

ULI Boston Technical Assistance Panel (TAP) Program

Downtown Hyannis





Mission

To provide leadership in the responsible use of land and in creating and sustaining thriving communities worldwide.

ULI is a research and education institution with over 35,000 members worldwide representing the entire spectrum of land use and real estate development disciplines, working in private enterprise and public service.

ULI at the local level

- Boston District Council covers nearly all of New England
- 1,100 Members—developers, architects, planners, public officials, financiers, students, etc.



Technical Assistance Panels (TAPs)

A Technical Assistance Panel (**TAP**) brings together of a group of ULI members with a range of professional expertise to provide focused, collaborative consultation to a local government or qualifying non-profit organization.

ULI Boston's TAP program is sponsored by



MASSDEVELOPMENT
Build. Create. Innovate.

This TAP

- Sponsored by the Town of Barnstable and MassDevelopment
- This panel looked at the full range of options from an unbiased perspective.
- Panelists include experts in the fields of architecture, development, engineering, market analysis, law, and transportation planning.
- **Panelists have donated their time**
- Final Deliverable – Written report (within 6 weeks) will be available at <http://boston.uli.org>

TAP Panelists

TAP Co-Chairs

Victor Karen - Citybuilding Enterprises

Christopher W. Papavasiliou - Nutter McClennen & Fish

TAP Panelists

Ted Brovitz - Howard/Stein-Hudson Associates

Duncan Cook - NOAA

Rosalind E. Gorin - H.N. Gorin, Inc.

Randall Hart - VHB - Vanasse Hangen Brustlin, Inc.

William F. Lyons, Jr. - Fort Hill Infrastructure Services, LLC

Andrew Singer - Singer & Singer, LLC

Edmund R. Starzec - MassDevelopment

Michael A. Wang, AIA, LEED AP - Form + Place

David B. Panagore - New Haven Parking Authority

Virginia Quinn— Report Writer

Michelle Landers – ULI Boston



The Process

Site Visit:

- Main Street
- South Street
- Nantucket Street
- Ocean Street
- Lewis Bay Road
- North Street



Panel interviewed stakeholders today including:

- Cape Cod Regional Transit Authority, Hy-Line Passenger Ferry, Steamship Authority, Local Residents, Cape Cod Healthcare, Puritan, Hyannis Main Street BID, Hyannis Chamber of Commerce, Town Staff



Pensacola Parking Syndrome

“A charming old downtown with a wonderful pedestrian realm finds itself in need of more parking spaces.

It tears down a few historic buildings and replaces them with surface parking lots, making the downtown both easier to park in and less pleasant to walk through.

As more people drive, it tears down more buildings, with the same result.

Eventually, what remains of the old downtown becomes unpleasant enough to undermine the desire to visit, and the demand for parking is easily satisfied by the supply...”

- Andres Duany





The Panel's Assignment

The Panel was asked to address the following issues

- **Parking Management Strategies** – Management of existing on- and off-street resources
- **Infrastructure Planning and Design** – Design-oriented strategies for meeting future parking demand that are consistent with the established goal of promoting pedestrian-oriented development
- **Implementation Strategies** – Implementation strategies to accompany management and planning recommendations



- Identity
 - Parking/Circulation
 - Implementation
-
- Short Term Recommendations
 - Long Term Vision



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Identity

1113—West End, Hyannis, Cape Cod, Mass.





