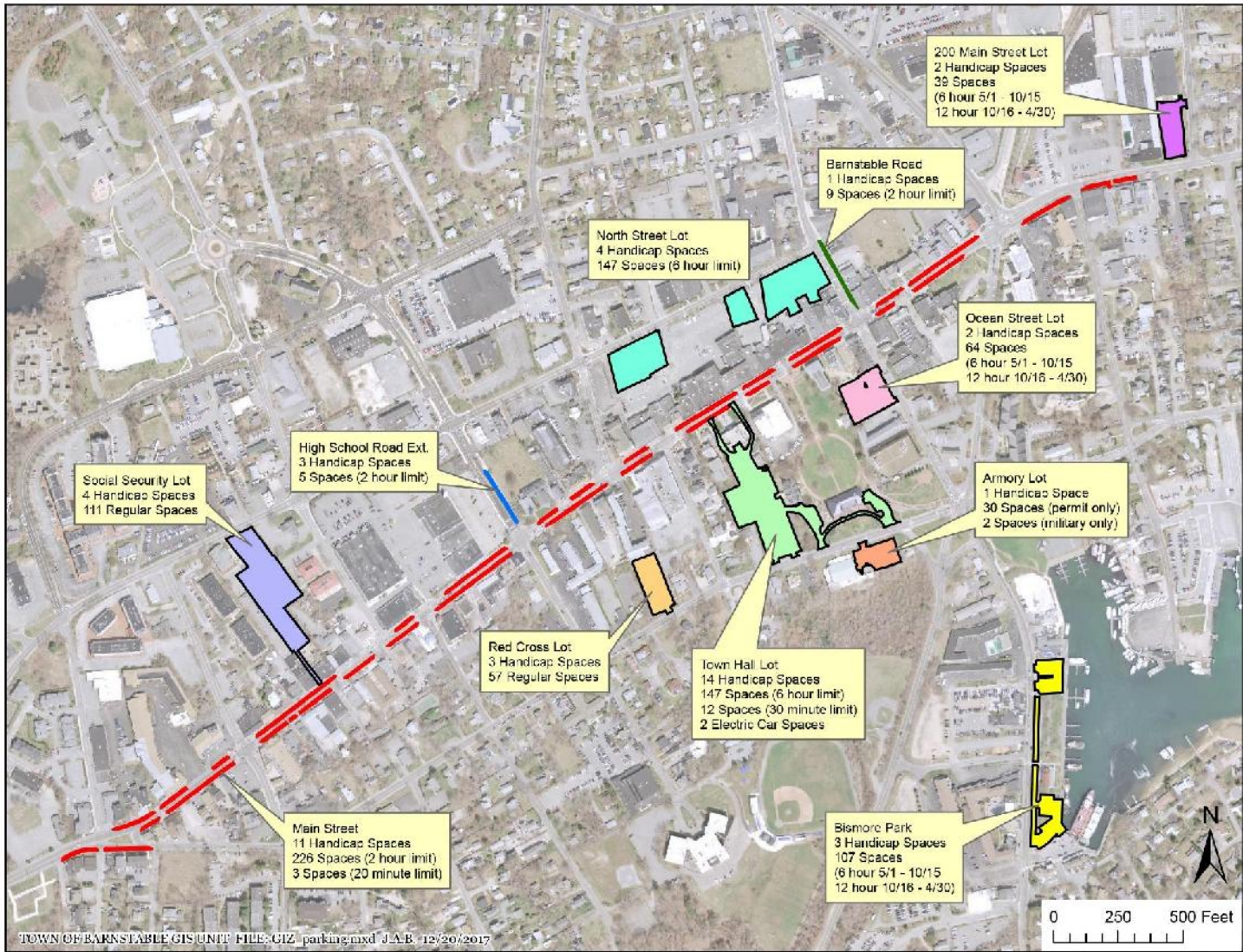


FIGURE 18. Existing Public Parking in Downtown Hyannis

## ISSUES AND OPPORTUNITIES

Because Hyannis attracts people for a large variety of reasons, the parking needs for visitors vary widely. Some visitors may require daily parking, some may need parking for a couple of hours, and some may need parking for a couple of weeks. There are also several different types of parking facilities: public, private, free, metered, etc. Because there are so many people traveling to Hyannis, parking demand is high, and providing parking can be a profitable business. This leads to a significant amount of the land in the GIZ being underutilized as parking lots, preventing other types of development on those parcels.

Despite the large amount of parking area in the GIZ, there are supply imbalances throughout the district. Perceived and actual difficulty in finding parking can be a deterrent to visitors and can be frustrating for employees, and is compounded by a lack of incentives to support greater walk, biking, and transit use by visitors to the area. Once parked, there are also challenges for visitors in navigating from a parking lot to a destination in terms of wayfinding, connectivity, and safety of access to and from parking lots. Traffic can also impede efficient use of the parking system in the GIZ. Increasing the use of shared parking lots, better wayfinding, improved connectivity, and increased incentives for using other modes of transit can help alleviate the parking issues in the GIZ.

Implementing a comprehensive parking management system for the GIZ is an economic development priority for downtown. The parking system must provide alternative regulations for various times of year based on the seasonality of the economy. Addressing the supply/demand imbalances and related issues, including employee parking and parking for special events, through demand-based pricing or other methodologies should be explored with downtown stakeholders.

A system of parking options to serve ferry customers, connected with a reliable transit option, has the opportunity to change supply-demand dynamics around Hyannis Harbor and unlock economic potential of properties currently underutilized as parking lots. There appears to be strong support for a “Woods Hole” type model to serve ferry customers, utilizing the abundance of parking at the airport and limiting parking options immediately surrounding the Harbor. Advantages of remote parking could include both a financial incentive to customers and the avoidance of having to navigate congested and confusing routes through Downtown.

As discussed above, there is a need to plan for the land use, transportation and parking impacts of new technologies, such as semi-autonomous vehicles. Additionally, incorporating short-term parking options for burgeoning short-term car services, such as Uber and Lyft, is important in Hyannis’ seasonal and tourist-based economy.



# 6

## TRANSIT

### GOAL

To improve reliability and connectivity, and increase the use of non-automobile modes of transportation for visitors and in support of a diverse, intergenerational community in the Downtown Hyannis GIZ.

### MEASURES

- People and places served
- Mode choices
- Service frequency

### EXISTING CONDITIONS

The GIZ has the benefit of access to all major modes of public transportation. The Hyannis Transportation Center is the hub of local and regional bus transportation on Cape Cod, as well as the most active rail station on Cape Cod. Within a mile of the Hyannis Transportation Center is the region's largest airport and one of two major passenger and freight terminals serving the islands of Nantucket and Martha's Vineyard.

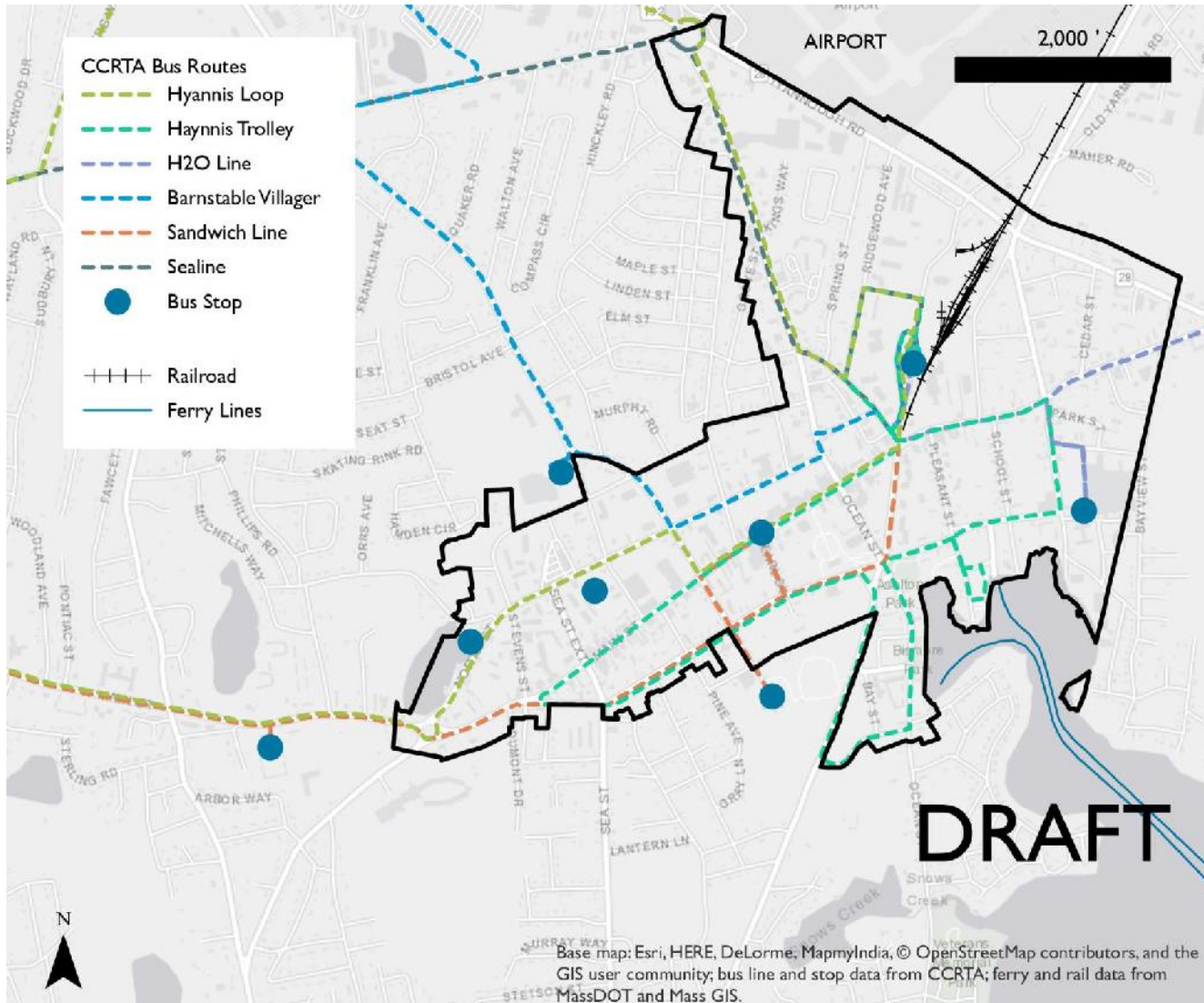


FIGURE 19. Existing Transit Services

## ISSUES AND OPPORTUNITIES

The fact that the GIZ has direct connections to all modes of transit—rail, bus, ferry, air—is unique for Cape Cod and provides a wealth of opportunities for bringing people to the area from both near and far. Establishing reliable connections between modes is key to maximizing their use. While significant improvement in coordination between modes has occurred in recent years, challenges still exist. Developing better connections between these transit hubs and the areas within the GIZ, as well as increasing the frequency of service and expanding the areas served can help increase use of these modes of transit, reduce the need for a personal vehicle, and bring more people to the area, benefitting the entire region.

As discussed above, reliable and seasonal transit options connecting transit hubs has the potential to improve parking and traffic circulation dynamics downtown. This “looped” system could be expanded to include connectivity to key downtown destinations. Considering and incorporating existing resources, such as the Main Street “tourist trolley” into a strategy for reliable, year-round, ADA accessible transportation options is a goal for the GIZ and Greater Hyannis Area.

The need for flexible transit options downtown is critical to the goal of creating an age-friendly community in Downtown. Citizens with less mobility are less likely to take advantage of remote parking opportunities even if well served by multi-modal infrastructure.

## WATER RESOURCES

### GOAL

To provide a sustainable supply of high quality drinking water for a vibrant and viable mixed-use center of Cape Cod with effective wastewater and stormwater management infrastructure to help preserve and restore the ecological health of the area's surface waters, ponds, and Lewis Bay coastal embayment.

### DRINKING WATER SUPPLY AND DISTRIBUTION

#### OBJECTIVE

The objective of the Water Supply Division is to provide commercial and residential properties in Hyannis, Hyannis Port, and West Hyannis Port with a safe, efficient, and effective means of obtaining drinking water and fire-readiness services.

### GOAL

To provide reliable and clean drinking water to the residents, visitors, and businesses within the GIZ, and to improve the reliability, sustainability, quantity and quality of the Hyannis water supply.

### MEASURES

- Cost of water service to residential and commercial consumers
- Quality of water delivered
- Reliability of water supply
- Capacity to meet current and future demand
- Hyannis /GIZ area Insurance Service Office (ISO) rating

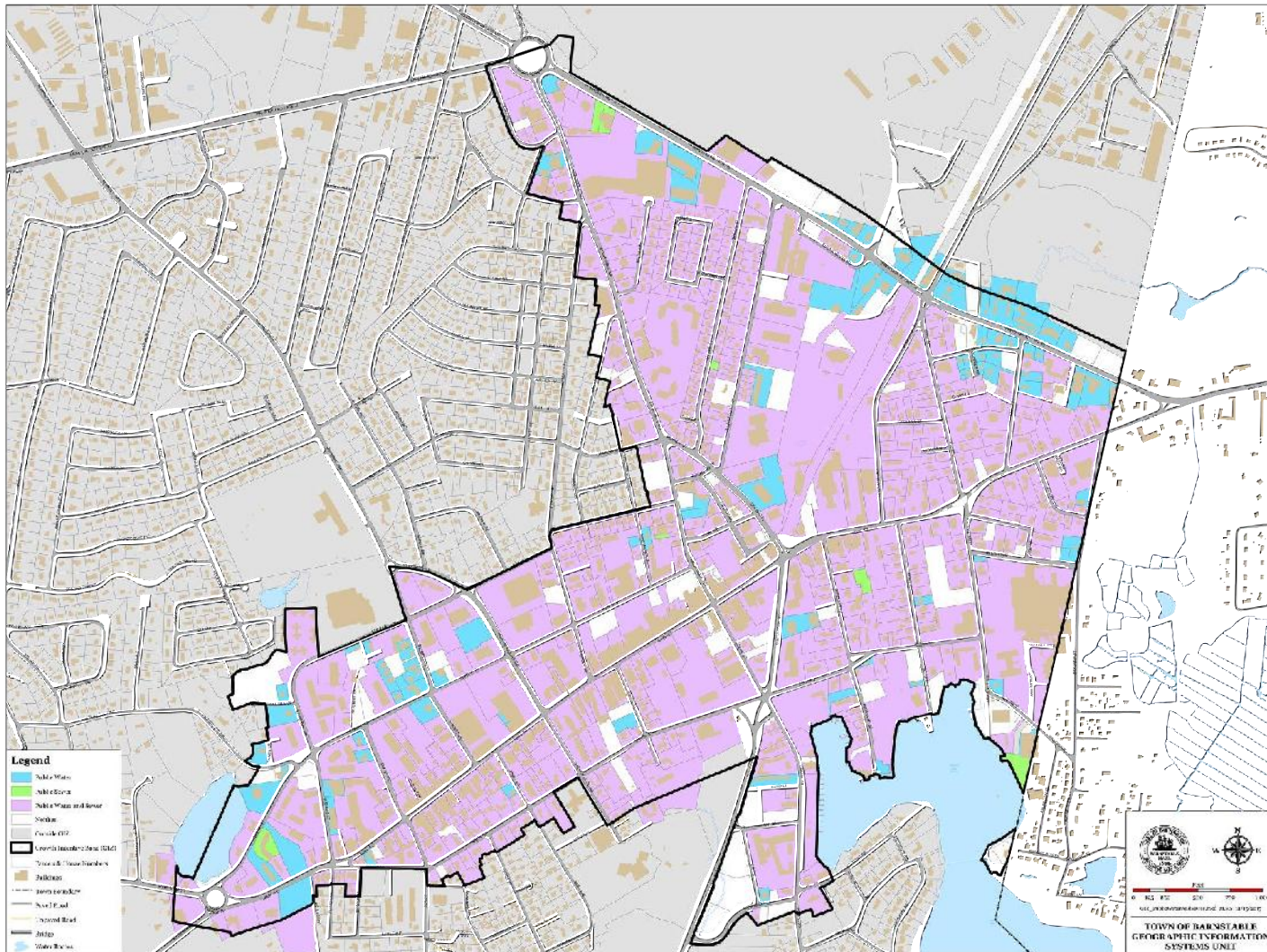


FIGURE 20. Parcels on Town Water and Sewer

## EXISTING CONDITIONS

The Hyannis GIZ is serviced by the Hyannis Water Division, owned by the Town of Barnstable and operated through its Department of Public Works. The surrounding Greater Hyannis Area is serviced with water by both the Hyannis Water system and the Barnstable Fire District. According to the April 2007 Hyannis Water System Master Plan, “The Hyannis Water System consists of four water treatment facilities, two storage tanks, 12 well pumping stations, and 107 miles of distribution system. The water system provides drinking water services to about 18,000 residents through 7,249 metered service connections to residential and commercial properties. Supplying its drinking water from ground sources, the Hyannis Water System draws about 2.77 million gallons per day (MGD) from wells with an annual production of 902 million gallons.”

