

# Hyannis Main Street Waterfront Historic District

## Guidelines for Site Design and Exterior Features

The diverse and unique buildings of Hyannis Main Street and Hyannis Harbor are only part of what gives the Historic District its distinct character. Buildings and their sites, including landscaping, parking areas, and lighting must complement each other to preserve the District's historic character.

### Site Design

- Buildings should be set close to the street to reinforce the pedestrian orientation of the District.
- Building entrances should be oriented to the street. Primary access to a building should be from the primary street frontage or oriented to a street corner, not from secondary frontages or parking areas.
- Development should preserve and/or maximize pedestrian views to the water where applicable.
- Building setbacks at the ground-level should be consistent along the street. Exceptions may be considered where variations create public spaces to be used for plazas, seating areas, or outdoor dining.



*Main Street features continuous building facades, on-street parking, parking lots to the rear of buildings, and street trees. New development should reflect these traditional patterns.*

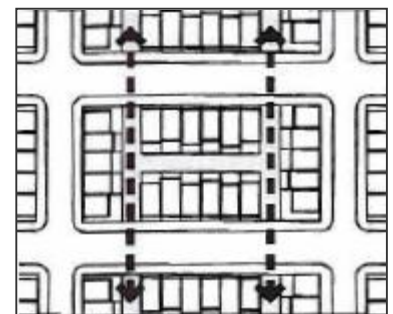


◀ *On Main Street between Barnstable Rd. and Winter St., all buildings have a consistent ground-floor façade. New infill development should maintain or help create a consistent setback line.*

- Where existing surface parking areas are located along street frontages, liner buildings are encouraged to create a consistent streetscape.
- Service and loading areas should be located at the rear of the building, at the interior of the lot, and appropriately screened according to these guidelines.

### Site Access

- Site design must emphasize pedestrian access over vehicular access.
- Pedestrian pathways that travel through and/or across street blocks should be maintained or created.
- Pedestrian paths should be a minimum of 6 feet in width.



*Pedestrian connections between sites are encouraged.*

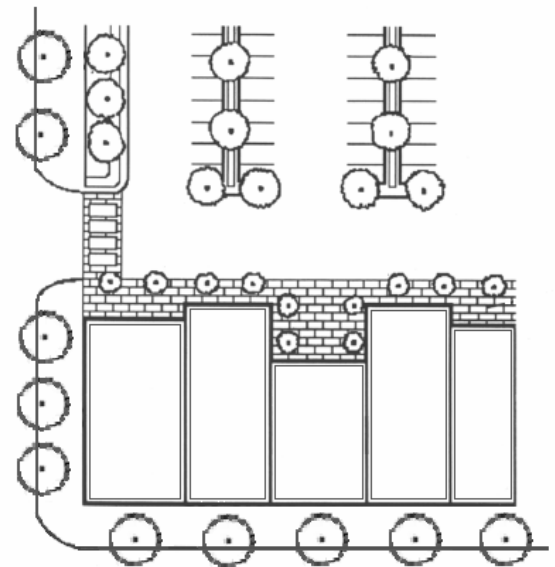
- Whenever possible, vehicular access to a site should be provided from a secondary frontage to minimize the number of curb cuts on main roads and preserve the pedestrian orientation of the district.
- The number of driveways should be kept to a minimum and shared site access is encouraged.
- Vehicular interconnections between sites should be provided whenever possible.
- Especially on sites with mixed residential and commercial uses, sites should be designed to distinguish public spaces from semi-private and private spaces.



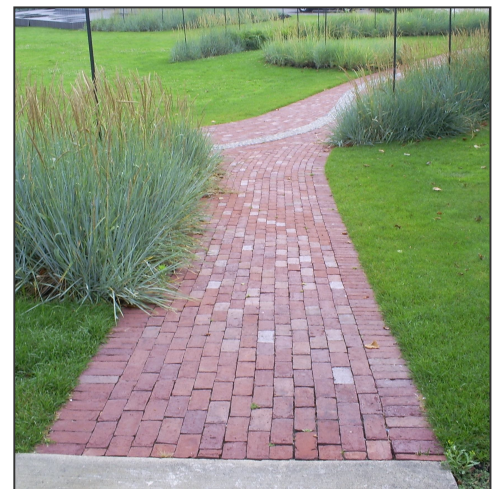
*Landscape buffer along Main Street parking lot.*