Identity

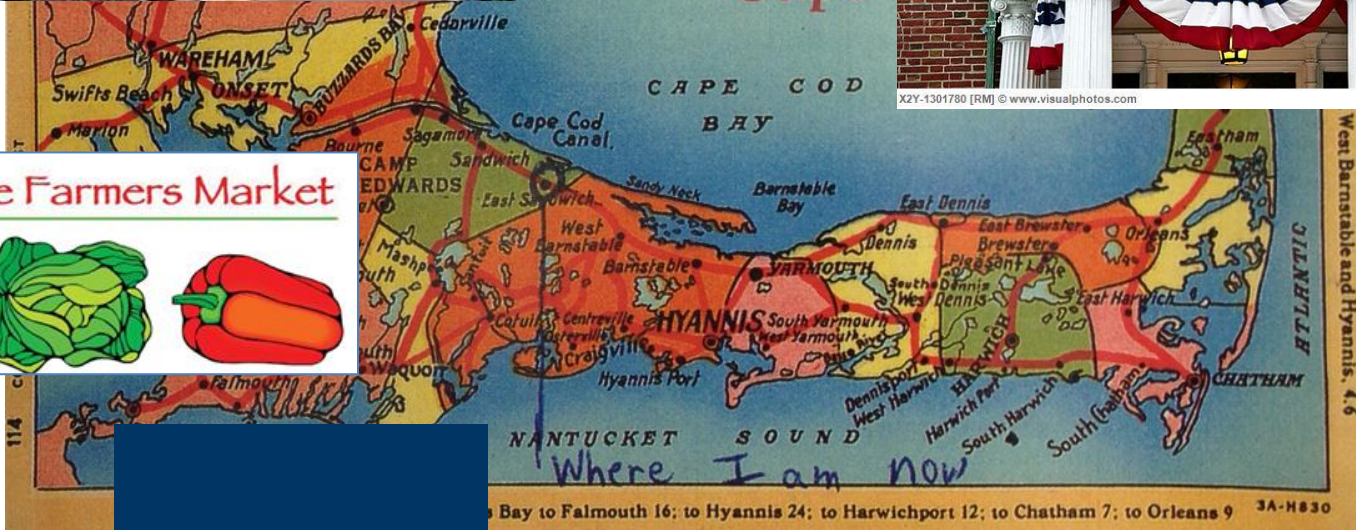


Fourists' Auto Map of Cape



XZY-1301780 [RM] © www.visualphotos.com

Mid-Cape Farmers Market





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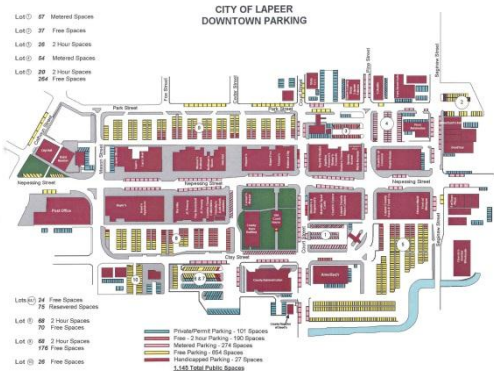
