



TETRA TECH



BROWN, RICHARDSON + ROWE, INC.
Landscape Architects and Planners



Hyannis Harbor Municipal Vulnerability Preparedness Resilience Plan

Land Use & Design Guidelines Recommendations Memorandum

Prepared for:

Planning & Development Department
Town of Barnstable, Massachusetts

Prepared by:

Brown Richardson + Rowe

With Input from:

Tetra Tech, Inc.
Woods Hole Group





Table of Contents

- 1.0 INTRODUCTION1**
- 2.0 PROJECT FOCUS AREAS1**
- 3.0 CONSTRAINTS & OPPORTUNITIES2**
 - 3.1 Aselton Park & Gateway Marina Focus Area 2
 - 3.1.1 Existing Conditions..... 2
 - 3.1.2 Constraints..... 3
 - 3.1.3 Opportunities 6
 - 3.2 West of Ocean Street Focus Area..... 7
 - 3.2.1 Existing Conditions..... 7
 - 3.2.2 Constraints..... 8
 - 3.2.3 Opportunities 10
 - 3.3 Waterfront Parcels Along Ocean Street Focus Area..... 11
 - 3.3.1 Existing Conditions..... 11
 - 3.3.2 Constraints..... 12
 - 3.3.3 Opportunities 15
 - 3.4 Pleasant Street Corridor Focus Area 17
 - 3.4.1 Existing Conditions..... 17
 - 3.4.2 Constraints..... 18
 - 3.4.3 Opportunities 21
 - 3.5 School Street and Lewis Bay Road Focus Area 17
 - 3.5.1 Existing Conditions..... 22
 - 3.5.2 Constraints..... 23
 - 3.5.3 Opportunities 27
- 4.0 HARBOR ZONE MASTER PLAN32**
 - 4.1 Purpose 32
 - 4.2 Goals 32
 - 4.3 Aselton Park & Gateway Marina Focus Area 32
 - 4.4 West of Ocean Street Focus Area..... 33
 - 4.5 Waterfront Parcels Along Ocean Street Focus Area..... 35
 - 4.6 Pleasant Street Corridor Focus Area 37
 - 4.7 School Street and Lewis Bay Road Focus Area 38

1.0 INTRODUCTION

For the Town of Barnstable (the “Town”) to realize its vision for the Hyannis Harbor (the “Harbor”) area, the community needs to focus on promoting the various desired harbor and waterfront uses, commercial and recreation activities, and development patterns for both the land and water, influenced by a clear understanding of current and future flood risk within the district. The Hyannis Harbor Municipal Vulnerability Preparedness (“MVP”) Resilience Plan has been tasked with identifying flood risk vulnerabilities and other constraints, exploring opportunities, and providing recommendations for land use improvements, climate resiliency, economic development strategies, and public space enhancements for the approximately 57-acre inner Hyannis Harbor area (the “Project Site”) to help shape this vision. Across its 54 parcels and the adjacent watershed, the Project Site contains a variety of uses, including both public and private marinas, commercial fishing operations, ferry terminals, public parks, hotels, restaurants, surface parking lots, and other businesses. These elements need to have symbiotic relationships for the Project Site to be as successful as possible in the eyes of the public, residents, property owners, businesses, tourists, and Town officials. The recommendations in this memorandum explore actions and regulations for the built environment and ideas for a cohesive strategy for activating the Harbor area, while also ensuring the Harbor and associated development areas are more resilient to the threats of climate change. Please note the strategies and initiatives highlighted in this memorandum represent a menu of options which can be used in their totality for the most effective approach to make future changes, or as piecemeal endeavors to be implemented over time.

2.0 PROJECT FOCUS AREAS

In an effort to provide better structure and focus to the site-specific recommendations described herein, the Project Site has been divided into the following five Focus Areas (See Figure 1, Project Focus Areas):

- Aselton Park and Gateway Marina
- West of Ocean Street
- Waterfront Properties Along Ocean Street
- Pleasant Street Corridor
- School Street and Lewis Bay Road