The Hyannis Water System has a draft MassDEP renewal permit for up to 3.63 MGD authorized through 2020. The actual water use of the system has ranged from 2.18 MGD to 2.39 MGD for the five-year period from 2010 to 2014. To help meet current demand, and in response to recent contaminant issues, the Town also purchases water from the Town of Yarmouth and the Centerville Osterville Marston’s Mills (COMM) water systems.

The Town has taken aggressive action to improve the reliability and quality of drinking water in Hyannis. Several water supply and distribution projects are slated for FY2018 and within its five-year capital planning horizon, including plans to reactivate previously mothballed well sites, pursue a new well exploration program, and establish permanent interconnections among water systems. The Town also continues to fund ongoing programs related to replacing and upgrading old and aging infrastructure—improvements that are necessary to meet the supply demands of planned growth in Hyannis and the GIZ.

## ISSUES AND OPPORTUNITIES

The public water supply and distribution systems in the Hyannis GIZ and the Greater Hyannis area are stressed by contamination from neighboring land uses, higher standards requiring expanded monitoring of contaminants of emerging concern (CECs), and management of the impacts of drawdown on surrounding natural resources. While significant investment has been made to improve the distribution system, and additional investment is planned to improve the quality of the potable water supply, these will remain areas of focus as the Town works to accommodate new growth in the GIZ. This is especially true as all wells associated with the Hyannis Water System are assigned a susceptibility to contamination ranking of “HIGH” according to the MassDEP Source Water Assessment Program (SWAP). The Hyannis Water system’s potential to increase annual pumping as anticipated by the Draft DEP Order to Complete is based upon all wells operating within acceptable standards. Given the presence of existing and potential contamination and natural resource constraints, the system must build in excess capacity to ensure it can meet daily demand were its largest water supply plant to be out of service. Increases in daily and annual demand will require supply and distribution improvements.

Zone I and Zone II water resource protection areas for the Hyannis Water System are located where existing land uses increase the potential for contamination. Land use planning efforts, redevelopment, and regulations will continue to strive to reduce and eliminate land uses in conflict with Zone II designations. Efforts to locate and construct additional supply are underway but will require creativity and support from the Town of Barnstable and the Commonwealth.

In addition to supply limitations, there are capacity limitations resulting from the size, age, material, and naturally occurring water main constriction. Predicting the cost sharing allocations for users for system growth and

improvements is also difficult. Land acquisition, ideally as part of a growth management strategy for water supply protection, and expanded wastewater treatment in supply areas could afford the Town more opportunities for growth and development.

In seeking to accommodate new growth and development, the Town will promote ecologically sensitive redevelopment, water conservation, land use changes, and will continue to work actively and collaboratively with the Commonwealth for new well exploration.

## STORMWATER INFRASTRUCTURE

### GOAL

To improve the management of and treatment capabilities of stormwater systems in the GIZ and the Greater Hyannis Area, to eliminate direct discharges to surface waters, and protect the overall water quality of the aquifer and its connected water resources as the region grows.

### MEASURES

- Compliance with new Municipal Separate Storm Sewer System (MS4) Regulations
- Quantity of street flooding for different Interval Storms (5yr, 10yr, etc.)
- Water Quality of surrounding surface waters and aquifer

### EXISTING CONDITIONS

The Hyannis GIZ encompasses areas of the Lewis Bay coastal embayment including Stewarts Creek, Snows Creek, and Hyannis Inner Harbor. The area also includes a fresh water system including Aunt Betty's, Upper Gate, and Lewis



ponds. Within the Hyannis GIZ, stormwater is captured by a series of catch basins that either leach directly into the ground or convey water through underground storm pipes to outfalls for public properties and right-of-ways. Private properties are required to infiltrate their own stormwater into the ground on their property for a 25 year storm event.

Stormwater contributes to the impairment of Lewis Bay, Hyannis Harbor, and Stewart's Creek. The Lewis Bay coastal embayment and its subembayments require nitrogen load reductions to comply with MA DEP Total maximum Daily Load (TMDL's) for the waterbody. The inner harbor is closed to shellfishing because it is a working port. Areas of the outer Hyannis Harbor are closed to shellfishing by the Massachusetts Division of Marine Fisheries due to bacteria from contributing stormwater outfall pipes. The Town of Barnstable is actively engaged in remedial efforts to minimize outfalls in the Inner Harbor to reduce the impact of untreated stormwater reaching the outer Harbor at Lewis Bay.

Efforts to treat stormwater directly entering surface water systems continues through focused remedial projects in conjunction with other utility projects, and by implementing site planning regulations. The Town also provides clear standards for the passive collection and treatment of stormwater from new and redeveloped properties with a focus on opportunities to create vegetated swales, rain gardens, and constructed wetlands where appropriate.

Underground storm drainage on private properties is avoided to the maximum extent possible, and used only when passive drainage techniques are shown to be impractical due to site constraints. Where storm conveyances are needed, they should separate solid particulates from water and avoid discharge directly into a water body. Regular maintenance of all stormwater systems is required to prevent pollution to surface water and groundwater.

#### ISSUES AND OPPORTUNITIES

In some areas, such as Main Street between Center and Stevens Streets, existing stormwater systems cannot accommodate additional impervious area runoff, requiring all stormwater to be managed on-site. Removal of existing

structures and hard surfaces (un-development) and environmental restoration in key areas as part of a growth strategy could also help manage stormwater and may serve as community-oriented open spaces.

## WASTEWATER COLLECTION AND TREATMENT

### OBJECTIVE

The objective of the Town of Barnstable Department of Public Works Water Pollution Control Division is to provide the citizens of the Town with an environment ally safe, efficient, and effective means of disposing of sanitary waste.

### GOAL

To support the community with effective wastewater treatment and disposal systems, ensuring development does not negatively impact water quality, wellhead protection areas, and drinking water supplies, and to improve water quality in the Lewis Bay coastal embayment.

### MEASURES

- Efficiency and cost of wastewater management
- Impacts on coastal, surface water quality and aquifer water quality
- Reliability and capacity of collection, treatment, and disposal system

### EXISTING CONDITIONS

Sewering the Village of Hyannis was initiated in 1935 to service the high density downtown. Expansion of the system over time, and supporting infrastructure and amenities, allowed the Greater Hyannis area to sustain its historic role as

the center of commerce for Barnstable County. Today, the GIZ area is mostly served by municipal wastewater, but does include a few areas still serviced by on-site disposal systems.

The Hyannis Water Pollution Control Facility (WPCF) is operated by the Barnstable Department of Public Works. The Town's Department of Public Works and Water Resources Advisory Committee (WRAC) prepared a long-range, phased plan to address targeted wastewater needs throughout the Town of Barnstable. This plan recommends the use of both conventional and non-conventional methods to address wastewater. The Plan recognizes the water quality and economic interest of the community in expanding the system, and proposes to expand the collection system and increase treatment and disposal facilities in a phased, prudent, manner.

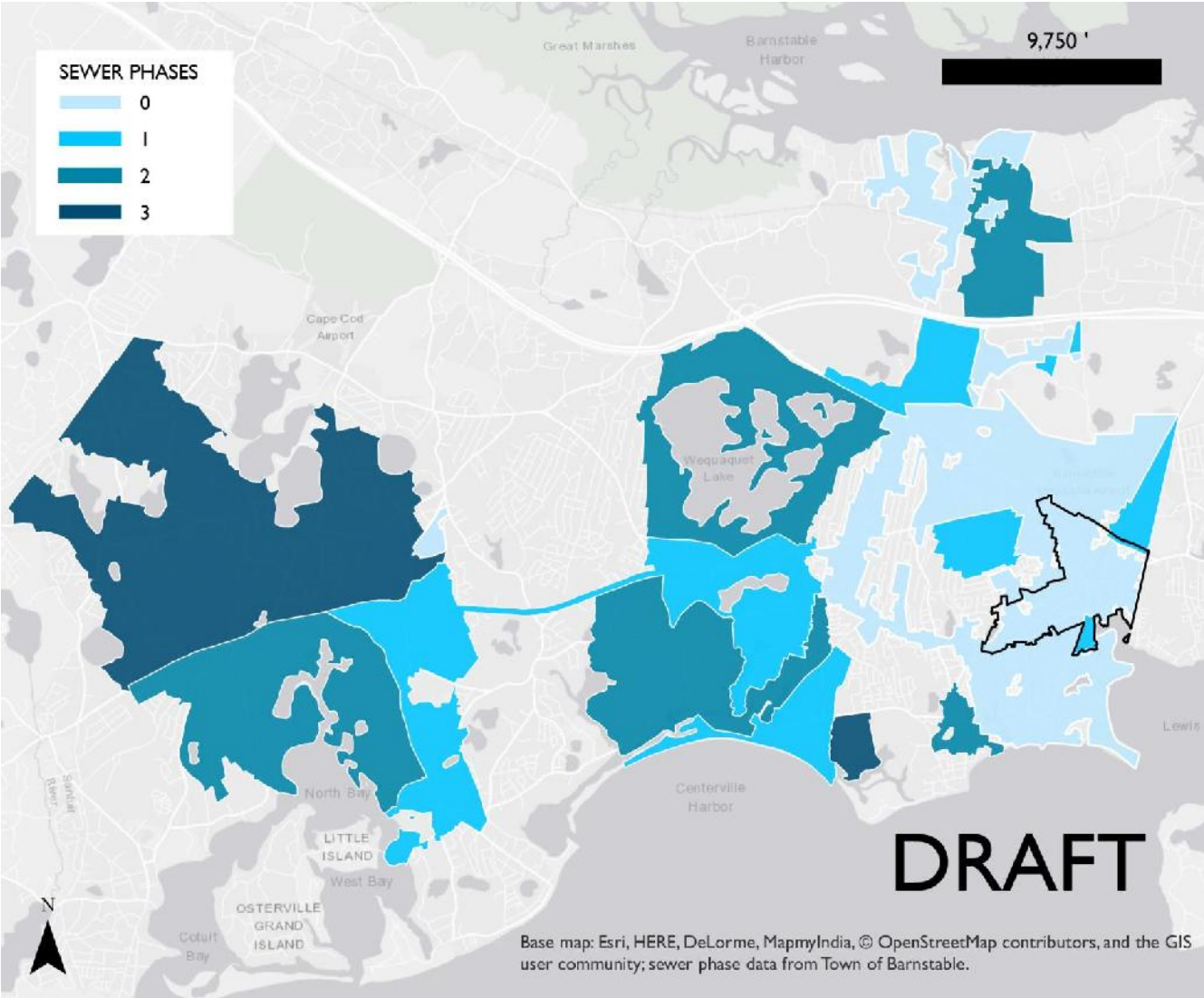


FIGURE 21. Proposed Sewering Phases for Barnstable

## ISSUES AND OPPORTUNITIES

Providing wastewater treatment and discharge capacity for all of Barnstable's needs will be difficult to achieve, particularly permitting future discharge locations. The Town has a current treatment capacity at its WPCF of 4.2 MGD, most of which has been designated for a specific anticipated use. Significant uncertainty exists about the impact of infill and future flow sources allocated within the Greater Hyannis Area. Currently, approximately 0.35 MGD has been designated for flows for the GIZ. But, with many competing demands system wide, that number is not guaranteed.

The current disposal site on Bears's Way is located within a drinking water resource protection zone and contributes nitrogen to the Lewis Bay watershed. Though it has a permitted discharge limit of 4.2 MGD, there are instances that actual disposal capacity may be significantly less than this amount.

The Town is also involved in an evaluation of infiltration and inflow to the existing collection system. The Town projects that collection system improvements may help decrease existing flow, and free-up capacity for other uses. The Town is also aware of collection system constraints. A planned and transparent approach to infrastructure cost-sharing between the Town and prospective developers will improve predictability of development expenses in the GIZ. Planned infill development and redevelopment will rely on continued investment in improvement and expansion of wastewater treatment, discharge, and collection systems.

## COMMUNITY SERVICES

### GOAL

To provide a network of services and physical assets to support a community in which residents and visitors can live, work, and play, balancing social and economic needs with the protection of natural resources, historic character, and cultural amenities.

## OPEN SPACE AND RECREATION

### GOAL

To create a network of open spaces and recreational opportunities in the GIZ and Greater Hyannis Area that improve access and connections to natural, cultural, historic, civic, and commercial amenities and enhance quality of life in Hyannis.

### MEASURES

- Network Extent
- Accessibility

### EXISTING CONDITIONS

The Village of Hyannis supports large areas of open space and outdoor recreational areas including water resource protection areas around the Hyannis ponds at Mary Dunn Road, Kalmus and Veteran's Parks and Beaches, Keyes (Sea Street) Beach, Eugenia Fortes Beach and Park, three golf courses (one public, one municipal and one private), and Snow Creek, Old Colony Road, and Aunt Betty's Pond open space areas. Recreational amenities include the Hyannis Youth and Community Center and seven public and private school recreational and playing field areas. With the

assistance of Community Preservation Act funds, the Town recently acquired the 2.1 acre “Amaral parcel” on Old Colony Road connecting private and public open space and wetland resources contributing to Stewarts Creek.