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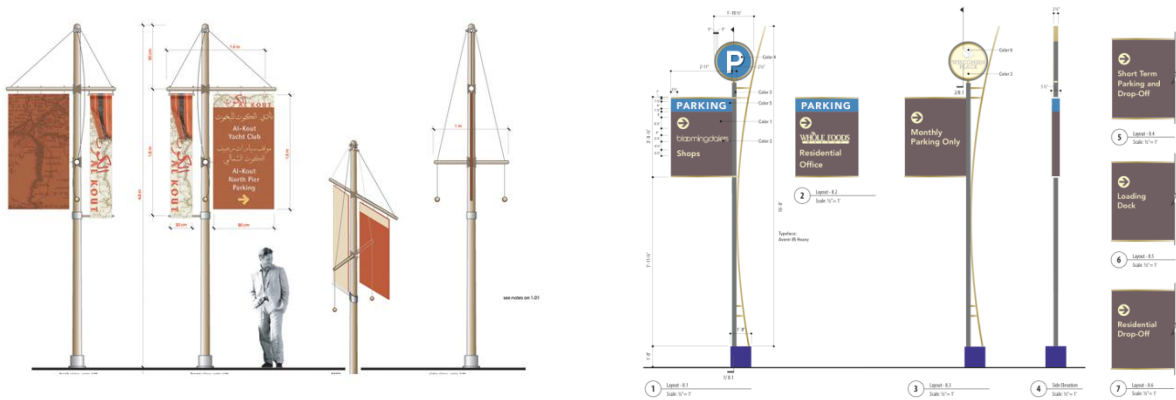
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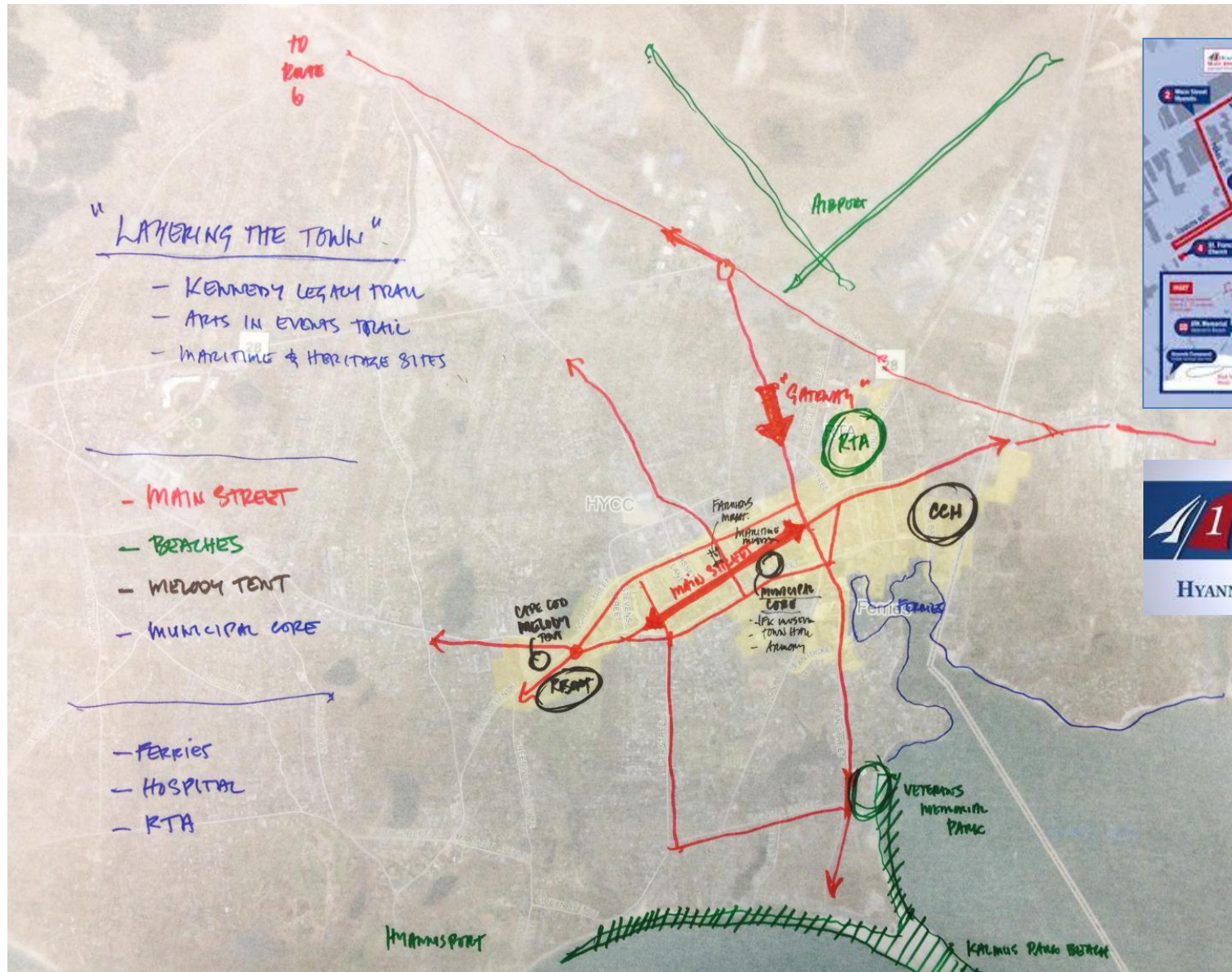
Welcome to
HYANNIS
MAIN STREET
Cape Cod's Downtown