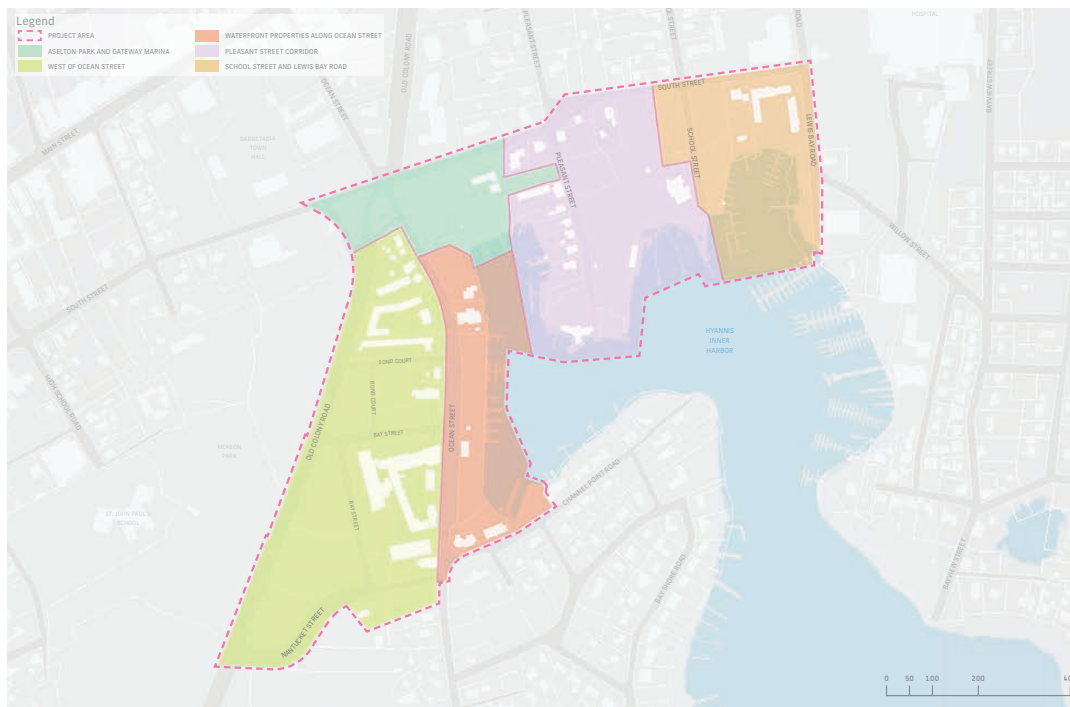


Figure 1: Project Focus Areas
Source: MassGIS, 2024; BRR, 2024



3.0 CONSTRAINTS AND OPPORTUNITIES

The Project Team review prior publicly available planning materials provided by the Town, performed desk top research of available data, reviewed public meeting outcomes and feedback, and attended multiple in person site visits to gain insight into the existing conditions and use patterns of the Harbor Zone. The information gleaned from this initial research was used to inform the Constraints and Opportunities assessment of the Harbor Zone project area. Using the Project Focus Areas as a framework, the following section provides an Existing Conditions overview, Constraints observations, and Opportunity recommendations for each Focus Area.

3.1 Aselton Park and Gateway Marina Focus Area



Figure 2: Project Focus Area: Aselton Park and Gateway Marina
Source: MassGIS, 2024; BRR, 2024

3.1.1 Existing Conditions

Located adjacent to the Six-Point intersection of South Street, Ocean Street, and Old Colony Road, this focus area mostly consists of a 3-acre public park (Aselton Park) with open lawn, brick and concrete pathways, as well as a 24-slip public marina (Gateway Marina). Also within the focus area is the Cape Cod Maritime Museum, which includes a surface parking lot for both the museum and adjacent marina slip-holders. Pleasant Street Park is also included within this focus area, which is a linear park with a winding brick path that provides a direct connection between Pleasant Street and the public marina. The brick pathways located in both Aselton Park and Pleasant Street Park are part of the Town's 'Walkway to the Sea', designed to guide pedestrians from Downtown Hyannis to the Harbor. See Figure 2, Project Focus Area: Aselton Park and Gateway Marina, and Figures 3 through 8, Existing Conditions Photographs.

3.1.2 Constraints

Six-Point Intersection

The Six-Point intersection at Ocean Street, South Street, and Old Colony Road has underutilized green space, complex vehicular patterns, and circuitous pedestrian street crossings. Despite serving as an important gateway into the Harbor, pedestrian and vehicular circulation routes to destination points within the Harbor area are unclear and often lack appropriate signage. For example, there is minimal signage directing visitors from Downtown Hyannis or the free public parking lot along South Street to the Harbor. Currently there is no direct crossing from the corner of South and Ocean Street to Aselton Park, which is a critical connection point for those traveling between the Harbor and Main Street. When approaching Aselton Park from the west along either South or Ocean Street, pedestrians must navigate a minimum of two to three separate street crossings to reach the park’s primary entrance. These challenging or undefined pedestrian routes are particularly difficult for first-time or out of town visitors. Furthermore, the layout of the intersection has created two underutilized traffic islands that have limited function. The Project Team is aware of the Town’s plans to redevelop the intersection by Spring 2026, which aims to address many of the existing pedestrian and vehicular circulation constraints.



Figure 3: Six-Point Intersection, looking east towards Aselton Park
Source: Google Earth, 2024

Aselton Park

Aselton Park provides a generous green space in the Harbor area and has the potential to be an exciting and active public space. However, existing conditions such as frequent flooding during the summer months, poor drainage, accessibility concerns, and lack of shade limit its usability. The brick ‘Walkway to the Sea’ path that runs through the park is the main pedestrian route to the Harbor from Main Street. The path has a protruding riverstone inlay which may make access challenging for some users. While the park has a generous open lawn area for passive recreation, shade trees exist only on the park’s southern edge leaving much of the park exposed in hotter times of the year. Similarly, seating opportunities are limited to only the upper plaza of the park, in an exposed area along South Street, and along the waterfront boardwalk overlooking Gateway Marina.



The concrete path along South Street ends abruptly with no direct connection to the adjacent sidewalk in front of the Maritime Museum or down to the marina. Minimal wayfinding signage to some of the Harbor’s biggest attractions, such as the Hy-Line Cruises and Steamship Authority terminals, the Harborwalk, or nearby restaurants can make Harbor front navigation difficult.



Figure 4: Aselton Park, looking east towards Gateway Marina
Source: BRR, 2024

Gateway Marina

Due to its primary use as a 24-slip public marina, Gateway Marina offers limited alternative uses or attractions for non-slip-holders. The adjacent boardwalk is part of an existing Harbor front path but may present some accessibility concerns, such as uneven decking boards. No wayfinding exists within the immediate area to help direct visitors to important destinations along the Harbor, such as Hy-Line Cruises or the Steamship Authority terminal.

Surface Parking at Cape Cod Maritime Museum

The large parking lot at the rear of the Cape Cod Maritime Museum is frequently underused. While it provides parking for both museum staff and Gateway Marina slip-holders, it is often unoccupied outside of the summer season. There is an opportunity to reconsider the parking lot configuration and to identify additional uses to activate this underused space along the Town’s waterfront. Flooding from large storm surges has been minimal to date but will likely become a concern by 2050.