The Town has also invested in and promoted the development of pocket parks such as 725 Main Street and Stone Memorial Park, and developed a greenway connection to community assets with the “Walkway to the Sea.” Promoting the active use of community open space, the Artist Shanty program at Bismore Park will be expanded to the overlook on South Street.

The Hyannis Youth and Community Center (HYCC) continues to serve as a local resource supporting youth in the Village of Hyannis and the Town of Barnstable. It also serves as a regional recreational amenity drawing youth sports teams from across New England for tournament play as well as skating competitions, contributing to the economic vitality of the GIZ throughout the year. On the HYCC campus is a skate park and outdoor basketball courts and three Little League fields including the latest addition – Fenway Cape Cod. McKeon Park just off South Street and immediately adjacent to the GIZ regulatory boundary is home to Cape Cod Baseball League’s Hyannis Harbor Hawks, drawing locals and visitors to Hyannis for traditional competitive collegiate summer baseball as well as St. John Paul II High School baseball games and additional adult and youth baseball programs.

#### ISSUES AND OPPORTUNITIES

The Town envisions continued infill of mixed-use and residential development in downtown Hyannis and is planning for the potential redevelopment of retail plazas along the Route 132 corridor. Additional park and recreational amenities are needed to support this growth and to improve visitor experiences and quality of life in Hyannis.

Great progress continues with the implementation of “Walkway to the Sea” and redevelopment of Aselton Park. Park and common areas connecting the waterfront to traditional village areas in the GIZ can be reinforced by connections through adjacent residential neighborhoods, restoring historic physical and traditional socioeconomic links among residents and commercial and waterfront uses. Exploring opportunities for sidewalk connectivity between Bismore Park and Kalmus Beach could increase pedestrian safety and recreational options. Opportunities to collaborate with private and public land owners should continue to be carefully managed to increase natural areas, optimize public access to these amenities, and encourage connections among the residential zones adjacent to Hyannis Harbor, Cape Cod Hospital, the Steamship Authority, Hy-Line Cruises, and Cape Cod and Regional Transit Authority, and Main Street. As the Town considers redevelopment, incentives can focus on a public and private park and green space network planned to support quality of life and environmental resiliency in all areas of Hyannis.

The Department of Public Works, with Community Services Department, is developing a Field Use and Condition Analysis. The Department has identified the need for a public soccer field in the Village of Hyannis, where none currently exist. The Department recognizes the missed youth engagement and recreational opportunity and the potential to make a culturally significant contribution to Hyannis residents, for many of whom soccer is a rich part of their heritage. Soccer and the World Cup has been a feature event in Hyannis, including “Viva Brazil” parades and gatherings on Main Street. In summer, Hyannis youth travel by foot and by bicycle to informal free soccer at Kalmus Beach. The addition of a soccer field in an existing neighborhood may be challenging, but could help make social and physical connections and define community form, character, and cultural identity in Hyannis.

The Community Services Department desires to plan for an outdoor urban fitness and wellness trail in Hyannis to connect all ages with outdoor fitness programs in the more densely developed areas of Hyannis. The “Singapore



Fitness Zone” and more rugged, though equally functional “Stay-Fit” systems are used to connect open space, commercial areas, and recreational amenities in suburban and urban communities. The Barnstable Senior Center is also interested in developing a walking path on its property.

As the Town considers reprogramming land use in the retail plazas along Route 132 as lifestyle plazas with a mix of land uses, opportunities will arise to make connections. There is potential to envision connections from the Hyannis Golf Course and adjacent open space through the retail plazas and Independence Park. The Town is planning for linking future bikeways and open space, and preserving land for water quality. The ground work for future connections continues with private contributions toward public interests in recently permitted development in the Attucks Way and Independence Park area.

Commercial and residential growth in the Greater Hyannis Area has seen the addition of about 350 permitted residential units and improved connections to the Greater Hyannis Area with the addition of sidewalks and crosswalks. This development has also contributed 17 acres dedicated to open space in the Greater Hyannis Area. The Cape Cod Bikeway Plan ‘preferred plan’ proposes strong east to west connections around the Hyannis Golf Course through Independence Park and along water resource protection areas and the Route 6 corridor. Additional multimodal access is planned for Independence Park to improve connections and accessibility as supported by a 2017 MassWorks Infrastructure Grant.

Continued work toward linking the open space and recreational network in the Greater Hyannis Area will provide greater access to these amenities, and will also help to protect natural resources, water quality, and habitat, and support coastal resiliency.

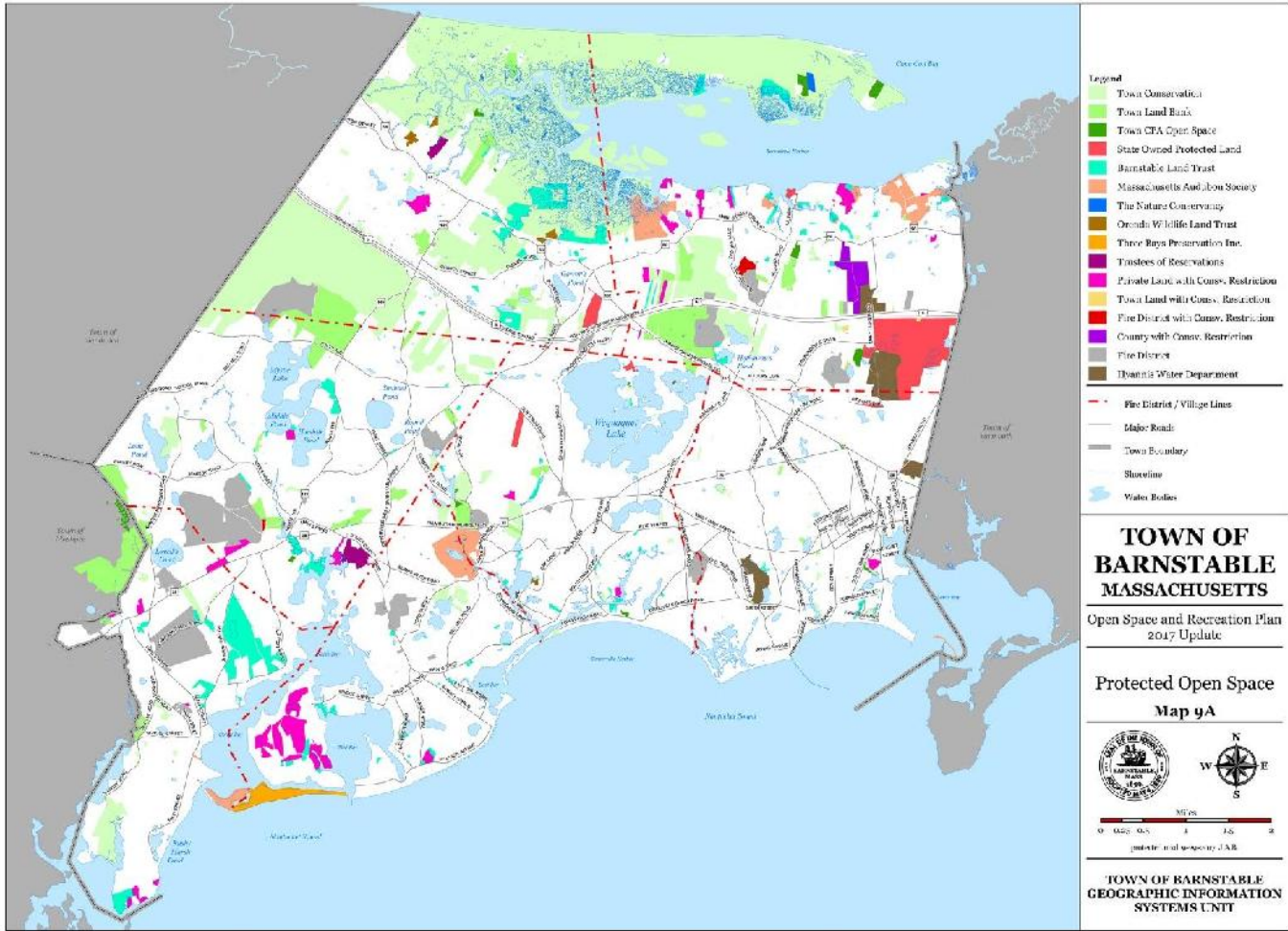


FIGURE 22. Town of Barnstable Open Space



FIGURE 23. Preferred Shared-Use Path Alternative

## COMMUNITY PROGRAMMING

### GOAL

To provide residents and visitors of the GIZ and the Greater Hyannis Area safe community spaces with engaging and diverse community programs and resources.

### MEASURES

- Program participation
- Program accessibility
- Public safety

### EXISTING CONDITIONS

The Community Services Department provides several municipal community service programs that support the quality of life for residents of all ages in Hyannis. The HYCC serves as an important location for formal and informal after school programming for Hyannis and Town of Barnstable youth. However, a challenge to the success of this program is limited access to local transportation for students to get home from after school programs in the late afternoon and early evening hours. Additional services including some transportation and after school snacks are provided through generous contributions of private and non-profit resources. The Town of Barnstable's Senior Center is in the Village of Hyannis and is an asset to seniors throughout the Town, providing programs and services in the Hyannis and in satellite locations. Additionally, the Hyannis Public Library supports the largest population service area of all Barnstable libraries. While total circulation is similar to other town libraries, circulation does not reflect the same per capita use. Children's circulation also reflects a lower per capita distribution of library material than other town libraries.

Public safety, and a positive perception of public safety, is key to creating safe community spaces and programs. The Town has given focused attention to the need for improved perceptions of community safety. The Barnstable Police Department's Community Impact Unit (CIU) and Community Service Officer program is credited with a direct reduction of unsafe behavior at public facilities including parks, beaches, and HYCC. The CIU's approach of directing individuals toward needed services and zero tolerance for nuisance crimes has significantly improved the quality of life in Hyannis. The Community Service Officer program provides an added measure of safety, security, and approachability in the greater Main Street area for residents, business owners, and visitors.

#### ISSUES AND OPPORTUNITIES

With a strong base of programming in place, the opportunity exists to increase access and utilization of these programs. This may be through improved transportation options to these facilities and programs or through expanded programming opportunities at increased locations or times. Continuing the upward trend in improving public safety through Barnstable Police Department programs, including expansion of the Community Service Officer program through Columbus Day, should be explored. As public and private investment in the GIZ and the Greater Hyannis Area are likely, land use plans can help prevent crime through design. Crime prevention through environmental design (CPTED) principles have been used to influence social change in communities across the United States. As the population of the Greater Hyannis Area grows, demand for, and appreciation of, community programming will likely grow as well.

Community resources should be reviewed and addressed to ensure they are welcoming and safe for residents and visitors. The Town provides a public benefit to the Downtown community by providing several "comfort stations" on a seasonal basis. These stations are well used by visitors and especially by motor coach tours. Oversight and

maintenance of these stations continues to be a challenge. A program that would expand the availability of these stations year-round and improve their overall condition should be considered.

# 6

## ARTS AND CULTURAL RESOURCES

### GOAL

To expand Hyannis' arts and cultural resources and to connect these facilities with historic, natural, and recreational assets to support commercial and residential areas in Hyannis in the peak summer season and year-round.

### Measures

- Economic benefits
- Access to arts and culture assets
- Arts and culture programs/events

### EXISTING CONDITIONS

The foundation of arts and culture programs in Hyannis is the local creative and historic maritime economies. The Town of Barnstable's arts and culture program has grown to include two cultural districts, a year-round arts campus, ten artist shanties on the Harbor at Bismore Park and Rusher Overlook (or South Street), and arts programming for three parks and the Village Green. Programs honor the Village of Hyannis' maritime economy and unique historical identity by animating public spaces with performances, public art commissions, interpretive trails, and discovery walks.

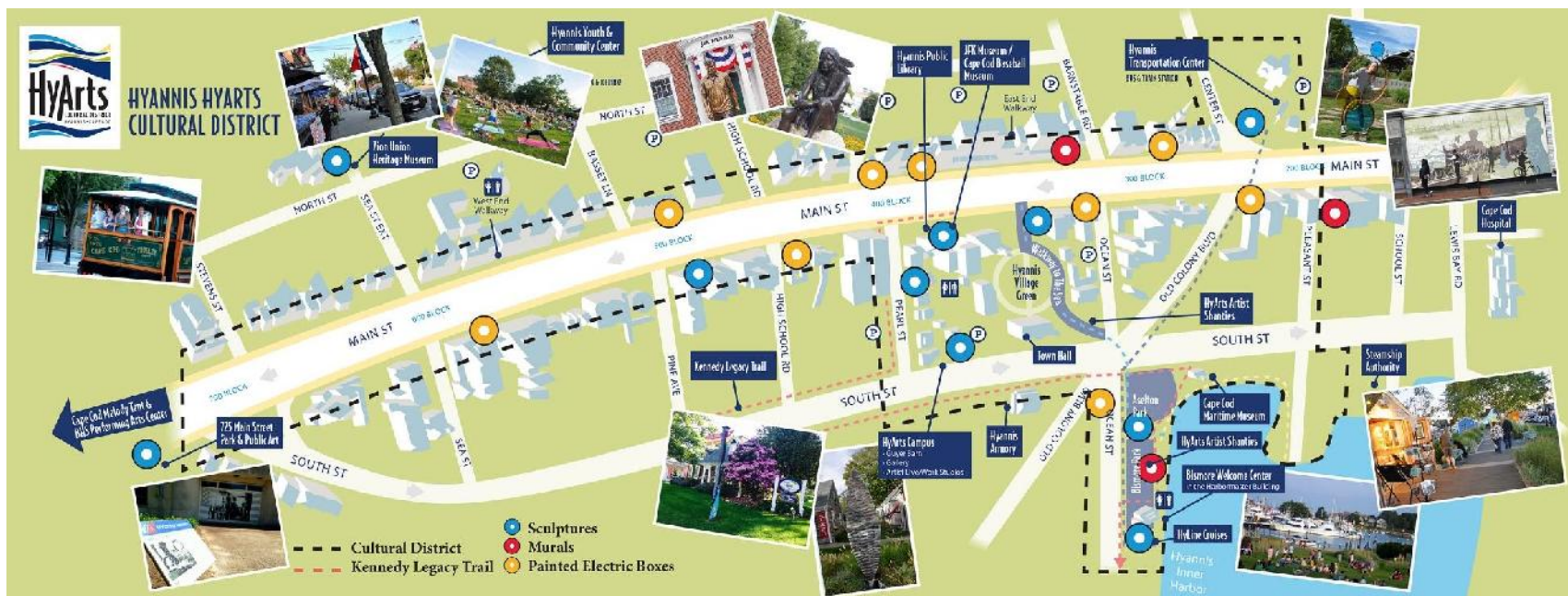


FIGURE 24. Hyannis HyArts Cultural District

## ISSUES AND OPPORTUNITIES

The Town's work to reinforce its identity as a cultural destination reinforces Hyannis' unique village character and heightens the community profile as a destination with a strong creative economy. Arts and cultural facilities planning incorporates creativity and design principles for streetscape plans and public spaces, and celebrates the diversity of residents through engaging programs that speak to varied cultural identities.