Identity



Identity



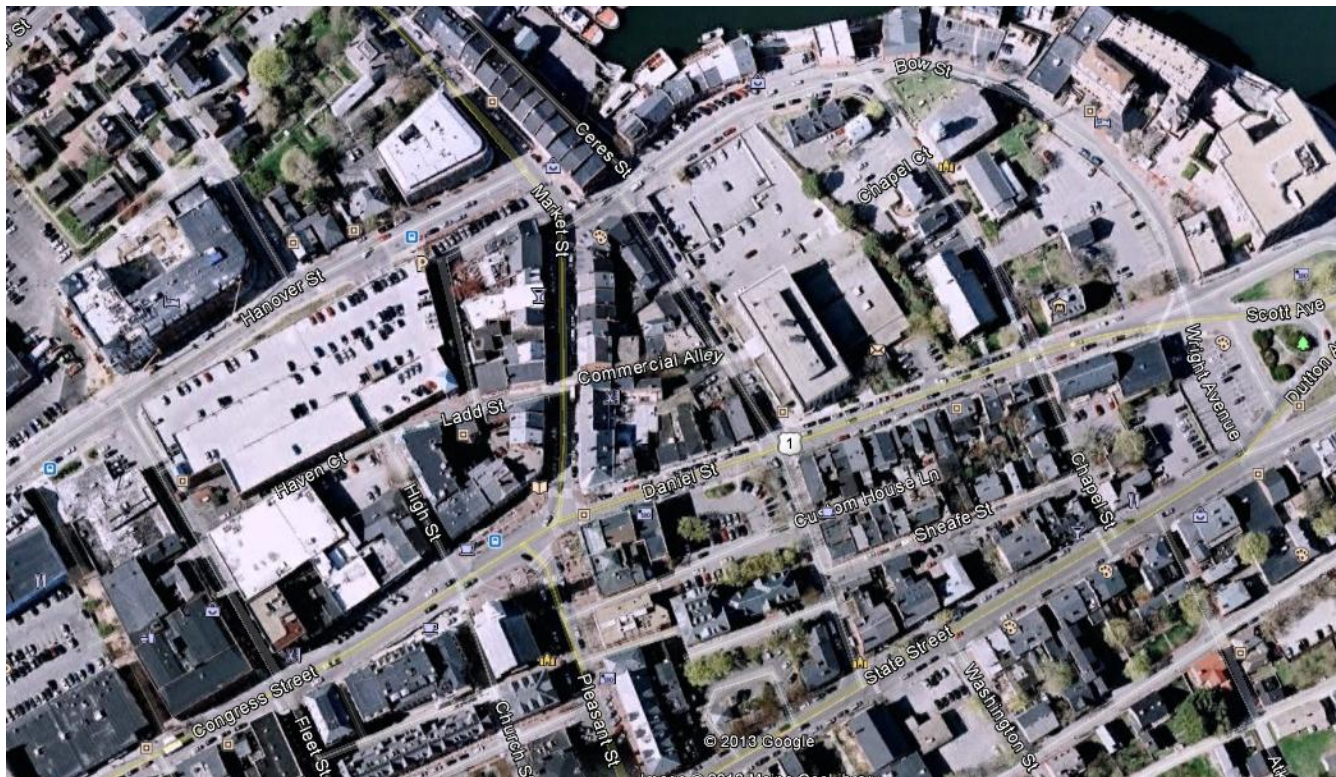


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Pedestrian Connections





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Freeport ME



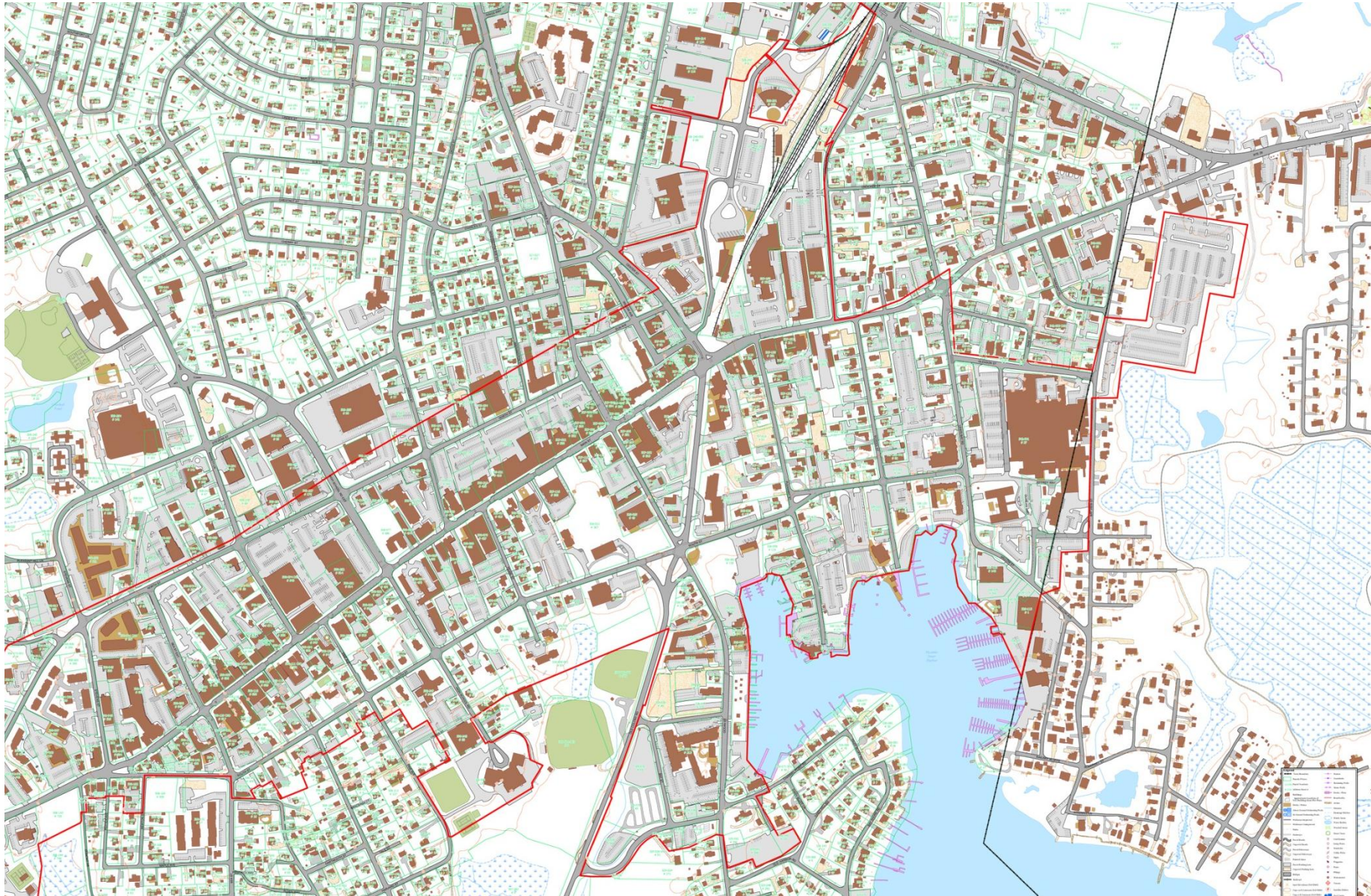


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Parking and Circulation



Parking and Circulation



Parking and Circulation

East Segment

Coordinate Parking Demand and Utilization between:

- Cape Cod Hospital
- Steamship Authority
- Hy-Line and other Waterfront Uses
- Hyannis Transportation Center
- East Main Street Properties