Figure 5: Gateway Marina, looking east
Source: BRR, 2024



Figure 6: Parking at rear of Maritime Museum, looking north
Source: BRR, 2024

Pleasant Street Park

Similar to the ‘Walkway to the Sea’ path within Aselton Park, Pleasant Street Park includes a winding brick pathway with a cobblestone inlay. For some users, protruding stones may present a concern as the park presents the only direct connection between the Harbor’s waterfront and Pleasant Street. Pleasant Street Park includes one of the few examples of wayfinding signage within the Project Area, but it is located within the middle section of the park and offers no additional guidance to Steamship Authority or Hy-Line Cruises once the path reaches Pleasant Street or reconnects with the Harbor.



Figure 7: Brick Path with River Stone Inlay at Aselton Park
Source: BRR, 2024



Figure 8: Brick Path with Cobblestone Inlay at Pleasant St. Park
Source: BRR, 2024



3.1.3 Opportunities

Six-Point Intersection

The Town should continue to progress the plans it has in place to improve the Six-Point intersection at Ocean Street, South Street, and Old Colony Road. Calming the flow of traffic and making pedestrian crossings as safe and direct as possible should be top priorities. Look for ways to make the entrance into Aselton Park a focal point of the design, as it offers spectacular views of the Harbor and is likely many visitor's first view of the water. Improved wayfinding strategies are perhaps equally important at this location, as the intersection serves as a critical gateway between Main Street and the Harbor yet it lacks consistent signage. Consider developing a cohesive signage package to increase both legibility and directionality for pedestrians and vehicles alike. A new comprehensive wayfinding plan and signs could replace existing signs where appropriate. Key destinations to draw attention to at this location would be: Main Street, South Street Free Public Parking Lot, Aselton Park, Waterfront/Harborwalk, Hotels, Steamship Authority, and Hy-Line Cruises.

Aselton Park, Surface Parking at Maritime Museum, and Gateway Marina

To enliven Aselton Park and activate Gateway Marina as a public attraction along the waterfront, it is recommended Aselton Park be redesigned (at least partially) to integrate additional public realm improvements to the Maritime Museum, accommodate relocated Artist Shanties from Bismore Park, provide increased park amenities, and integrate food and beverage services along the marina. A commercial fishing direct-to-consumer sales facility could also be considered. Creating more activities along the waterfront will help bring more people to the Harbor and give them reasons to spend time there.

Relocating the Artist Shanties to Gateway Marina not only frees up space at Bismore Park, it also allows the marina to serve as a true destination point for people visiting the Harbor. The Shanties could be programmed to serve a variety of different vendors (art, clothing, produce markets, gift shops, food and beverage) to encourage year-round use. This would require providing additional infrastructure, such as water and electricity, to extend the Shanties' versatility. In order to provide adequate space for the Artist Shanties at Gateway Marina, the parking at the front and rear of the Maritime Museum will need to be reconfigured to maximize layout efficiency and lower the overall surface area required for museum and slipholder parking.

As part of future public realm projects, accessibility improvements to the brick 'Walkway to the Sea' pathway could be made. This could be addressed as part of an Aselton Park redesign project or by replacing the existing riverstone inlay with a more accessible surface treatment. To address the park's poor drainage infrastructure and occasional flooding, redesigning Aselton Park to accommodate a more resilient future should be a priority goal. A new park design could address the site's grading issues by raising the open lawn area and protecting it from future storm surges with a series of swales, berms, and low retaining walls closer to the water's edge. Bioretention basins with resilient native planting could collect and treat stormwater, acting as an effective first defense during large storm events. Additional shade and seating opportunities are also needed, which would increase public activity, and together with improved lighting, could help make the park feel safer year-round. A permanent stage structure should also be considered to promote outdoor concerts and other types of local performances, while a potential playground or splash pad could be considered to provide a wider range of park activities. Finally, wayfinding signage is needed at both Aselton Park and Gateway Marina to help direct visitors to various attractions along the waterfront.

Pleasant Street Park

Similar to the 'Walkway to the Sea' path within Aselton Park, Pleasant Street Park includes a winding brick pathway with a cobblestone inlay. Providing an accessibility improvements through this space should be considered as part of future public realm projects, particularly due to the fact this is the only direct connection between the Harbor's waterfront and Pleasant Street. While Pleasant Street Park includes existing interpretive and wayfinding signage, it can be improved to provide additional guidance to the Steamship Authority, Hy-Line Cruises, and to other locations along the Harbor.



3.2 West of Ocean Street Focus Area



Figure 9: Project Focus Area: West of Ocean Street
 Source: MassGIS, 2024; BRR, 2024

3.2.1 Existing Conditions

Bordered by Ocean Street, Nantucket Street, and Old Colony Road, this focus area mostly consists of several hotels, a few restaurants and taverns, and Hy-Line Cruises-owned parking facilities. The site is predominantly used by visitors staying at the hotels or those looking to catch the Hy-Line Cruises ferry. See Figure 9, Project Focus Area: West of Ocean Street, and Figures 10 through 12, Existing Conditions Photographs.



3.2.3 Constraints

Existing Sidewalks and Street Crossings

The vast majority of public sidewalks within the focus area are too narrow to support heavy foot traffic between the large Hy-Line Cruises-owned parking lots and the Harbor, appearing to only be four- to five-feet wide in most cases. Many visitors coming to and from the ferries also carry luggage with them, making it even more difficult to traverse the existing network of narrow sidewalks when there is two-way foot traffic. Outside of Ocean Street, most of the sidewalks are paved with asphalt, which has little visual distinction from the adjacent roadway and can make them difficult to see. In some cases (Bay Street and Bond Court in particular), side streets that are directly linked to large parking areas have no paved sidewalks for pedestrians to safely navigate. As a result, users are sometimes forced to walk within the street, making navigating from the parking lots to the Harbor a potentially unsafe experience for pedestrians.