There are opportunities to expand resident and visitor experiences and to grow Hyannis' creative class by considering more active uses in the Harbor area to encourage visitors to linger longer, dine, and experience the cultural attractions in Hyannis. Continued effort to provide stronger pedestrian, multi-modal connections from Bismore Park to Main Street will encourage linkages to increased use of the unique amenities and resources in each district.

The opportunity to attract and support new anchor cultural institutions will significantly enhance the year-round livability and visitor experience in the GIZ. A movie theater and multi-purpose space to host community and public events at a variety of scales are examples of such anchor institutes that would enhance civic life and economic vibrancy in the GIZ.

Additionally, the Town is actively pursuing reuse of the Hyannis National Guard Armory at 225 South Street, the site of John F. Kennedy's presidential acceptance speech. Past Requests for Proposals (RFP's) for use of the property have been unsuccessful, primarily because of the large upfront capital costs necessary for occupancy. The Town is considering a phased approach to reuse of the building, making portions of the building available to the public in a first phase, and investing in remediation/upgrades necessary to support a successful RFP or future municipal use.

Opportunities to knit together the town-owned properties housing the Cape Cod Maritime Museum, Hyannis Armory, Town Hall, and JFK Hyannis Museum to reinforce the physical and programmatic connections between Hyannis Main Street and Hyannis Harbor should continue to be explored.

The use of prime land for parking and limited short stay parking in this area will continue to be an ongoing challenge for attracting visitors. Strategies involving continued public, private, and intergovernmental strategies to accommodate demands associated with visitors, residents, ferry routes and hospitals will be a necessary part of long-

term economic vitality of the East Hyannis and Harbor area of the GIZ. The Town’s “Park Happy” program has allowed for enhanced parking assistance and improved consumer relations. Reinforcing diversity of land uses can mitigate some parking demand if more amenities are created within walking distance of one another.



FIGURE 25. Hyannis Artist Shanty Program



## MARINE RESOURCES

### GOAL

To support and enhance maritime activity, including a fishing fleet, recreational and dayboat fishing, small and large boat access and increased opportunity for maritime support amenities including boat service, repair, groceries, and shore-side recreation.

### MEASURES

- Public access
- Economic benefits
- Resiliency

### EXISTING CONDITIONS

Maritime activity in Hyannis Harbor generates year-round and seasonal economic activity. Harbor Facilities include the Gateway Marina – which accommodates vessels up to 25 feet, the Welcome Center and Harbormaster Facility on Ocean Street, the Bismore Park Marina which accommodates both recreational and commercial craft of sizes up to 75' – also located on Ocean Street (adjacent to Hy-Line Cruises), the Gary Brown Boat Ramp on Lewis Bay Road, the Pleasant Street Dock which supports commercial fishing boats (located between Baxter's Restaurant and the Steamship Authority, and the School Street Dock which supports Town/Fire safety vessels. Recent dredging in the Gateway Marina has allowed the Town to restore valuable dock space and marina services.

The Town also supports approximately 475 private moorings in Hyannis Harbor and Lewis Bay. The maritime economy in Hyannis Harbor is reinforced by private marinas, marine services, and restaurants and accommodations. The Town's

work as a maritime destination reinforces Hyannis' unique village character and heightens the community's profile with a genuine working waterfront.

#### ISSUES AND OPPORTUNITIES

Working waterfronts are generally associated with a mix of maritime, industrial, residential, commercial, and retail uses. Land uses in the harbor area are limited and the development pattern reflects the Town's regulatory plan. As the Town seeks to reinforce the maritime economy, more diverse uses in the Hyannis Harbor Area will allow for better experiences for residents and visitors, draw more activity to the area, and strengthen the economic base.

Promoting a diversity of shore-side activity can help to support a working waterfront. The Town may wish to consider developing a long-range Harbor Management Plan in collaboration with the variety of licensed operators in the Harbor Area to create a long-range strategy to improve shore-side access to Hyannis amenities and to improve public access from marinas to beaches and other recreational and cultural destinations. The maintenance of active dredging permits is foremost in priority to sustain access to the harbor, particularly for small recreational vessels.

## HISTORIC RESOURCES

### GOAL

To preserve and protect the historic resources within the GIZ that contribute to its unique architectural character and tell the story of Hyannis development from a maritime port to a tourist destination.

### MEASURES

- Protection of historic buildings

### EXISTING CONDITIONS

The downtown Hyannis area is defined and greatly influenced by its history and character. There are approximately 360 historic buildings within the Hyannis GIZ/downtown area that are inventoried in the State's MACRIS Database, an on-line listing accessible through the Massachusetts Historical Commission (MHC) website. The GIZ area includes approximately 55 properties listed on the National Register of Historic Places, some as part of a National Register District, and some individually listed buildings. The GIZ area also includes the Hyannis Main Street Waterfront Historic District. This is a Local Historic District created in 1996 and covering approximately 350 parcels. Within the district, all new development, demolitions, and changes to building exteriors in public view require review and approval by the Historic District Commission. The GIZ includes approximately 572 buildings and structures outside the Hyannis Historic District boundary. Barnstable's Demolition Delay Ordinance applies to all properties outside of a local historic district over 75 years old that are proposed for full or partial demolition. The Barnstable Historical Commission hears the proposal and if they find the building is historically significant and preferably preserved, they can institute an 18-month delay in local permitting while alternatives to demolition are explored.

Barnstable's Historic Preservation Plan (last updated in 2010) identifies additional properties that should be nominated to the National Register of Historic Places. Five properties within the GIZ were identified as individually eligible for listing on the National Register (56 Barnstable Road, 183 Barnstable Road, 55 Louis Street, 59 Louis Street, and 17 Sea Street Extension). Fourteen properties within the Hyannis Main Street Historic District were identified as individually eligible for listing on the National Register (104 Park Street, 102 Pleasant Street, 115 Main Street (house and barn), 385 Main Street, 50 Pearl Street, 438 South Street, 488 South Street, 419 Main Street, 448 Main Street, 486 Main Street, 659 Main Street, 675 Main Street, 225 South Street).

#### ISSUES AND OPPORTUNITIES

It is difficult to balance the need to preserve architectural character of downtown Hyannis' historic buildings with the need to encourage retail and business development. Pressure for redevelopment is particularly strong in the downtown commercial area and along the waterfront, which include numerous historic structures.

The 2005/2006 GIZ regulations identified the Hyannis Main Street Waterfront Historic District, which has been in place since 1996, as an important component of historic resource protection. Private investment consistent with the GIZ goal of increased residential and commercial activity has resulted in pressure on historic structures. Further, absentee and/or unengaged property owners that let historic structures deteriorate threaten the viability of the structures and produce blighted and unsafe conditions in downtown.

Redevelopment in Hyannis would benefit from strategies to create economic advantages for developers considering re-development of historic properties to promote historic preservation and integration of historic resources into new and desired activity in the GIZ. Continuing to build on historic resource preservation efforts that protect these valuable assets and give Hyannis a unique character can be a draw for tourism and economic development.

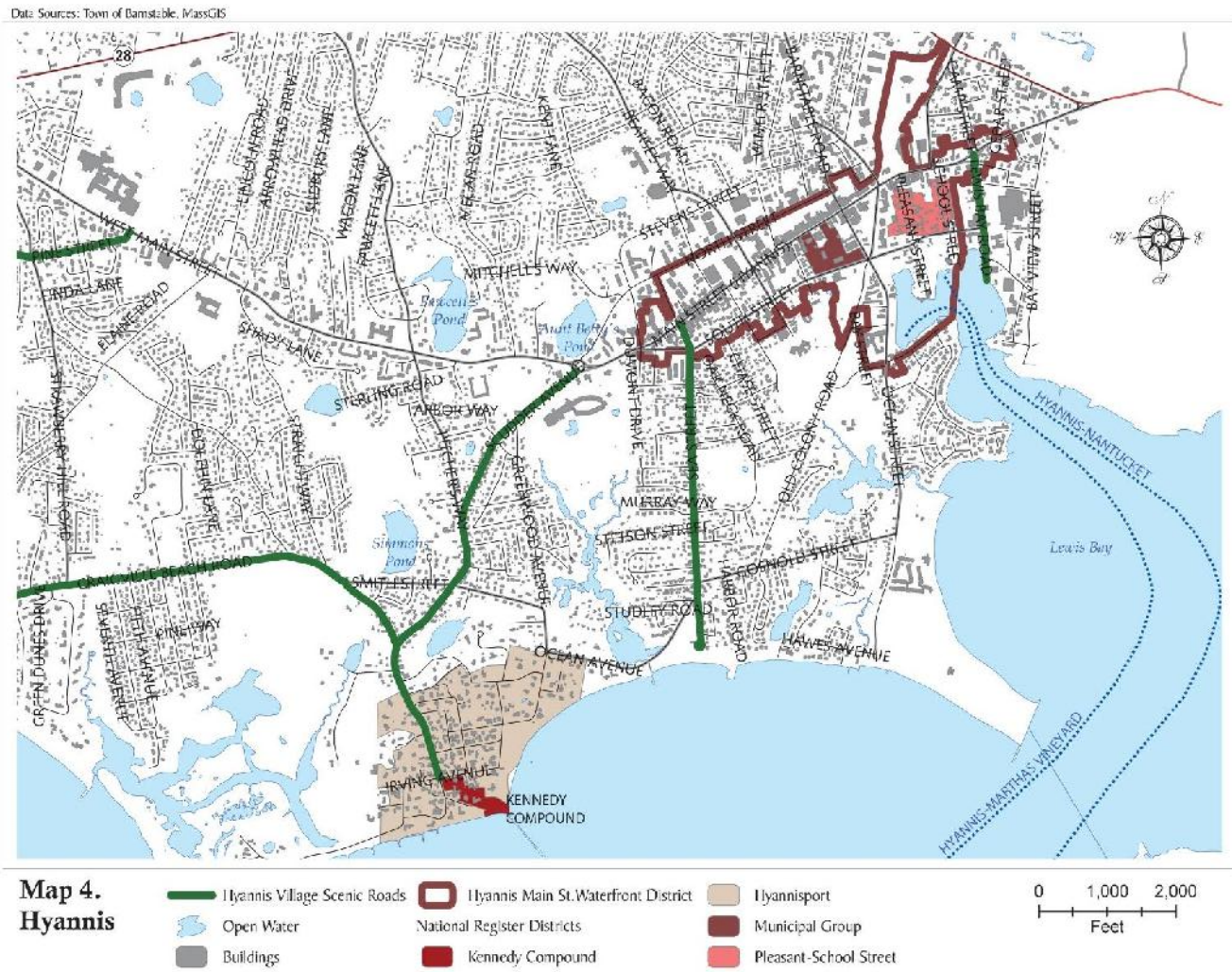


FIGURE 26. Hyannis Historic Resources (from Barnstable Historic Plan)



# 6

## NEIGHBORHOODS

### GOAL

To create strong diverse neighborhoods that provide residents with a variety of housing options and multi-modal access to amenities and services fulfilling a variety of daily activities and needs.

Strong neighborhoods are essential for attracting and providing for a variety of residents that can support and contribute to the many facets of a desirable community. These neighborhoods will provide different opportunities for housing in terms of size, affordability, and ownership or rentals. Residents should have access to public open spaces where adults and children can exercise and play. Services, such as healthcare, education, and grocery stores, as well as jobs, should be convenient and accessible to all residents by walking, biking, or other modes of transportation, not only automotive. Arts and cultural experiences, entertainment, and retail uses should be interspersed and reachable via a walkable network. Providing easily accessible places for residents to fulfill daily needs, in combination with a variety of recreational and entertainment amenities and housing options will help develop neighborhoods where residents of all ages, cultures, and economic backgrounds can thrive.

### HOUSING

#### GOAL

To support the development of a wide variety of residential dwelling options, including year-round market-rate rental housing for residents of all ages and incomes.

## MEASURES

- Affordability
- Variety of Housing Types
- Increased (housing) stock

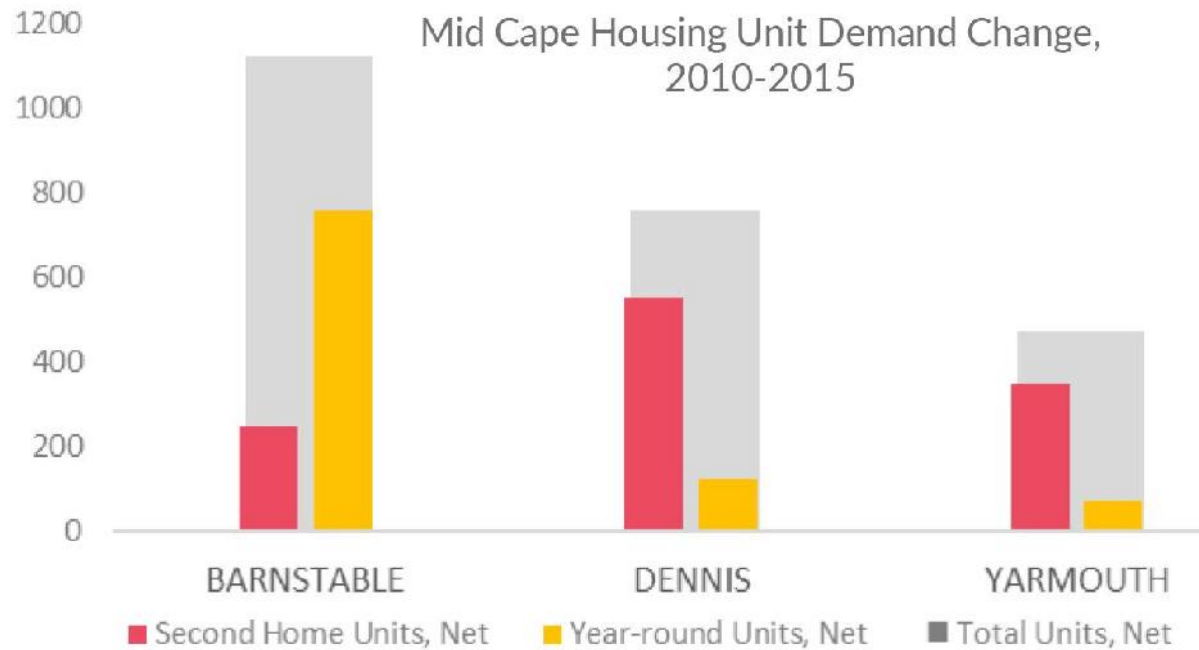
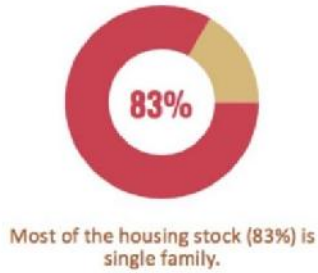
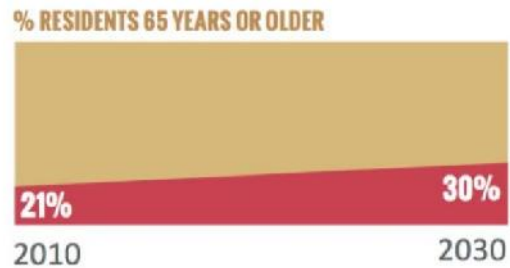


FIGURE 27. Housing Unit Demand Change, 2010-2015 (from the Cape Cod Commission's 2017 Housing Study)

### CHOICES ARE LIMITED



### THE COMMUNITY IS AGING



### THERE ARE FEWER FAMILIES AND YOUNG PEOPLE

Households with children under age 18 decreased 15% between 2000 and 2010.