Parking and Circulation

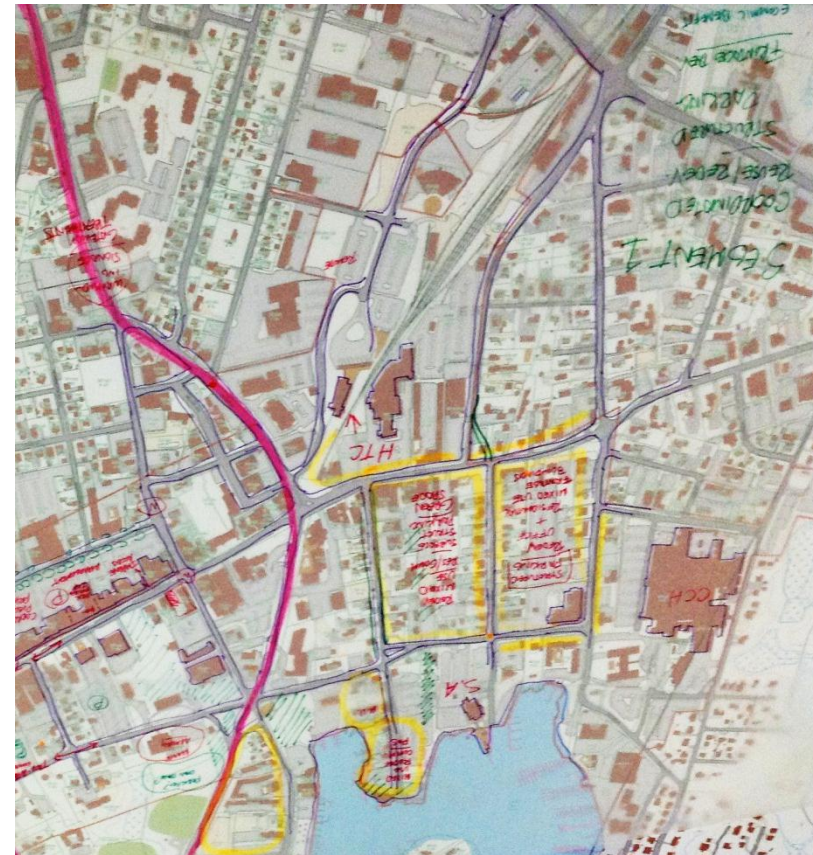
East Segment

- Highest Potential for Structured Parking
 - Potential Locations – Within blocks between Main Street, South Street, Lewis Bay Road, Pleasant Street
 - Large Interior Structure to meet Parking Need of CCH and Waterfront
 - Provide redevelopment opportunities for waterfront parking lots
 - Provide mixed use reuse/redevelopment opportunities along block frontage (mixed use, office, commercial, residential)

Parking and Circulation

East Segment

- Economic Benefits
 - Connectivity and new vitality along the waterfront
 - New opportunity to live downtown, including CCH staff (more year-round customers for downtown businesses)



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Parking and Circulation

Middle and West Segment

- Parking Coordination
 - Public/Private Coordination of North Street Lot
 - Access, Circulation , Connectivity, Maintenance, Streetscape
 - Better Defining Customer (Short Term) and Employee (Long Term) Locations
 - Use remote, vacant, underutilized lots



Parking and Circulation

Middle and West Segment

- Parking Coordination
 - Shared Parking Agreements
 - Coordinate Peak Demands - Hour and Day
 - Business to Business Cooperation
 - Business and Institution (Public, Church, Etc.)
 - Property to Property
 - Valet Parking
 - Strategic Placement by Block
 - Centrally Managed (i.e. Town, BID)
 - Agreement with remote off-peak parking lots



Parking and Circulation

Middle and West Segment

Parking and Intermodal Enhancement

- Wayfinding system and gateway treatments
- Expand on-street parking on side streets where possible
- Reconsider Main Street/South Street Conversion to 2-Way Traffic
- Finish connection of Multi-Purpose Trail between Main Street, Bearses Way, Rt. 28, and Rt. 132
- Infill Development on Street Frontages with parking behind
- Coordination internal access and connectivity



Parking and Circulation

All Segments

Parking Management - to achieve these goals and improve utilization, coordination and management

- Public-Private Partnerships
 - Continue efforts of RTA-led multi-modal committee
- A Parking Management Agreement
- Option:
 - Voluntary participation
 - Requirement of contract zoning for parking requirements
 - Coordinate through and house at the BID
 - Contract for operations

Recommended "Three-Legged Stool" Approach

1. State contribution
2. Local contribution
3. Private sector/institutional sector contribution



Potential State Contributions

1. Predevelopment loan
2. Planning assistance
3. Brownfields program
4. MassWorks Program
5. I-Cubed Program
6. Steamship Authority



Potential Local Contributions

1. District Improvement Finance (DIF) Program

Potential Private Sector/Institutional Sector Contributions

1. Long-term contracts to lease garage spaces
2. Land swaps and other public-private agreements
3. PILOTs

Summary

Short and Long Term Recommendations to increase economic activity and emphasize amenities in downtown Hyannis.

Short Term Menu

1. Restore Main and South Streets to Two-Way Circulation
2. Develop Comprehensive Wayfinding Signage Improvements - Gateways
3. Promote Cultural and Civic Resources
4. Enforce Parking Regulations
5. Create Pedestrian Connections from North Street Lots to Main Street
6. Coordinate Multi Modal Use and Parking Demand
7. Establish Connections to Harbor/Beaches & Activity Generators



Long Term Menu

1. Develop Shared Parking Garage
2. Build Workforce Housing near and off Main Street and Transportation Nodes
3. Promote Mixed-Use Infill along Main Street
4. Change Zoning to Prohibit Parking Lots as Principal Use



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Questions?