In addition to missing sidewalks, there are very few crosswalks west of Ocean Street. This is potentially a dangerous condition for both pedestrians and vehicles as there are many unmarked intersections where pedestrians are required to cross and do so frequently. Street lighting is also very limited, further hindering public safety at night.

Flooding

Flooding is a frequent concern from a combination of overland coastal flood pathways and through surges through the stormwater system. Impacts from flooding are particularly prevalent in the southwestern corner of the Project Site, along Nantucket Street.



Figure 10: Hy-Line Cruises Parking at corner of Nantucket and Bay Street, looking north
Source: Google Earth, 2024



Figure 11: Typical Narrow Sidewalk at Nantucket Street, looking east
Source: Google Earth, 2024

Wayfinding Signage

Old Colony Road, Nantucket Street, Bay Street, and Bond Court are all poorly signed and offer little directionality for anyone visiting the Harbor. In addition to narrow and disjointed sidewalks, a lack of wayfinding signage increases navigational challenges from west of Ocean Street to the Harbor. When approaching Ocean Street from Nantucket Street, Bay Street, or Bond Court, no wayfinding exists to direct users to prominent locations such as Hy-Line Cruises, Steamship Authority, the Waterfront, Aselton Park, etc.



Figure 12: Lack of Sidewalks and Safe Crossings at Bay Street, looking southeast
Source: Google Earth, 2024



3.2.3 Opportunities

Existing Sidewalks and Street Crossings

Improve the experience of navigating to and from the Hy-Line Cruises parking lots and adjacent hotels/restaurants to the Harbor. This can be done by identifying priority paths of travel and providing both paving and wayfinding improvements to those areas. Some of the side streets (Bond Court and Bay Street) do not have paved sidewalks, and the streets that do are narrow and typically asphalt which reduces visual distinction with the vehicular paved surfaces. Wider, more clearly defined concrete sidewalks in combination with highly visible pedestrian crossings where Nantucket Street, Bay Street, and Bond Court intersect would greatly improve public safety and efficiently direct vehicles and pedestrians get where they need to go.

See Figure 32, Hyannis Harbor MVP Resilience Plan: Constraints for instances of proposed sidewalk improvements.

Wayfinding Signage

In addition to improved sidewalks and street crossings, new wayfinding will provide greatly needed directionality throughout the focus area. Other than entry signage for some of the hotels, restaurants, and adjacent parking lots, few signs exist to help direct users to the Harbor and its associated businesses. Two-way directional signage is needed at all main intersections within the focus area, as well as all primary points of entry/exit to the parking facilities. Improved wayfinding will not only make the existing parking lots easier to find for visitors traveling along Ocean Street and Old Colony Road, but improved wayfinding signage can increase the visual appeal and experience of the Town's waterfront.

There is an existing desire line between McKeon Park and the parking facilities along Old Colony Road. Implementing a formal crosswalk, possibly with flashing beacons, will improve public safety and increase connectivity between the Project Site and an adjacent public resource area.

Parking

Much of the land in this zone is dominated by surface parking lots. Opportunities for consolidating parking should be considered. Potential consolidation might include exploring opportunities to construct a parking lot and encouraging increased use of shuttles for both the Steamship Authority and Hy-Line Cruises ferries from satellite lots outside of the immediate Harbor area to the waterfront. The reduction in surface parking lots may provide an opportunity for ecological restoration particularly in the low lying areas of the this zone.

Flooding

Located within the AE Flood Zone, the southwest corner of this focus area (mostly along Nantucket Street and southern half of Bay Street) experiences frequent flooding due to surface elevations ranging from approximately 3.0' to 4.0' NAVD88. Raising the elevations of Nantucket Street and Bay Street to 2050's projected 100% AEP water level of 6.5' NAVD88 will help provide a natural barrier to flanking flood paths coming from the south and greatly mitigate flooding issues. Additional resiliency measures could be taken along the edge of the roadways, such as vegetated bioretention basins and underground stormwater detention systems.