FIGURE 28. Statistics from the Barnstable Housing Production Plan

## EXISTING CONDITIONS

The Village of Hyannis supports the greatest diversity of housing choice in the region, offering both traditional village style development patterns and contemporary urban commercial architectural forms. As a result, Hyannis is uniquely positioned to support an increased density of housing units, seeking out purposeful density by design. Purposeful density in our commercial center is the cornerstone of the redevelopment strategy for Hyannis and will be the key to unlocking the housing market for owners and renters at all incomes and life stages.

The town of Barnstable has over 4,400 households experiencing housing stress at the median income and below. By comparison, in most upper and mid-Cape communities, housing is theoretically attainable for those earning the median income for the region without subsidy. In Barnstable however, housing stress occurs not only among households earning less than the median income, but also for those earning the area median income. Looking forward to 2025, the number of households in Barnstable experiencing housing stress is expected to nearly double to 8,398 households, including those earning 120% of the projected median household income. (CRANE/EPR)

While the compact form, access to transportation and jobs, lower property values relative to the region, and regulatory flexibility of the GIZ has supported the creation of 104 new housing units since 2006, this falls significantly short of the 598 additional housing units that were allowed by the prior GIZ decision. As long-range planning for housing in Hyannis continues, the greatest housing need in Hyannis is for more year-round market-rate rental units and affordable and workforce homeownership units. Among many strategies outlined in the housing plan, the Town has determined that zoning in the Growth Incentive Zone should be amended to allow greater density for mixed-use and multi-unit development. Looking forward to the preferences and needs of both the baby boomer and millennial

generations, new housing and greater housing alternatives in the GIZ and the Greater Hyannis Area are key to a strong local and regional economy.

#### ISSUES AND OPPORTUNITIES

Housing translates to activity and people in a geographic area, and increased diversity in dwelling options translates to more diverse incomes and a stronger consumer base for the localized economy.

A recent economic and demographic study performed by Crane/EPR for Barnstable County projects that the Town of Barnstable will see 1,768 new residents, 597 new households, and 2,002 new jobs by 2025. According to the same report, the Town of Barnstable has an existing unmet need for 9,331 housing units. Hyannis supports about 20% of the Town's overall housing units. Assuming this same share, Hyannis has an unmet demand for as many as 1,866 housing units. By providing more housing choice, the Greater Hyannis Area is likely to find reduced housing stress across all markets. Hyannis is positioned to take advantage of housing market trends and preferences for smaller units close to amenities and, in meeting its housing market needs, has the potential create a more vibrant, walkable community through housing diversity and increased availability. To achieve this, the Town will need to consider economic and other incentives to stimulate development and redevelopment.

The Town envisions continued infill of mixed-use and residential development in downtown Hyannis and is planning for the potential redevelopment of retail plazas along the Route 132 corridor. The 2006 GIZ application showed that the GIZ area could support approximately 600 (598) additional housing units within the initial planning timeframe. It is reasonable to anticipate that over time an additional 400+ housing units of varying types may be added in the GIZ to meet market need. It is also reasonable to anticipate housing as part of mixed-use development in the Greater Hyannis

Area, which will create more vibrancy throughout the village. The Village of Hyannis has an opportunity to increase its housing supply with smaller units in areas for people who may prefer Cape Cod living with smaller footprints, supported by infrastructure and walkable amenities for a variety of incomes. It is conceivable that the Greater Hyannis Area, including redevelopment along the Route 132 corridor, could support housing supply to meet the market demands.

The greatest deterrents to infill and redevelopment in the GIZ are rising land values, existing local regulations, uncertain development costs and high costs of infrastructure, particularly system development fees and uncertain long-term wastewater capacity. The potential to encourage contextually appropriate building forms, integrated land uses, multi-modal transportation opportunities, and green building and infrastructure, particularly as the retail plazas may change, creates opportunities for the Town to improve community connections and natural and built systems.

\*In 2016 the Town of Barnstable endorsed a Housing Production Plan (HPP), prepared by the Department of Planning and Development in collaboration with JM Goldson, community preservation + planning, and approved by the Commonwealth of Massachusetts' Department of Housing and Community Development. The HPP was drafted with discrete assessment of the housing market and needs in Hyannis and is included herein by reference. Shortly thereafter in June 2017 the CCC accepted Regional Housing Needs and Market Analysis and Forecast prepared by Crane Associates and EPR (Crane/EPR) also referenced herein.

# 6

## COMMUNITY HEALTH

### GOAL

To provide residents and visitors of the GIZ and the Greater Hyannis Area with access to medical and social services and fresh food for healthy living.

### MEASURES

- Access to health care and medical services
- Access to social resources
- Access to fresh food

### EXISTING CONDITIONS

As a centrally located regional commercial hub, the largest social service programs and health care providers on Cape Cod are located in the GIZ. Cape Cod Hospital and numerous smaller medical offices are located within the GIZ and nearby in the Route 132 area. The Massachusetts Department of Children and Families, which provides support for children in need, and the Massachusetts Department of Transitional Assistance, which provides families in need with food and monetary assistance, are located along Main Street in the GIZ. The Social Security Administration has an office in the Greater Hyannis Area, and in the GIZ there are several smaller nonprofits that provide help and support for those in need with financial, medical, or other assistance and are a part of the continuum of health care that ranges from preventive health to continuing assistance after treatment. The Town of Barnstable and the Village of Hyannis are the center of commerce for the Cape & Islands and are a catchment area designated by the

Commonwealth of Massachusetts Department of Public Health; these regional medical and social services serve people from across the Cape and Islands, not only from Barnstable.

The transportation network and access to other services has resulted in a healthcare and social services industry cluster in Hyannis. This hub not only provides easy access to these services within the GIZ, but also income and relatively high-paying jobs to the area. According to the CRANE/EPR, Demographic and Economic Forecast provided in the Regional Housing Market Analysis, Healthcare and Social Services are the highest wage sector among growth industries on Cape Cod.

While there is no shortage of medical and social services accessible in the GIZ, there is no major grocery store in the GIZ. A few small markets exist in the area, and a few food pantries operate in the GIZ and surrounding environs, but these are not sufficient for providing everyday groceries.

#### ISSUES AND OPPORTUNITIES

While the community recognizes the benefit of the clustering of health care and social services, the concentration of non-profit services in and adjacent to the GIZ means much of the land area is tied up for use by tax exempt purposes. Medical and social services located on Main Street do not contribute to the desired consumer-based foot traffic that adds to the energy and economic vitality to the downtown. There is community concern about the impact of the concentration of these facilities on public safety in the GIZ area. Additionally, the concomitant presence of group homes in residential areas has raised concerns about neighborhood stability and impacts to property values. The Town's Committee to Assess Homelessness in Hyannis supports strategies to relocate social services outside of downtown Hyannis when possible.



Strategies to promote an appropriate balance of these organizations in the community must be sought. For example, Cape Cod Health Care has recently announced the relocation of its administrative services to Stevens Street, bringing new jobs and investment to an underutilized commercial area with no reduction in the tax base. However, the Town will need to work to improve the real and perceived impacts of concentrations of medical and social services on public safety and economic development for the area. Collaboration between the Town and non-profit providers may also be able to improve services that support a healthy population.

Additionally, the Town should work to improve access to grocery stores for GIZ visitors and residents, whether that be through providing connections to existing stores or supporting development of a new grocery store within the GIZ.

## UTILITIES

### GOAL

To support and collaborate with utility providers to the extent possible so that visitors and residents of the GIZ have reliable, safe, and progressive broadband, electric, and natural gas service.

## BROADBAND AND TELECOMMUNICATIONS

### GOAL

To support opportunities to expand public access to affordable, reliable broadband and telecommunications access.

### MEASURES

- Cost
- Availability
- Reliability

## EXISTING CONDITIONS

Access to broadband is key to supporting the service and innovation economy, education, government and healthcare sectors. Telecommunications are a basic need for school-age children and their families and broadband access will play a role in the Cape's long-term regional strategy for healthy aging, including social engagement and health monitoring, especially for those aging in place.

The Town of Barnstable, like all Cape Cod communities, is reliant on Comcast as the primary provider for residential internet service. With an estimated 19,500 households, the Town of Barnstable has over 22,000 Comcast Cable

subscribers. There is some competition for business service as OpenCape supports a robust fiber backbone throughout the region. However, access to OpenCape’s network is limited, particularly for small businesses, as prospective clients generally need to pay the capital cost of bringing fiber from the backbone to their business location. Expectations are that as the commercial and institutional base expands the fiber network throughout the region, the market opportunity for residential services will become more appealing.

#### ISSUES AND OPPORTUNITIES

With limited competition and reliability in the commercial and residential market, Broadband access will continue to be one factor limiting economic growth and local prosperity.

Opportunities for the Town of Barnstable lay with the potential for collaboration with the private market. As the commercial center of Cape Cod, Hyannis supports some of the most capitalized institutions in the region including healthcare and banking and finance services headquarters. As these data-reliant industries expand and relocate in Hyannis, they are likely to find ways to connect to fiber, creating a more affordable pathway for smaller independent businesses. This expansion is an opportunity for the Town, which may seek to find ways to support expansion of the network as an incentive for businesses to locate and remain in Barnstable. The service economy, for example, and particularly the GIZ and the Hyannis Business Improvement District, will benefit from access to more reliable broadband to avoid credit processing, booking, and other service related delays experienced during the peak season.

While there is little the Town can do to control the players in the private market for broadband and telecommunications services, one relatively low-cost way the Town can contribute to broadband expansion and reliability is by adding conduits for fiber in every public works project feasible, which will create lower cost opportunities to extend fiber throughout Hyannis.

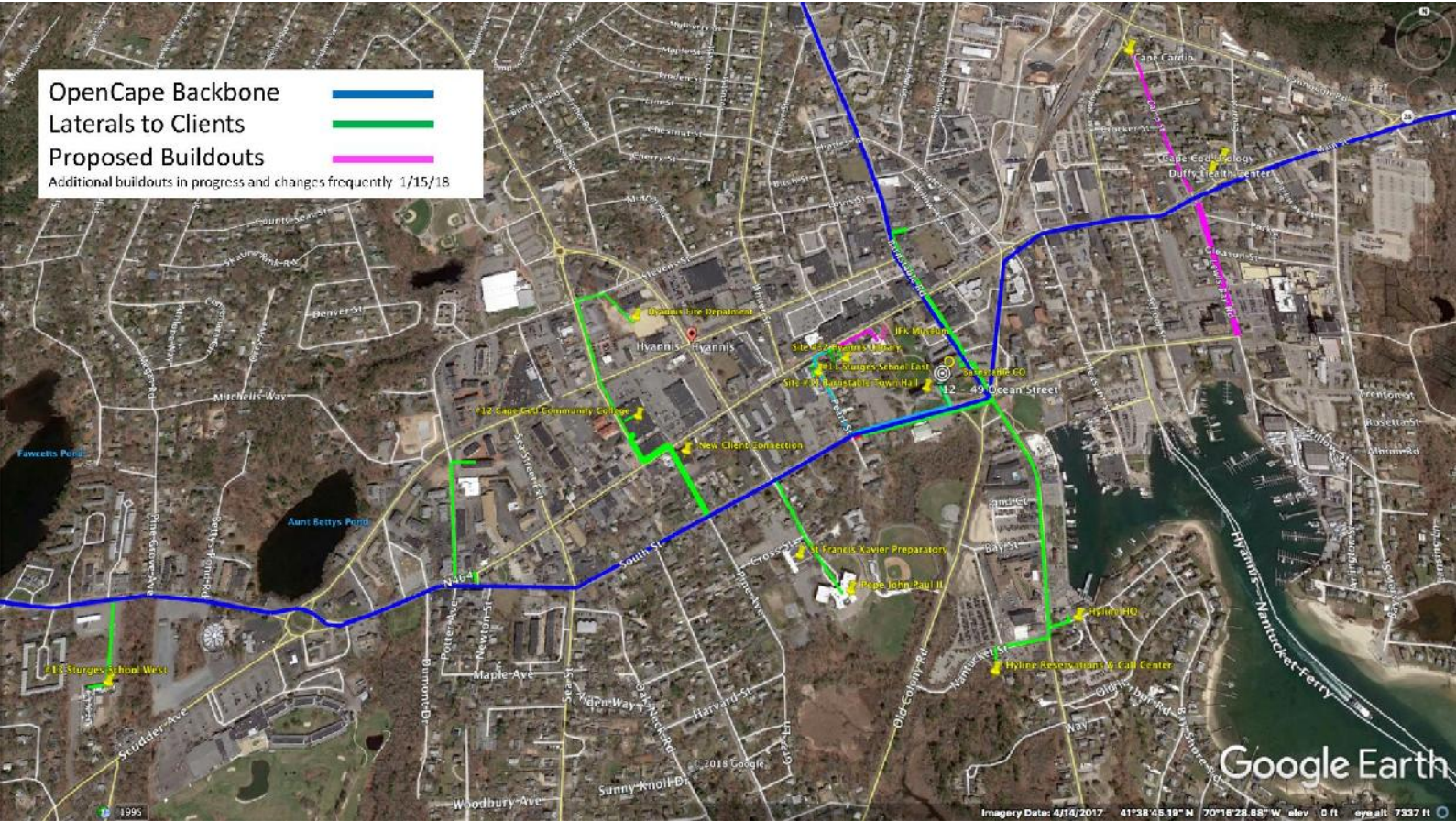


FIGURE 29. OpenCape Existing and Proposed Infrastructure in Downtown Hyannis (as of January 15, 2018).  
Source: OpenCape

# 6

## ELECTRICITY

### GOAL

To monitor conditions and advocate for reliable, resilient, and affordable electricity and to support renewable energy opportunities.

### MEASURES

- Reliability
- Cost

### EXISTING CONDITIONS

Electric energy in Barnstable County is distributed by Eversource (NStar Electric). While most electric energy is also supplied by Eversource, there are a variety of power purchase and energy supply opportunities in the region, including independent renewable energy generation. The CapeLight Compact is the primary alternative for business and residential supply, offering regional procurement and contracts for alternatives to Eversource supply rates. Electric Utility rates on Cape Cod are generally about 10% higher than the rest of the Commonwealth. The cost of energy in our region and high peak demands related to the seasonal economy add to the economic challenges for business development in the region.