## Parking Areas

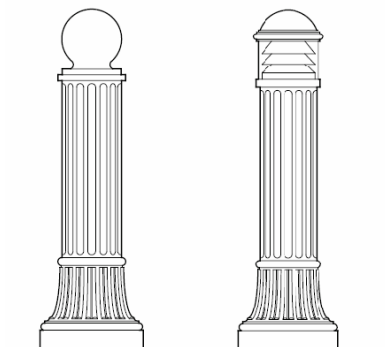
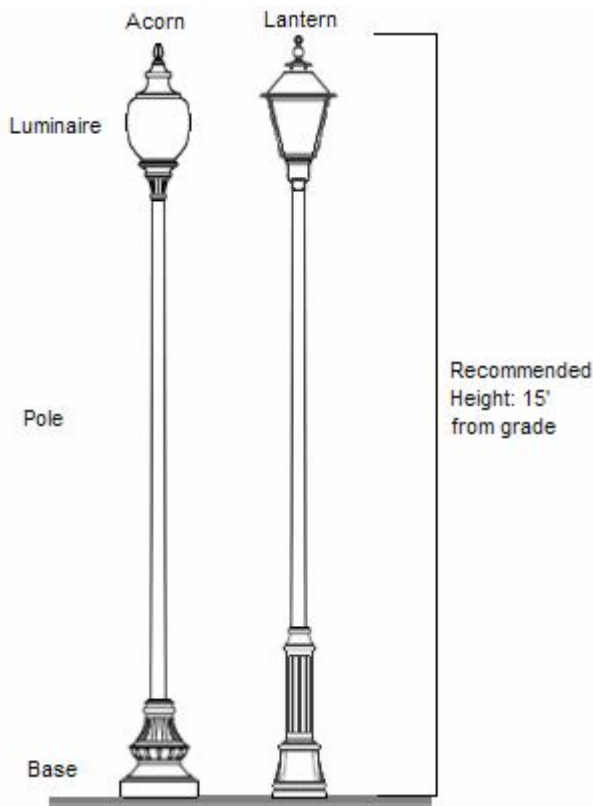
- Parking areas should be located to the rear of structures, at the interior of the block. Parking areas should occupy as little street frontage as possible to prevent disruption of the pedestrian-orientation of the District.
- Where parking areas are adjacent to street frontages, extensive landscape buffering of the parking area is required.
- Parking areas should be screened from neighboring properties to prevent spillover of site or vehicular lighting. Dense, year-round landscape plantings are recommended.
- Landscaped contours are recommended to visually screen parking areas and prevent glare of headlights onto sidewalks and other properties.
- Landscape areas must be planted with shade trees and indigenous grasses and shrubs. Pedestrian amenities are also encouraged within landscape areas.
- The interior of parking areas should include parking lot islands landscaped with trees and shrubs. Mature trees should be preserved and incorporated into landscape setbacks or islands.
- Pedestrian pathways or raised sidewalks should be incorporated into parking areas. Pedestrian pathways should be distinguished by a change in paving material, texture or color.



*Parking areas should be located to the rear of the building, and should be accessed from a side street.*



*Pedestrian pathways should be clearly defined using changes in materials, textures or colors.*



*Bollard lighting is encouraged along walkways and at site entrances.*

## Site Lighting

- Decorative, historic-style light fixtures are required within the District. Acorn or lantern style luminaires are recommended. Lighting styles that complement the existing period-replica fixtures on Main Street are also acceptable.
- Lighting should be scaled to complement the pedestrian character of the District. Light fixtures should be no higher than 15 feet from grade. Surrounding land uses will be considered when determining appropriate pole height. In no case should total height of the light fixture exceed 20 feet.
- Parking lot light fixtures should be located within landscape setbacks or parking lot islands.
- Lighting should not be mounted on poured concrete bases. If concrete bases are necessary to protect the light fixture, bases should be decorative, and not unfinished concrete. Concrete bases should be no more than 2 feet in height. Concrete bases may be painted to match the finish of the fixture. Square light pole bases should be mounted on square concrete forms.
- All light fixtures must be full-cutoff. Dark-sky compliant lighting is recommended for parking lot lighting.
- Flood-lighting, area-lighting, and up-lighting are not permitted.
- All exterior light fixtures must be designed to minimize glare and light spill-over onto other properties.

## Site Amenities

- Street furnishings are encouraged as a way to enliven the street and draw attention to a business.
- Benches should be made of wood or metal.
- Landscape planters or hanging baskets are strongly encouraged.
- Bike racks are encouraged and should be placed in locations that do not interfere with pedestrian movement. Bike racks should be black metal and have a minimal design.





## Landscaping

- Whenever possible, mature trees should be retained and incorporated into infill site designs.
- Plant materials should be low-water use varieties when possible. Plants are encouraged to be native or traditional to Cape Cod.
- Where buildings are set back from the street, landscape strips along sidewalks, street trees, and foundation landscaping are encouraged.

*Public art, especially which reflects the historic and maritime character of the District, is encouraged.*