3.3 Waterfront Properties Along Ocean Street Focus Area

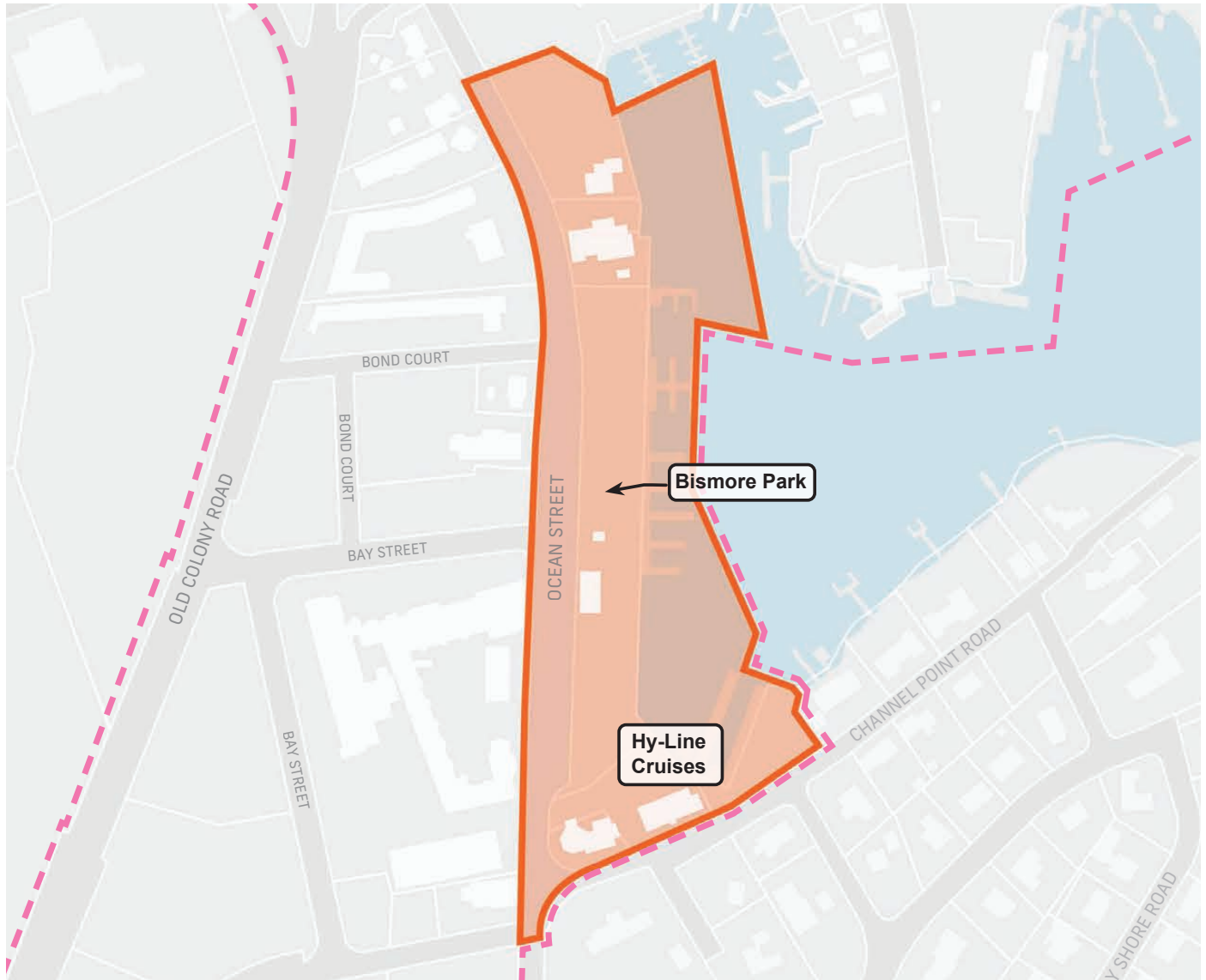


Figure 13: Project Focus Area: Waterfront Properties Along Ocean Street
 Source: MassGIS, 2024; BRR, 2024

3.3.1 Existing Conditions

Located along the western edge of Hyannis Harbor, this focus area is bordered by Aselton Park to the north, Ocean Street to the west, and Channel Point Road to the south. The area is a dense mixture of both public and private uses, which includes the Hy-Line Cruises ferry terminal, Bismore Park, commercial fishing operations, a restaurant and gift shop, and numerous small parking lots. Public access to the waterfront exists via a continuous path of varying paving types. See Figure 13, Project Focus Area: Waterfront Properties Along Ocean Street, and Figures 14 through 17, Existing Conditions Photographs.

3.3.2 Constraints

Existing Sidewalks, Street Crossings and Parking

The public sidewalks along Ocean Street are narrow and poorly defined, with frequent wide breaks in the paving to accommodate the numerous entries into the parking lots. This inconsistent sidewalk treatment can create unsafe conditions and can be visually unappealing. Additionally, the sidewalks along Ocean Street are not wide enough to facilitate heavy pedestrian traffic. Conflicts between vehicle traffic and pedestrians are frequent especially during ferry loading and unloading. During these times, people exiting the ferries and walking back to their vehicles can interrupt vehicle traffic and make it difficult for those parked near the water to back out of their parking spaces.



Figure 14: Narrow and Disjointed Sidewalks at Ocean Street, looking south
Source: Google Earth, 2024

Wayfinding Signage

There is some wayfinding present along Ocean Street, but most of it is directly adjacent to the hotels, shops, and restaurants that line the street. Directional signage to the ferries, parks, and walkway along the Harbor remains limited in this area, and the signage that does exist lacks a cohesive aesthetic that could provide the Town with a stronger identity in and around the Harbor.



Figure 15: Commercial Fishing Offloading Site, looking east
Source: BRR, 2024



Figure 16: Parking Encroachments at Waterfront, looking south
Source: BRR, 2024

Commercial Fishing Operations

Commercial fishermen currently offload their catch just south of Bismore Park, between the Harbormaster office and the Hy-Line Cruises ferry terminal. When offloading occurs, pedestrian's access to the waterfront is temporarily blocked, causing visitors and ferry passengers to divert through the adjacent parking lot to Ocean Street instead, leading to traffic issues and safety concerns. It should also be noted that the commercial fish offloading is an attraction to some visitors to the waterfront, despite the potential conflicts it may create. As the Town continues to explore opportunities to address these known safety concerns, the relocation of the commercial catch offloading to the Pleasant Street docks should be considered.

Harborwalk

Public access along the waterfront consists of series of connected paths running from the Hy-Line Cruises parking lot at the south end of the Harbor, up to Aselton Park and Pleasant Street Park to the north. Along Pleasant Street there is a painted sidewalk that connects to the parking area near the public pier. The pathways have a variety of different paving types, some of which would benefit from accessibility improvements. The lack of a cohesive paving type and treatment prevents the path from having a strong identity. Challenges to improving the Harborwalk exist at locations such as the public parking lot between Bismore Park and Spanky's Clam Shack. There is limited buffer between cars and pedestrians walking along the waterfront edge. Identifying typical design standards for the Harborwalk can help create a safe and welcoming experience.