### ISSUES AND OPPORTUNITIES

The Hyannis utility grid can support growth within the existing network. However, the regional network is challenged by climatic events and seasonal demand. The time to restore service after weather events, small and large, has improved in recent years but remains a factor for economic resilience. In 2016 Eversource filed a plan for grid

modernization. The plan falls short of a “smart grid” which continues as a regional goal for energy efficiency, reliability, and affordability. A “smart grid” program will allow some consumers, particularly larger consumers, to change demand cycles to align with lower cost delivery periods. Local management of utility utilization will allow business and residential consumers to have more control over the cost of their electricity. As technology becomes more readily available there is opportunity for Hyannis to work toward utilizing renewable energy storage strategies. The Town could work to identify areas that may be supported by a micro-grid, which would enable system redundancies for critical regional assets in the event of power loss, and offer an alternative to high cost energy at peak demand rates. These opportunities may be explored through the Cape Light Compact as part of its long-range plans for regional energy supply, resilience and conservation.

# 6

## NATURAL GAS

### GOAL

To monitor and advocate for access to safe and reliable natural gas service for commercial and residential consumers.

### MEASURES

- Reliability
- Safety

### EXISTING CONDITIONS

Barnstable County's natural gas service is provided exclusively by National Grid, supporting about 100,000 customers on the Cape. In Hyannis, access to natural gas has not been one of the factors limiting development in the Growth Incentive Zone as it has been in other areas of the region.

### ISSUES AND OPPORTUNITIES

In 2014, in response to safety violations, National Grid issued a moratorium on new hookups and expansion of service in areas of Cape Cod, including a portion of the Town of Barnstable. Gas main repairs are in progress and the moratorium remains in effect in some areas of the region. While Hyannis was not included in the limited service area, the findings of the State Department of Public Utilities (DPU) regarding substandard gas lines and other safety concerns in the Mid-Cape and Lower-Cape areas raised awareness of the need to monitor system compliance. The DPU analysis has encouraged Barnstable to advocate for system-wide investment to ensure that public safety is protected while maintaining an essential service in the community.

## COASTAL RESILIENCY

### GOAL

To develop as a thriving coastal community that can sustain itself through potential future challenges stemming from its coastal location and proactively design and implement strategies to protect, mitigate, adapt and respond to changing conditions.

### MEASURES

- Vulnerability of development to sea level rise
- Resiliency
- Design and character

### EXISTING CONDITIONS

The Town of Barnstable, as a coastal community, is subject to flooding, storm surge, coastal erosion, tornadoes, and wind damage from hurricanes and Nor'easters. According to the Barnstable Multi-Hazard Mitigation Plan, the most dangerous type of flooding is from storm surges, described as a dome of water that comes ashore during or after a hurricane event, and poses the greatest risk to life during hurricanes and Nor'easters. Storm surges can wash out roads, damage infrastructure, overwhelm storm sewers, and contaminate drinking water (Barnstable Multi-Hazard Mitigation Plan).

A concern within the boundaries of the Growth Incentive Zone is the impact of coastal flooding. As sea levels rise and more frequent high-intensity storms occur, coastal flooding issues are exacerbated.



Loss Estimates/Area Vulnerability Assessment Development in Flood Zones in Hyannis				
Land Use	# of Parcels (including condo units)	# of Parcels (not including condo units)	Building Area (Sq.Ft.)	Assessed Building Value
Hyannis	742	427	2,548,146	\$274,298,600

Of Barnstable’s seven villages, the Village of Hyannis has the greatest number of structures vulnerable to flood damage; many of these structures are located around the Inner Harbor, Lewis Bay, Hyannis Harbor, and Stewart’s Creek. Residential areas south of the Growth Incentive Zone needed to be evacuated during Hurricane Bob in 1991.

Critical facilities identified by the Barnstable Multi-Hazard Mitigation Plan include: emergency facilities and shelters, public safety services, hospitals, town government facilities, wastewater infrastructure, hazardous material facilities, schools, nursing homes and elderly housing, group day care facilities, senior/youth/recreation facilities, designated emergency animal shelters, and marinas/boat yards. Many of these land uses are within the Hyannis GIZ.

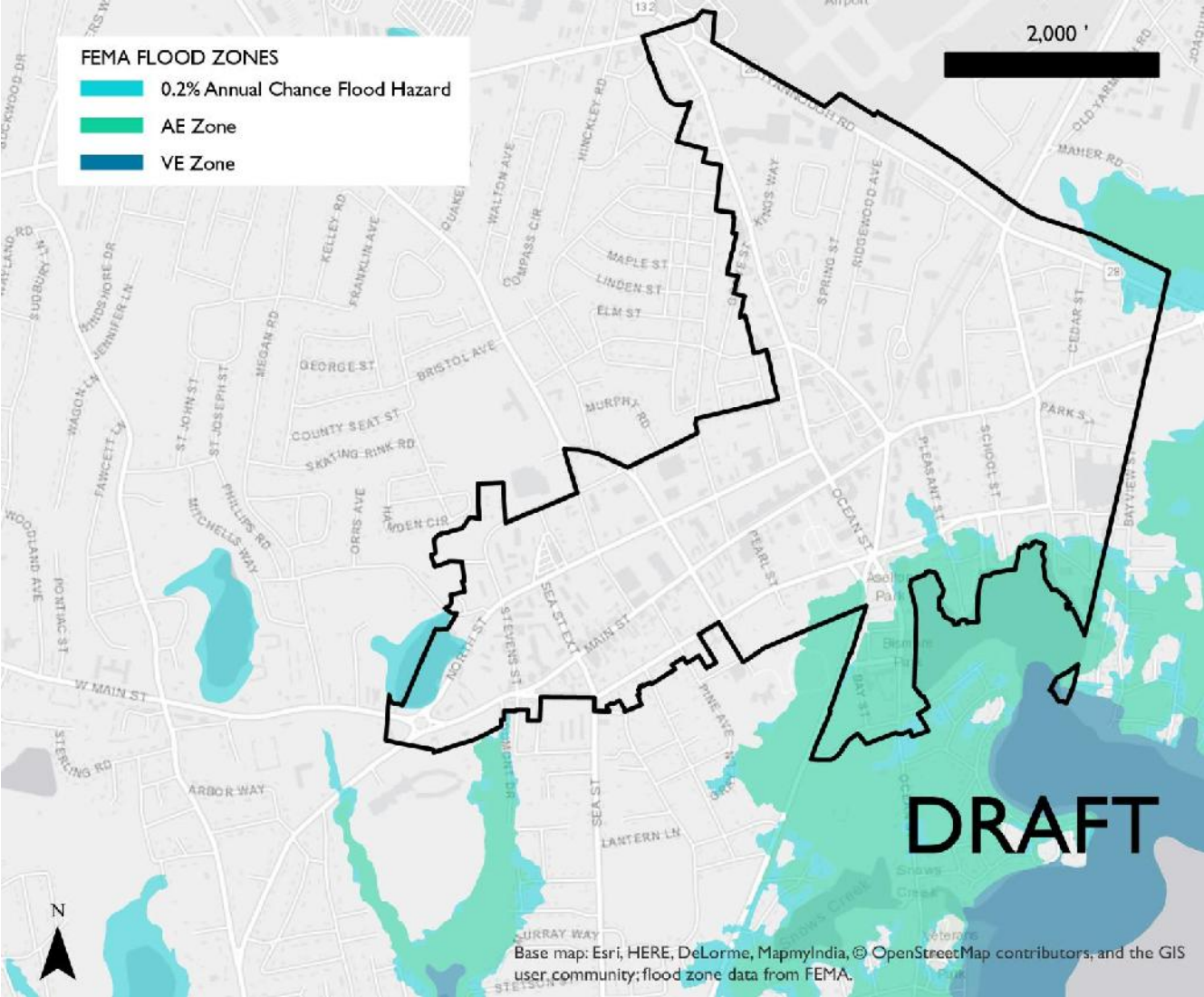


FIGURE 30. Map of FEMA Flood Zones in Hyannis

## ISSUES AND OPPORTUNITIES

Coastal areas are very desirable for development due to their proximity and access to the water, and the Barnstable coast, including areas surrounding Hyannis Harbor, have experienced intensified development and redevelopment in the last several decades. The Local Comprehensive Plan identifies erosion and flooding as the primary coastal hazards that lead to the loss of lives or damage to property and infrastructure in developed coastal areas, and states that as a general land use policy, development should not be located in areas most vulnerable to flooding.

In general, Barnstable's populations most vulnerable during disaster events include the elderly, low-income populations, people with life-threatening illness, and seasonal residents and visitors. Barnstable population is older on average than the population in Massachusetts and the Greater Hyannis Area contains a number of critical facilities providing housing and services to seniors. Isolation of individual seniors is of particular concern because of their medical needs and potential for limited mobility. The vulnerability of low-income residents results from the limited financial ability to respond to natural hazard events and the construction quality of their housing (less insulation, no air conditioning, etc).

The large population of summer-only residents and tourists provide an additional challenge to Barnstable's adaptive capacity. Seasonal residents and visitors are less likely to have detailed local knowledge or familiarity with emergency response procedures. They also may be less likely to implement personal resilience measures like having emergency supplies or a generator on-hand. Therefore, they may be a particularly vulnerable population in the event of a major storm. (NECAP Risk Assessment)

The Town, in cooperation with primary stakeholders located in the GIZ, such as the Hyannis Fire District and Cape Cod Healthcare, should begin to develop comprehensive strategies for adaptation, mitigation and disaster response. Interagency strategic planning, with a prioritized focus on response and evacuation planning and implementation is an identified need.

Longer term adaptation strategies that can be applied locally within the GIZ may include regulatory or management strategies to address future development in proximity to the Harbor and other flood-prone areas. Land around Hyannis Harbor will experience development and redevelopment pressure in the future, and new development should be encouraged to plan for long-term resilience even if there are no current regulatory requirements in place at this time. Additionally, stormwater management strategies to address runoff, as well as water quality issues, should be planned in consideration of a greater frequency and intensity of storms and rising sea levels.

Comprehensive and sustainable solutions to promote coastal resiliency will reach beyond GIZ, village and municipal boundaries. Opportunities to increase coastal resiliency outlined in the Barnstable Multi-Hazard Mitigation Plan include:

- Preserve the natural and beneficial functions of the Town's floodplain, wetlands, beaches and dunes through continued support of natural resource protection policies.
- Limit development in high hazard and environmentally-sensitive areas to minimize loss of life and structures, reduce erosion and prevent other environmental damage resulting from natural hazards.

## 6

- Adopt and/or amend (re)development regulations applicable to land, structures and wastewater systems in hazard-prone areas to ensure structures are designed to withstand potential events and to prevent the disturbance of natural areas.
- Incorporate hazard mitigation goals into the Town's land acquisition strategy, considering both direct acquisition and acquisition of development rights. Focus on acquiring parcels with high development pressure in hazard-prone areas and reducing the number of repetitive loss properties.

Additional opportunities to increase coastal resiliency include elevating development and redevelopment located in the floodplain, easing tidal restrictions to area creeks and marshes and restoring coastal habitat, enforcing existing regulatory strategies (such as buffers), and exploring dredging of Lewis Bay to promote flushing of flooding and storm surge.

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## **7 CAPITAL IMPROVEMENTS INVENTORY**

## VISION FOR CAPITAL INVESTMENT

The Town of Barnstable will realize sustainable economic development through the strategic provision of high quality and safe infrastructure and amenities that advance social equity, economic and social diversity, disaster resiliency, and environmental health.

## GOAL

To locate infrastructure to effectively protect natural resources and public health in the GIZ and Greater Hyannis Area, while encouraging economic investment in the area, promoting compact form and more equitable cost sharing, reducing disaster vulnerability, and preserving historic development patterns.

## MEASURES

- Allocation of annual funding toward GIZ projects
- Development of alternative funding strategies
- Resilience: Ability of systems to adapt to changing conditions, withstand and recover rapidly from natural events, deliberate attacks, or accidents

## EXISTING CONDITIONS

The Town of Barnstable is committed to short- and long-range planning for stable investment in its capital facilities. The Town has a five-year Capital Plan with a sophisticated and stable process for funding capital needs. In FY 2018 the Town proposed to fund \$17 million of capital projects out of \$31 million in requests, with the Capital Trust Fund funding \$3 million. Dedicated enterprise accounts support several programs, including the Water Pollution Control,



Water Supply, Airport Commission, and Golf Course needs. While borrowing from enterprise accounts is allowed and common practice, the funds are limited by annual revenues and available funds which do not always meet demand for high-cost drinking water and water pollution control system needs. The Town uses multiple additional revenue sources including the General Fund, Community Preservation Fund, CDBG funds, and bond issues.

The Town is in excellent financial health and appropriately takes great pride in its sustained high Bond Rating and Distinguished Budget. The Town relies on existing resources to support capital needs and has a debt policy that avoids debt exclusions to fund capital needs. Through the infrastructure and amenities analysis, the Town has identified 57 Projects proposed over the next five years that will impact the GIZ, and are estimated to cost about \$80 million broken down as follows:

Transportation and Mobility	\$ 26M
Water Resources	\$ 43.5M
Community Services	\$ 14.9M

While this is a preliminary inventory and does not include investment in non-capital amenities such as streetlights, street trees, benches, and other features that may be funded through operations it is a reasonable benchmark for spending in a five-year horizon. The Town will continue to regularly revisit the infrastructure and amenities needs and develop implementation strategies through the staff infrastructure and development review team.

## OPPORTUNITIES

The Town can establish spending policies for the GIZ, including the establishment of a GIZ stabilization fund, annual investment policy, and capital project review for the GIZ. The Town could anticipate the needs of Hyannis and explore the potential revenue increases associated with increased user fees and tax revenue. This exercise could lead to an exploration of alternatives to existing funding strategies to support the infrastructure and amenities in the GIZ and Greater Hyannis Area, which may include:

- Exploring the designation of a **GIZ Capital Stabilization Fund** as part of Annual Budget Policy
- **Developing a debt management strategy for the GIZ/Greater Hyannis** Area relative to the Town
  - Exploring use of declining debt over the next ten years to fund needed infrastructure in the GIZ
- **PILOT Agreements** – Negotiated in concert with other revenue/tax enhancing tools and planned investments supporting non-tax paying uses
- **DIF program**
  - **District Improvement Financing (DIF)** - DIF districts are selected by the municipality based on their need for infrastructure enhancements to stimulate or attract nearby private investment. A DIF does not result in any real estate property tax relief, but rather allows the municipality to utilize the incremental real estate property tax to fund public infrastructure projects in the DIF district.