Bismore Park

Bismore Park is an important public park along the Inner Harbor. The park experiences frequent flooding from strong storms and high tides, with flood waters encroaching up to Ocean Street in some cases. In addition, many of the park's larger shade trees have declined in health and may soon require a replacement strategy. The Town is currently working on a project to increase the height of the adjacent bulkheads along the Inner Harbor, as well as developing a master plan for the park. These efforts will seek to recommend strategies that strive to animate the park and increase its resilience.

The Artist Shanties within Bismore Park take up the majority of the available open space. The Shanties are used seasonally, resulting in periods of time without active Shanty occupancy. The potential relocation of the Shanties to Aselton Park may help activate the Aselton area while allowing Bismore Park to function as a passive park along the water's edge.



Figure 17: Bismore Park, looking east from Ocean Street
Source: Google Earth, 2024

3.3.3 Opportunities

Existing Sidewalks, Street Crossings, and Parking

Consider opportunities to widen existing sidewalks, formalize driveway/parking lot crossings, and improve all street crossings. Widening sidewalks may impact private parcels and some on-street parking spaces due to narrow existing right of way dimensions. Therefore, widening sidewalks will likely require careful coordination with affected private property owners and may impact on street parking spaces. Encouraging a “park and walk” philosophy reinforced by improved or new public parking lots, may allow for the targeted removal or reduction of on street parking spaces. Any improvements to public sidewalks and parking should be combined with a comprehensive wayfinding strategy to improve the overall accessibility. Incorporating parallel parking spaces and/or eliminating parking spots directly adjacent to Ocean Street will allow for wider sidewalks and a more inviting walking experience. Consider raised crossings adjacent to Bismore Park and the Hy-Line Cruises ferry terminal for further traffic calming and to increase public safety.

Wayfinding Signage

Clear and cohesive wayfinding signage along Ocean Street and the Harborwalk would greatly improve the user experience for pedestrians traveling from Main Street or any of the nearby parking facilities.

Commercial Fishing Operations

The current location for commercial fishermen to offload their catch conflicts with pedestrian access to the Harbor and could be seen as a public safety concern. Relocating catch offloading to the end of Pleasant Street has the potential to improve the pedestrian experience and help reduce some existing conflicts between commercial fishing operations and tourism/ferry services.

Harborwalk

There is a potential opportunity to create a continuous Harborwalk from the Hy-Line Cruises ferry at Bismore Park to the Steamship Authority building at the end of School Street, that builds upon the existing walkway along the Harbor’s edge, Pleasant Street Park, and Pleasant Street. Reinforcing existing or creating new destination points along the Harbor, connected by a continuous Harborwalk, would have the potential to draw people to the Harbor area and become an identifiable attraction. Common paving, signage, site furnishing, and lighting improvements could help provide a more cohesive, legible, and safe visitor experience. Improved destination points could provide resting points and memorable Harbor viewing areas.

It is envisioned that the continuous Harborwalk would follow the existing pathway along the Harbor from the Hy-Line Cruises at the south end of Bismore Park, north to Spanky’s and the second Hy-Line Cruises parcel, through Gateway Marina and Pleasant Street Park, and down Pleasant Street to the Gateway Marina. From the parking lot at the end of Pleasant Street, the Harborwalk would follow the alignment of the existing public walkway into the Steamship Authority site. Once arriving in the parking lot, improvements to the location of the path are proposed, including linking the Harborwalk past the main ticket office down to the end of School Street.

The Harborwalk requires accessibility improvements at the boardwalks in front of Spanky’s Clam Shack and Gateway Marina, as well as a distinct and consistent paving treatment in the areas that are not wood boardwalks. This will help create a visual hierarchy between the Harborwalk and any of the connecting pathways that stem from Ocean Street or Aselton Park, making it easier to recognize and follow once users have reached the waterfront. Discussion with the Steamship Authority will need to occur to agree to potential Harborwalk routes through their parcel to School Street. It is envisioned that public access could be granted through the closed gate that links to School Street. Similarly, the public sidewalk along Pleasant Street is narrow, and increasing the width of this path should be prioritized. Increasing the width may require expanding the path onto the Steamship Authority’s property.



Design Guidelines could be established to create a unified and identifiable design treatment for the Harborwalk. As each parcel is redeveloped or improved, the corresponding portion of the Harborwalk would be brought up to meet established common design standards. To make the path feel as inviting as possible, a Harborwalk width of ten to fifteen feet should be considered wherever feasible. A continuous and consistent Harborwalk would provide the Town and its visitors with an accessible, amenity-rich option that efficiently transports users from one side of the Harbor to the other.

Bismore Park

Consider relocating the park's seasonal-use Artist Shanties to a redesigned Aselton Park near the Maritime Museum rear parking area and Gateway Marina. The Shanty relocation would increase the amount of usable park space and increase the potential for other passive recreational activities along Ocean Street.

Bismore Park should be renovated to accommodate the proposed bulkhead improvements along the west side of the Harbor. Improvements could be phased to align with planned increases to the bulkhead height and with the need to replace the park trees due to their declining health. Parallel street parking in favor of the current parking layout could be considered to free up additional space and increase the park's overall footprint. Seasonal programming, such as food truck services in the summer, could greatly improve public engagement, providing visitors with fun incentives to experience the waterfront and spend more time within the park.



3.4 Pleasant Street Corridor Focus Area

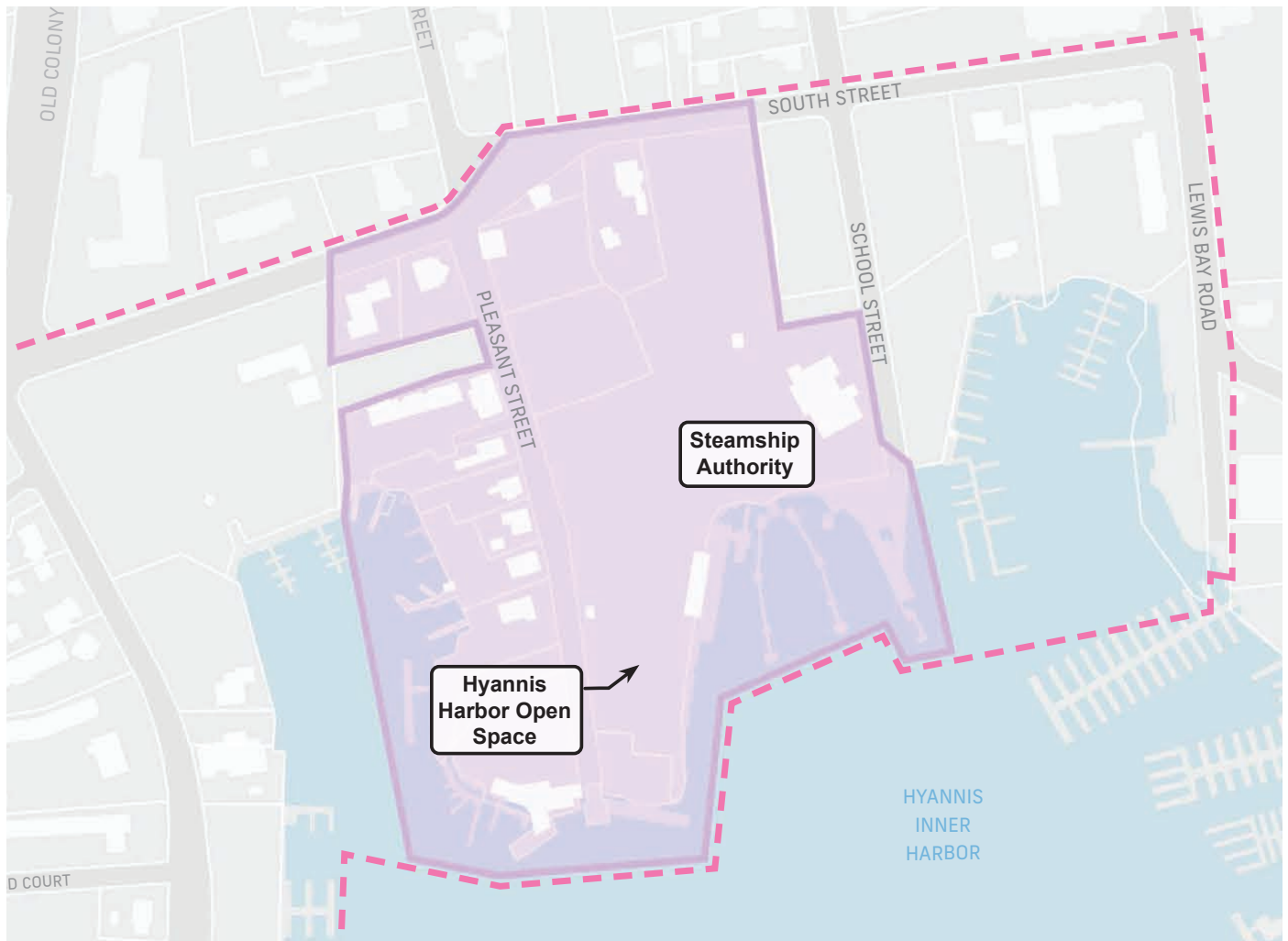


Figure 18: Project Focus Area: Pleasant Street Corridor
 Source: MassGIS, 2024; BRR, 2024

3.4.1 Existing Conditions

This focus area is centralized around Pleasant Street and its surrounding properties. The site is bordered by South Street to the north, Steamship Authority and its associated parking to the east, Pleasant Street Park, and a number of private residences and commercial use properties to the west. The southern end of Pleasant Street is defined by a waterfront restaurant (Baxter’s Fish & Chips), a public dock and parking lot, and Hyannis Harbor Open Space.

See Figure 18, Project Focus Area: Pleasant Street Corridor, and Figures 19 through 23, Existing Conditions Photographs.

3.4.2 Constraints

Existing Sidewalks and Street Crossings

The public sidewalks along Pleasant Street and South Street are narrow and challenging to navigate, particularly for mobility or visually impaired users. Some sidewalks on South Street are overgrown with vegetation. The sidewalks north of Pleasant Street Park are predominantly paved with asphalt, which visually blends in with the adjacent roadway and makes them difficult to see for pedestrians and vehicles alike. South of Pleasant Street Park, sidewalks are limited to only the eastern side of the street, and the sidewalk terminates abruptly in the gravel parking lot.

The street crossing at the eastern end of Pleasant Street Park is poorly defined and is not code compliant. Once pedestrians cross over Pleasant Street, the narrow sidewalk is paved with red-colored concrete which is helpful to guide visitors to the Steamship Authority entrance. However, the existing sidewalks are not wide enough to facilitate high-volume pedestrian traffic, which occurs at the time ferries are loading and unloading passengers. As a result, users are sometimes forced to walk out into the street to bypass fellow travelers.