## Mobility and Transportation

Project	Estimated Cost	Funding Sources	Project Status	FY18	FY19	FY20	FY21	FY22	FY23-28 (Anticipated)	Description	Project Information Source
Route 28 at Yarmouth Road Improvements [Construction]	\$9,600,000	MassDOT	Planned		\$9,600,000					Major intersection upgrade with additional turning lanes, bicycle & pedestrian upgrades	2018-22 Cape Cod TIP
Traffic Signal Upgrades [Design + Construction]	\$350,000	DPW Engineering Division	Planned		\$150,000	\$100,000	\$100,000			Maintenance and upgrades to 28 town-owned signals and 4 "opticom" systems. PW-18-24	2018-2022 Barnstable CIP
Barnstable Road Reconstruction [Design + Construction]	\$2,885,000	Barnstable Capital Trust Fund Reserves	Planned			\$225,000		\$2,660,000		Stormwater upgrades and road reconstruction. PW-18-42	2018-2022 Barnstable CIP
Traffic Calming [Design + Construction]	\$135,000	Barnstable Capital Trust Fund Reserves	Planned			\$67,500	\$67,500			Installation of solar speed signs and other measures. PW-18-45	2018-2022 Barnstable CIP
Route 132 Upgrades [Design + Construction]			Identified Need							Corridor reconstruction with the addition of a median and sidewalks on both sides.	2013 HAI Study
Route 28 Improvements from Yarmouth Road to Cape Cod Mall [Design + Construction]			Identified Need							Corridor reconstruction with the addition of a median and sidewalks on both sides.	2013 HAI Study
Airport Rotary Replacement [Design + Construction]			Identified Need							Rotary replacement per HAI recommendations.	2013 HAI Study

## Mobility and Transportation (continued)

Project	Estimated Cost	Funding Sources	Project Status	FY18	FY19	FY20	FY21	FY22	FY23-28 (Anticipated)	Description	Project Information Source
Yarmouth Road Improvements [Design + Construction]			Identified Need							Boulevard concept (4-lanes plus multi-use path) per 2013 HAI Study recommendation.	2013 HAI Study
Study Design and Permitting West End Rotary Improvements [Design]	\$230,000	Barnstable Capital Trust Fund Reserves	Planned	\$230,000							2018-2022 Barnstable CIP
West End Rotary Improvements [Design + Construction]	\$2,400,000	Barnstable Capital Trust Fund Reserves	Planned		\$2,400,000						2018-2022 Barnstable CIP
Route 132 at Attucks Lane pedestrian crossing and sidewalk [Design + Construction]	\$150,000	Private	Planned	\$150,000							CCC DRI Approval
East Main Street Improvements [Design]	\$339,954	Barnstable Capital Trust Fund Reserves	Under design								
Attucks Lane Improvements [Design + Construction]	\$4,087,000	MassWorks Grant	Under design							Intersection improvements at Attucks and Kidd's Hill Road; pedestrian improvements on Independence Drive; water and sewer extensions	

## Mobility and Transportation (continued)

Project	Estimated Cost	Funding Sources	Project Status	FY18	FY19	FY20	FY21	FY22	FY23-28 (Anticipated)	Description	Project Information Source
Pitcher's Way to 132 and 28 pedestrian access [Design + Construction]	\$595,000	Barnstable Capital Trust Fund Reserves	Planned	\$595,000						PW-18-4	2018-2022 Barnstable CIP
Bearses Way Multi-use Path [Design + Construction]			Identified Need							PW-18-27	2018-2022 Barnstable CIP
Cape Cod Rail Trail Extension [Design]	\$2,169,999	Barnstable Capital Trust Fund Reserves	Planned			\$723,333	\$723,333	\$723,333		PW-18-41	2018-2022 Barnstable CIP
Town Hall Complex Parking Area Improvements [Design]	\$125,000	Barnstable Capital Trust Fund Reserves	Planned	\$125,000							2018-2022 Barnstable CIP
Town Hall Complex Parking Area Improvements [Construction]	\$827,000	Barnstable Capital Trust Fund Reserves	Planned			\$827,000					2018-2022 Barnstable CIP
Parking Lots Maintenance	\$2,500,000	Barnstable Capital Trust Fund Reserves		\$500,000	\$500,000	\$500,000	\$500,000	\$500,000		PW-18-11	2018-2022 Barnstable CIP
Highway Division/Administrative Services Division Parking Lot Rehabilitation		Barnstable Capital Trust Fund Reserves								PW-18-36	2018-2022 Barnstable CIP
<b>Total</b>	<b>\$26,393,953</b>			<b>\$1,600,000</b>	<b>\$12,650,000</b>	<b>\$2,442,833</b>	<b>\$1,390,833</b>	<b>\$3,883,333</b>			

Notes: CIP = Capital Improvement Plan; HAI Study = Hyannis Access Implementation Study; TIP = Transportation Improvement Program

## Water Resources

Project	Estimated Cost	Funding Sources	Project Status	FY18	FY19	FY20	FY21	FY22	FY23-28 (Anticipated)	Description	Project Information Source	Estimated Completion
Lease Buy-out of (3) Activated Carbon Filter Units - Mary Dunn 1, 2 & 3 Wells	\$491,000	Water Enterprise Fund Bond Issue	Imminent	\$491,000						Buy-out of leases for 3 activated carbon filter units at Mary Dunn 1,2, and 3 wells.	2018-2022 Barnstable CIP	2017
Well Reactivation Project	\$295,000	Water Enterprise Fund Bond Issue	Planned	\$295,000						Reactivation of two wells (Straightway 1 and Mary Dunn 4) to increase supply	2018-2022 Barnstable CIP	2017/2018
Pipe Replacement and Upgrade Program	\$4,700,000	Water Enterprise Fund Bond Issue	In Progress	\$500,000	\$1,050,000	\$1,050,000	\$1,050,000	\$1,050,000		Continuation of a 30-year, phased, pipe replacement and upgrade program to existing distribution piping network	2018-2022 Barnstable CIP	Ongoing Program
Wells, Pump Stations, Treatment Plant Repair & Upgrade Program	\$1,000,000	Water Enterprise Fund Reserves	In Progress	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000		Continuation of the repairs and upgrades program (started in FY2007) for existing wells, pumping stations, and treatment facilities.	2018-2022 Barnstable CIP	Ongoing Program

## Water Resources (continued)

Project	Estimated Cost	Funding Sources	Project Status	FY18	FY19	FY20	FY21	FY22	FY23-28 (Anticipated)	Description	Project Information Source	Estimated Completion
Water Storage Tank (Mary Dunn 1) New roof, appurtenances & site work construction	\$638,000	Water Enterprise Fund Bond Issue	Planned	\$638,000						Construction of a new foundation repair, climbing ladder, and overflow rehabilitation on the Mary Dunn 1 water storage tank. Repairs and upgrades to security fencing, gates and access road.	2018-2022 Barnstable CIP	2018
Interconnections with other water systems	\$940,000	Water Enterprise Fund Reserves	Identified Need		\$940,000					Final design, permitting, agreement development and construction of upgraded, permanent interconnections with surrounding public water supply systems.	2018-2022 Barnstable CIP	2019
New Well Exploration Program	\$4,629,500	Water Enterprise Fund Reserves	Planned		\$2,555,500	\$36,000	\$2,000,000	\$38,000		Continuation of program phases 3+4 (phases 1+2 complete). Includes design and permitting of new well buildings and construction.	2018-2022 Barnstable CIP	2022?

## Water Resources (continued)

Project	Estimated Cost	Funding Sources	Project Status	FY18	FY19	FY20	FY21	FY22	FY23-28 (Anticipated)	Description	Project Information Source	Estimated Completion
Bubbler and Water Cooler Replacement	\$75,000	Barnstable Capital Trust Fund Reserves	Identified Need	\$75,000						Replacement of existing drinking fountains district-wide	2018-2022 Barnstable CIP	2018
MS4 Municipal Separate Storm Sewer System Program	\$150,000	Barnstable Capital Trust Fund Reserves	Identified Need		\$150,000					Update SW Management Plans (SWPPPS, IDDE, SPCC, etc), town-wide inventory/audit, outfall mapping, public outreach	2018-2022 Barnstable CIP	2019
Bay Shore Road Boat Ramp-Design and Construction	\$256,000	Barnstable Capital Trust Fund Reserves	Identified Need					\$256,000		Replacement of boat ramp, reconstruction of parking area with permeable paving. Stormwater facilities will be upgraded.	2018-2022 Barnstable CIP	2022
Barnstable Road Reconstruction Design and Construction	\$2,885,000	Barnstable Capital Trust Fund Reserves	Identified Need			\$225,000		\$2,660,000		Reconstruction of road and its associated utilities; covers design of the stormwater utilities.	2018-2022 Barnstable CIP	2022
South Street Improvements Design and Construction	\$3,817,500	Barnstable Capital Trust Fund Reserves	Identified Need			\$290,000	\$3,527,500			Design and construction of "complete street" - includes stormwater upgrades	2018-2022 Barnstable CIP	2022



## Water Resources (continued)

Project	Estimated Cost	Funding Sources	Project Status	FY18	FY19	FY20	FY21	FY22	FY23-28 (Anticipated)	Description	Project Information Source	Estimated Completion
Septage Building Construction	\$3,500,000	WPCF Enterprise Fund	Planned		\$3,500,000					Construction/improvements to the septage building and solids handling process (Evaluation and Design Phase in progress)	2018-2022 Barnstable CIP	2020
South Street Sewer Rehab	\$800,000	WPCF Enterprise Fund	Identified Need		\$800,000					Reline or replace South Street sewers and laterals	2018-2022 Barnstable CIP	2019
Barnstable Road Sewer Evaluation, Design and Construction	\$927,000	WPCF Enterprise Fund	Planned	\$72,000	\$855,000					Evaluate, design, and construct improvements to sewer system on Barnstable Road (to occur during water main improvements)	2018-2022 Barnstable CIP	2019
Pump Station Evaluations	\$200,000	WPCF Enterprise Fund	Planned	\$200,000						Evaluation of structural, electrical, and mechanical components of 22 pump stations. Examination of emergency response, sea level rise impacts, and available capacity will inform future upgrades.	2018-2022 Barnstable CIP	2018

## Water Resources (continued)

Project	Estimated Cost	Funding Sources	Project Status	FY18	FY19	FY20	FY21	FY22	FY23-28 (Anticipated)	Description	Project Information Source	Estimated Completion
MSB Generator Design and Construction	\$470,000	WPCF Enterprise Fund	Identified Need					\$470,000		Construction of a second emergency backup generator	2018-2022 Barnstable CIP	2023
Craigville Beach Road Pump Station and Force Main	\$4,200,500	Barnstable Capital Trust Fund Reserves	Identified Need				\$577,500	\$3,623,000		Provision of a new wastewater pumping station beside the existing bathhouse, standby generator, construction of a sanitary sewer force main and collector line in anticipation of sewer expansion in the area. Rehabilitation of the roadway after construction to include trench patching.	2018-2022 Barnstable CIP	2022
<b>Total</b>	<b>\$43,513,000</b>			<b>\$3,544,000</b>	<b>\$17,116,000</b>	<b>\$2,201,000</b>	<b>\$11,355,000</b>	<b>\$9,297,000</b>	<b>\$0</b>			

Notes: CIP = Capital Improvement Plan

Community Services												
Project	Estimated Cost	Funding Sources	Project Status	FY18	FY19	FY20	FY21	FY22	FY23-28 (Anticipated)	Description	Project Information Source	Estimated Completion
Kennedy Legacy Trail Sidewalk Improvements	\$1,828,881	Capital Trust Fund Reserves	In construction		\$1,828,881					Enhancement of the sidewalk connections along the Kennedy Legacy Trail	CIP	2020
ADA Compliance Pedestrian Crossings and Sidewalks	\$465,000	Capital Trust Fund Reserves	In construction	\$155,000	\$155,000	\$155,000				Design, permitting, and construction of ADA compliant sidewalks and crosswalks town-wide	CIP	2021
JFK Museum Plaza Replacement	\$235,000	Transfer	Planned	\$235,000						Design, demolition, and construction of the bluestone plaza	CIP	2018
Kennedy Memorial Renovation Construction	\$1,828,881	Capital Trust Fund Reserves	Planned		\$1,828,881					Historic restoration and preservation of the John F. Kennedy Memorial Park, to include restoration of the concrete patio, granite benches, fountain, and landscape enhancements	CIP	2018
Veterans Beach Park Improvements	\$3,660,064	CIP	Planned	\$334,360		\$3,325,704				Restoration and improvements to Veterans Park.	Recreation Commission	2021

## Community Services (continued)

Project	Estimated Cost	Funding Sources	Project Status	FY18	FY19	FY20	FY21	FY22	FY23-28 (Anticipated)	Description	Project Information Source	Estimated Completion
Bay Shore Road Boat Ramp	\$256,000	Capital Trust Fund Reserves	Planned					\$256,000		Design and construction to replace existing boat ramp and parking lot	CIP	2022
Lewis Bay Boat Ramp Channel Dredging	\$760,000	Capital Trust Fund Reserves	Planned			\$760,000				Channel Dredging Program	CIP	2020
Sidewalk Installation South Street Hyannis	\$798,000	Capital Trust Fund Reserves	Planned			\$798,000				Installation of new sidewalks at various locations in town, to include South Street (Ocean Street to Pleasant Street)	CIP	2021
Skate park (Hyannis)		CIP	Identified Need							repair of park, some upgrade needed	Recreation Commission	
Lopes Field Improvements		CIP	Identified Need							repair of field and fence	Recreation Commission	
<b>Total</b>	<b>\$14,879,076</b>			<b>\$724,360</b>	<b>\$8,860,012</b>	<b>\$5,038,704</b>	<b>\$0</b>	<b>\$256,000</b>	<b>\$0</b>			

Notes: CIP = Capital Improvement Plan

## **8 STRATEGIC PLAN**

The following strategic plan outlines specific actions, strategies and objectives the Town may pursue to achieve the GIZ goal of concentrating business, civic, residential and recreational activity in the heart of Hyannis. The Town is committing to pursuing to the following priority strategies in the first years of the GIZ:

- Refine performance measures for the GIZ in collaboration with the Commission.
- Evaluate the form and design of past development projects (2006-2017) within the GIZ in support of an updating the Design & Infrastructure Plan.
- Complete the East End Multi-Modal Transportation Study
- Begin community outreach and planning in support of a comprehensive parking management strategy.
- Continue comprehensive water management planning and implementation, including collaborations with the Town of Yarmouth & others on a long-range plan for drinking water supply and wastewater treatment.
- Continue to promote housing opportunities for all ages and incomes through zoning amendments, infrastructure improvements, CDBG support and community partnerships.

**GIZ Purpose:** To encourage development and redevelopment in Hyannis, where adequate infrastructure and development already exists, and to promote planning, regulatory, and investment strategies to protect and enhance the natural, built, and economic systems supporting the Hyannis area.

**GIZ GOAL:** To concentrate business, civic, residential, and recreational activity in the heart of Hyannis.

<i>Strategy/Approach</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Responsible Parties</i>
<b>1 Infrastructure and Development Staff Review Team</b>						
Town Manager affirms mission, appoints team, and convenes quarterly meetings						Town Manager
<b>2 Develop Performance Measures for GIZ</b>						
Refine measures reflecting community values						Planning and Dev with CCC Support
Update community engagement process every five years						Planning and Dev with CCC Support
<b>3 Update/Review Design and Infrastructure Plan (DIP)</b>						
Evaluate projects in GIZ and Greater Hyannis Area 2006-2017						Planning and Dev with CCC Support
Consider revisions to reflect new goals						Planning and Dev with CCC Support

<i>Strategy/Approach</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Responsible Parties</i>
Review development agreements for consistency with DIP goal						Planning and Dev/TM/Town Staff
<b>4 Develop GIZ/Greater Hyannis Capital Improvement Plan</b>						
Adopt a review process to prioritize GIZ improvements in annual CIP (See Strategy #1))						Town
Adopt implementation and funding strategy						Town
Consistently implement and update annually						Town
Review and update infrastructure and amenities analysis, plan, and strategy every five (5) years						Planning and Dev
<b>5 Evaluate Funding and Implementation Strategies to Support Capital Improvements</b>						
Explore the designation of a GIZ Capital “Stabilization” Fund and Infrastructure Relief Fund						Staff Team/ Finance Director/ TM
Develop debt management strategy for GIZ/Greater Hyannis Area						Finance Director/TM/CD Dir
Utilize the tools available to Hyannis as a Gateway City						Planning and Dev/Finance with CCC Support
District Improvement Financing (DIF)						Planning and Dev/ Finance with CCC Support
Evaluate Regional Infrastructure fund						Staff Team/ Finance Director/ TM/CCC



<i>Strategy/Approach</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Responsible Parties</i>
Explore Establishment of Redevelopment Authority						Planning and Dev/Finance with CCC Support
Explore mechanism for PILOT agreements to support non-tax paying uses						Planning and Dev/Finance
Develop public/private funding and implementation plan to address infrastructure constraints (See Strategy #15)						Town Manager/Town Council/Public Works/Finance
<b>6 Evaluate and Update Zoning Districts</b>						
Perform a zoning evaluation to identify how zoning can support desired form and use goals						Planning and Dev/Council with CCC Support
Reduce from 8 districts to ideally less than 4 with a focus on form and desired mix of uses						Planning and Dev/Council with CCC Support
Develop a form based code pilot or overlay						Planning and Dev/Council with CCC Support
<b>7 Pilot &amp; Refine Spatial Fiscal Impact Model</b>						
Complete model						CCC/TOB/Finance/Staff
Run scenarios and redevelopment strategies						CCC/TOB/Finance/Staff
Update model annually						CCC/TOB/Finance/Staff
<b>8 Neighborhood Planning Areas</b>						
Affirm neighborhood boundaries & recognize connections to anchor cultural and economic institutions						Planning and Dev with CCC Support
Develop neighborhood vision, plan, and strategies						Planning and Dev with CCC Support

<i>Strategy/Approach</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Responsible Parties</i>
Explore Lodging and Sober House Certification Program						Planning and Dev with CCC Support
Specialize measures to reflect neighborhood goals and vision						Planning and Dev with CCC Support
<b>9 Improve Open Space and Recreational Areas</b>						
Identify links to open space and recreational areas and linear urban parkway						Town
Plan for intergenerational connections safe for walking , cycling, fitness, respite and play						Town
Rethink How to Use Existing Green Space						Town
Acquire strategic parcels						Planning and Dev and Community Services
<b>10 Strengthen Arts and Cultural Resources</b>						
Identify and pursue strategic locations to expand arts and cultural resources						Planning and Dev and Cultural Council
Support anchor cultural institutions and community space Downtown						Planning and Dev and Cultural Council
<b>11 Strengthen Protection of Historic Properties</b>						
Investigate, develop, and promote incentives for investment in historic properties						Planning and Dev and Historic District Commission/TC

	<i>Strategy/Approach</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Responsible Parties</i>
<b>12</b>	<b>Identify and Pursue Pedestrian and Cyclist Improvements</b>						
	Prioritize pedestrian safety improvements at West End & Route 28						Planning and Dev and Engineering/Public Works
	Identify the top non-motorist safety and connectivity issues within the GIZ and the Greater Hyannis Area						Planning and Dev and Engineering/Public Works
	Prioritize projects that improve non-motorist safety and network connectivity, exploring opportunities for a sidewalk from Bismore Park to Kalmus Beach						Planning and Dev and Engineering/Public Works
	Improve accommodation for cycling as a means of transportation						Planning and Dev and Engineering/Public Works
	Improve the pedestrian experience through streetscape improvements						Planning and Dev and Engineering/Public Works
	Work with the State to address non-motorist accommodation on State-owned roads within Greater Hyannis Area						Planning and Dev and Engineering/Public Works
	Develop a strategy to improve cycling and multi-purpose accommodations						Public Works with CCC Support
<b>13</b>	<b>Comprehensive Parking Management Strategy</b>						
	Develop a parking management system to more effectively utilize the existing parking capacity						Planning and Dev, Manager, others
	Improve pedestrian and transit connections between parking areas and destinations						Planning and Dev, Manager, others

<i>Strategy/Approach</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Responsible Parties</i>
Anticipate, <i>Uber, Lyft</i> and Autonomous Vehicles Expansion						Planning and Dev, Manager, others
Develop strategies to accommodate unique parking demands (i.e. motor coach & ride sharing services)						Town Manager
<b>14 Support Multi-Modal Transportation (Cyclist, Pedestrian, Transit User, Motorist)</b>						
Identify barriers to multi-modal connections between key regional and local destinations and nearby neighborhoods						Town/Airport/CCRTA
Prioritize improvements to physical connections, nodes, and wayfinding among all modes of transportation						Town/Airport/CCRTA
Plan for and encourage Transit Oriented Development at the Hyannis Transportation Center						CCRTA/Town
Pilot Connector Shuttle to Promote Parking at outlying lots						CCRTA/SSA/Town/others
Complete East End Multi Modal Transportation Study						Planning and Dev, Engineering/Public Works
Pursue design and implementation of connection from Cape Cod Rail Trail extension to Downtown						Planning and Dev, Engineering/Public Works, MassDOT, CCRTA
<b>15 Water and Wastewater Planning</b>						
Collaborate with Town of Yarmouth & others on long range plan for drinking water supply and waste water treatment						Town Manager/Town Council/Public Works
Identify, acquire, permit, and develop wastewater discharge locations outside of the Lewis Bay watershed						Public Works/Town Council

<i>Strategy/Approach</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Responsible Parties</i>
Sustain ISO Rating for Fire Protection and Insurance Rates						Town Manager/Town Council/Public Works
Develop public/private funding and implementation plan to address System Collection/Distribution Constraints						Town Manager/Town Council/Public Works
Examine and Codify approach to WW Allocation						Town Manager/Town Council/Public Works
Support Continued Implementation of WRAC Plan						Town Manager/Town Council/Public Works
Fund and implement water treatment systems planned in Capital Improvement Plan						Town Council/Town Manager
<b>16 Improve Stormwater and Flooding Management</b>						
Develop a priority storm drain site improvement plan						Public Works
Develop Evacuation Plan and Implementation Strategy						Public Works
Evaluate the Potential for a Stormwater Utility (town wide)						Public Works
Review existing regulations applicable to land, structures, and wastewater systems in hazard prone areas						Planning and Dev
<b>17 Encourage Mixed Use Development</b>						
Develop alternative to system development fees required for “Top of Shop” and other mixed use development						Planning and Dev and Hyannis Water District

<i>Strategy/Approach</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Responsible Parties</i>
<b>18 Sustain and Improve Relationships with Medical and Social Service Agencies in Hyannis</b>						
Work toward incentives to promote efficiencies for agencies in the Greater Hyannis Area		■	■	■	■	Collaboration/Town Manager/Community Services/Public Safety
Reduce ground floor space on Main Street use for health and human services promoting a service campus approach		■	■	■	■	Collaboration/Town Manager/Community Services/Public Safety
Create Human Services Coordinator or Director Position to develop relationships and ensure Barnstable residents obtain highest quality of care			■			Town Manager/Town Council
<b>19 Promote Housing Opportunities for Compact Dwelling Options for all ages and incomes</b>						
Amend Zoning in GIZ to allow increased density for mixed-use multi-unit development, assisted living, and independent living		■				Planning and Dev Town Manager/Planning and Dev
Recodify Zoning Ordinances		■				Planning and Dev
Expand and improve Accessory Dwelling Unit Program including market rate by right options in the GIZ/Hyannis	■					Planning and Dev
Maintain and improve condition of existing affordable units	■	■	■	■	■	Planning and Dev
Target public works and streetscape improvements in areas with affordable housing (See Strategy #1)	■	■	■	■	■	Development and Infrastructure Team
Create an Infrastructure Relief Fund (See Strategy # 5)		■				Town Manager/Finance Director/Town Council

<i>Strategy/Approach</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Responsible Parties</i>
Implement HDIP Program						Planning and Dev
Support Homeownership Buydown Program						Planning and Dev
Identify Site, Develop Strategy for Temporary/Seasonal Employee Housing						Planning and Dev
<b>Support Potential for TOD at the Hyannis</b>						
<b>20 Transportation Center</b>						
Support CCRTA in implementation of Master Plan						CCRTA/Town/CCC
Participate in MassDevelopment Technical Assistance (Place Based Planning Strategy for Transit Oriented Development)						CCRTA/Planning and Dev
<b>21 Improve Amenities &amp; Access to Community Services</b>						
Collaborate with BID, businesses and others to develop Master Plan for Main Street infrastructure & programming						Planning and Dev
Expand hours and number of public restrooms						CCRTA/Town/CCC
Sustain CSO Program						Town
Support increases in library programming						Town
Become and Age Friendly Community						Town

<i>Strategy/Approach</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Responsible Parties</i>
<b>22 Advocate for Access to Broadband</b>						
Consider Market Study for Hyannis Residential Broadband Alternatives (OpenCape)		■	■			Town
Install Conduit for Broadband in Municipal Projects where feasible			■	■	■	Town



## 9 CONSISTENCY WITH OTHER PLANS

## CONSISTENCY WITH OTHER PLANS

### LOCAL COMPREHENSIVE PLAN

The Town of Barnstable’s 2010 Local Comprehensive Plan recognizes and supports the goals and objectives of the Downtown Hyannis Growth Incentive Zone (GIZ). The plan recognizes the GIZ as a tool to *“direct opportunity to the center of the Village of Hyannis by supporting village-scale density and mixed use zoning furthering a town-wide plan to create a healthy community and a sustainable economy.”* The identified goals and the data-driven, systems-based approach to supporting Downtown Hyannis reflected in this application directly align with the 13 goals of Barnstable’s Local Comprehensive Plan:

1. *Sustain diverse villages and livable neighborhoods for year round residents while providing housing opportunities for all.*
2. *Preserve, protect and enhance sensitive natural habitats and systems.*
3. *Provide town services and infrastructure through an efficient, planned and prioritized process.*
4. *Support and manage the regional resources and services unique to Cape Cod.*
5. *Preserve and enhance historic and maritime character, public viewsheds and cultural landscapes.*
6. *Enhance pedestrian activity in historic village centers.*
7. *Preserve and enhance access to public spaces including the waterfront.*
8. *Foster and support the creative economy which includes history, culture and arts.*
9. *Promote traffic reduction, traffic management, alternate transportation modes, property interconnections, and travel demand management.*
10. *Foster and support public transit while planning for associated parking, pedestrian and bicycle travel needs.*

11. *Allow development review to be more efficient for applicants and town regulatory bodies in a predictable and fair manner.*
12. *Develop and support a process to encourage private investments that support appropriate economic development.*
13. *Fully integrate implementation of plan goals, actions and strategies into the municipal budget and capital planning process*

#### REGIONAL POLICY PLAN

In accordance with the Cape Cod Commission Act and to implement the goals of the Regional Policy Plan (RPP), the Cape Cod Commission established a process for designating Growth Incentive Zones (GIZ) through regulations adopted in July 2005 and amended thereafter. Through designated GIZs, towns may enhance village centers and other areas of existing development by encouraging a concentrated mix of residential and commercial uses within these locations while ensuring that all growth is properly served by adequate infrastructure. The Downtown Hyannis Growth Incentive Zone, originally approved and implemented in 2006, has furthered the land use, transportation, and natural resource protection goals of the region by promoting compact, mixed use development, served by municipal sewer, multi-modal infrastructure and a network of community services and amenities. The 2018 Downtown Hyannis GIZ application continues to be consistent with the goals of the RPP by promoting and incentivizing, through regulatory changes and a commitment to ongoing strategic planning and implementation, thoughtful and purposeful economic and residential density supported by robust capital planning.

## REGIONAL TRANSPORTATION PLAN

The 2016 Cape Cod Regional Transportation Plan (RTP) *“envisions a transportation system that supports the environmental and economic vitality of the region through infrastructure investment that focuses on livability, sustainability, equity, and preservation of the character that makes our special place special.”* One of the goals of the RTP is to *“support livable communities and village centers that strengthen the long-term sustainability of the region,”* in part by prioritizing projects that *“improve access to and within village centers.”*

## CAPE COD OCEAN MANAGEMENT PLAN

The 2011 Cape Cod Ocean Management Plan (CCOMP) includes the area of the ocean environment offshore of Cape Cod, starting at 0.3 nautical miles seaward of mean high water, and extending to 3 nautical miles from mean high water. The CCOMP establish a regional definition of *“appropriate scale”* for proposed renewable energy projects, and provides guidance on areas suitable and unsuitable for the installation of cables and pipelines and the mining of sand and gravel. The Hyannis GIZ will not impact the resources identified in the CCOMP.

## CAPE COD AREA WIDE WATER QUALITY PLAN (208 PLAN)

The Cape Cod Area Wide Water Quality Plan was adopted in 2015 under Section 208 of the U. S. Clean Water Act (the 208 Plan). The 208 Plan is a watershed-based approach to restore embayment water quality on Cape Cod. The plan recommends strategies, regulatory reforms and a process for communities to reduce or eliminate excess nitrogen, the primary cause of degraded marine embayment water quality. The GIZ is located wholly within the Lewis Bay watershed, which is nitrogen impaired and subject to a Total Maximum Daily Load for nitrogen. Consistent with the 208 Plan, the town worked with the Cape Cod Commission to develop a Watershed Report for the Lewis Bay

watershed, and then further refined approaches identified in the Watershed Report in the town's May 2017 long range plan to address nitrogen management for the Lewis Bay watershed. The town's water quality management activities in the Lewis Bay watershed are consistent with the 208 Plan.

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**10 LIST OF REGULATIONS APPLICABLE  
TO THE GIZ**

- Barnstable Code of Ordinances, including General and Zoning Ordinances
- Barnstable Administrative Code, Site Plan Review
- Downtown Hyannis Design and Infrastructure Plan
- Planning Board Rules and Regulations
- Zoning Board of Appeals Rules and Regulations
- Hyannis Main Street Waterfront Historic District Guidelines
- Barnstable Conservation Commission Regulations
- Barnstable Board of Health Regulations