Figure 19: Lack of Wayfinding at Pleasant Street Crossing via Pleasant Street Park, looking east
Source: BRR, 2024

Hyannis Harbor Open Space and Public Pier

Hyannis Harbor Open Space is an existing small waterfront green space for passive recreation and shaded respite, but it currently lacks any public amenities such as benches or tables. Vegetation consists of trees and lawn while a central path bisects the space. The park also experiences occasional flooding due to its lower elevation near the waterfront and a low revetment wall that can be over-topped during storm events and extreme high tides.

The publicly owned parking lot and dock at the southern end of Pleasant Street is an underutilized public resource. No formal or accessible pedestrian paths lead visitors to the water's edge or public pier. In addition, potential conflicts between vehicles and pedestrians exist as vehicles can drive onto the pier to facilitate commercial or private vessel unloading.

Wayfinding Signage

Upon crossing Pleasant Street at the eastern end of Pleasant Street Park, there are no directional signs to help guide tourists and pedestrians to the area's key attractions: Steamship Authority, Hyannis Harbor Open Space, the Waterfront/Harborwalk, and the public pier. The Steamship Authority attracts visitors from all directions, and the lack of directional wayfinding makes navigating to and from the ferry terminal difficult.

Waterfront Access

The Town-owned parking lot and pier are the only publicly owned assets on Pleasant Street. Private homes and businesses line the western side of the street, while the Steamship Authority ferry terminal is located on the eastern side. Opportunities for public access are limited to the public street right of way, publicly owned land, and pedestrian right of way through the Steamship Authority property.



Figure 20: Narrow Sidewalks at Pleasant Street, looking south
Source: BRR, 2024



Figure 21: Narrow Sidewalks on Pleasant Street, looking north
Source: BRR, 2024





Figure 22: Hyannis Harbor Open Space, looking east
Source: BRR, 2024



Figure 23: Public Pier at end of Pleasant Street, looking south
Source: Google Earth, 2024



3.4.3 Opportunities

Existing Sidewalks and Street Crossings

The existing sidewalks along Pleasant Street and South Street are too narrow to support heavy pedestrian traffic from offloading ferries at the Steamship Authority terminal. To facilitate the creation of a formalized Harborwalk, the sidewalk along the eastern side of the street should be increased in width and paved in materials outlined by the Harborwalk Design Guidelines. While the preferred minimum width of the Harborwalk is 10 to 15 feet wide, the narrow right of way along Pleasant Street likely requires a reduced path width, therefore, where feasible, the sidewalk should be expanded to 8-10 feet wide. Widening the sidewalk would require using land that appears to be owned by the Steamship Authority. It is possible a pinch point will remain in relation to the adjacent Steamship Authority property, particularly at the south end of the parking lot. Sidewalks along South Street should be six feet wide at a minimum. Consider poured-in-place concrete rather than asphalt for sidewalk paving materials to increase longevity and to provide greater contrast with the adjacent roadway. Crosswalk improvements are needed at the Pleasant Street Park crossing to make it more obvious for approaching vehicles, and a new crosswalk is needed where Pleasant Street meets with South Street. In order to reach the public dock at the end of Pleasant Street without entering the road, the sidewalk along the eastern side of street should extend all the way to the front of the pier.

Harbor Master Relocation and Commercial Fishing Operations

The current Harbormaster office building is located in Bismore Park, and is increasingly subject to flooding. As part of a longer term plan to make the Town's infrastructure more resilient, relocating the Harbor Master's offices to the existing, unused pump house at 91 South Street could be considered. Similarly, the current location for commercial fishermen to offload their catch near Bismore Park blocks pedestrian access to the Harbor and could be seen as a public safety concern. It is recommended the commercial catch offloading operations be relocated to the end of Pleasant Street to improve the pedestrian experience and to reduce conflicts. As part of any commercial fish offloading at this location, the creation of a direct-to-consumer fish sales facility could help activate this Harbor front location. The Town owned parcel at the end of Pleasant Street is currently an unpaved, underutilized parking area that could be redesigned to facilitate truck turning radii and loading directly from the Harbor.

Hyannis Harbor Open Space and Public Pier

To prevent current and future flooding within the park and improve its overall resiliency, resiliency measures to better protect Hyannis Harbor Open Space and the adjacent roadway should be explored. As part of any resiliency improvements or impacts from creating a commercial fishing offloading zone, any redesign of the park could provide a valuable new amenity space along an improved Harborwalk, with opportunities for passive recreation, shaded bench and table seating, and beautiful views overlooking the Harbor. It would also allow for improved coastal resiliency strategies, such as a floodable renatured shoreline or bioretention swales with native coastal habitats.

The public dock offers excellent views of the surrounding waterfront but lacks the elements needed for visitors to sit or stand comfortably. Bench seating and barrier rails should be added to create an improved overlook experience where pedestrians could observe the Harbor's daily activity. Any improvements promoting pedestrian access on the pier would need to be coordinated with the potential commercial catch offloading relocation to prevent conflicts.

Wayfinding Signage

Clear and cohesive wayfinding signage along Pleasant Street and the South Street/Pleasant Street intersection would greatly improve directionality to a number of highly important locations along the Harbor. Providing directional signage at the eastern end of Pleasant Street Park is perhaps the most important location to address, as the park currently dead ends at Pleasant Street without any indicators as to what lies beyond. Wayfinding signage within this focus area should emphasize directing pedestrians and vehicles to the following locations: Steamship Authority, Hyannis Harbor Open Space, Waterfront, and the Harborwalk.



3.5 School Street and Lewis Bay Road Focus Area

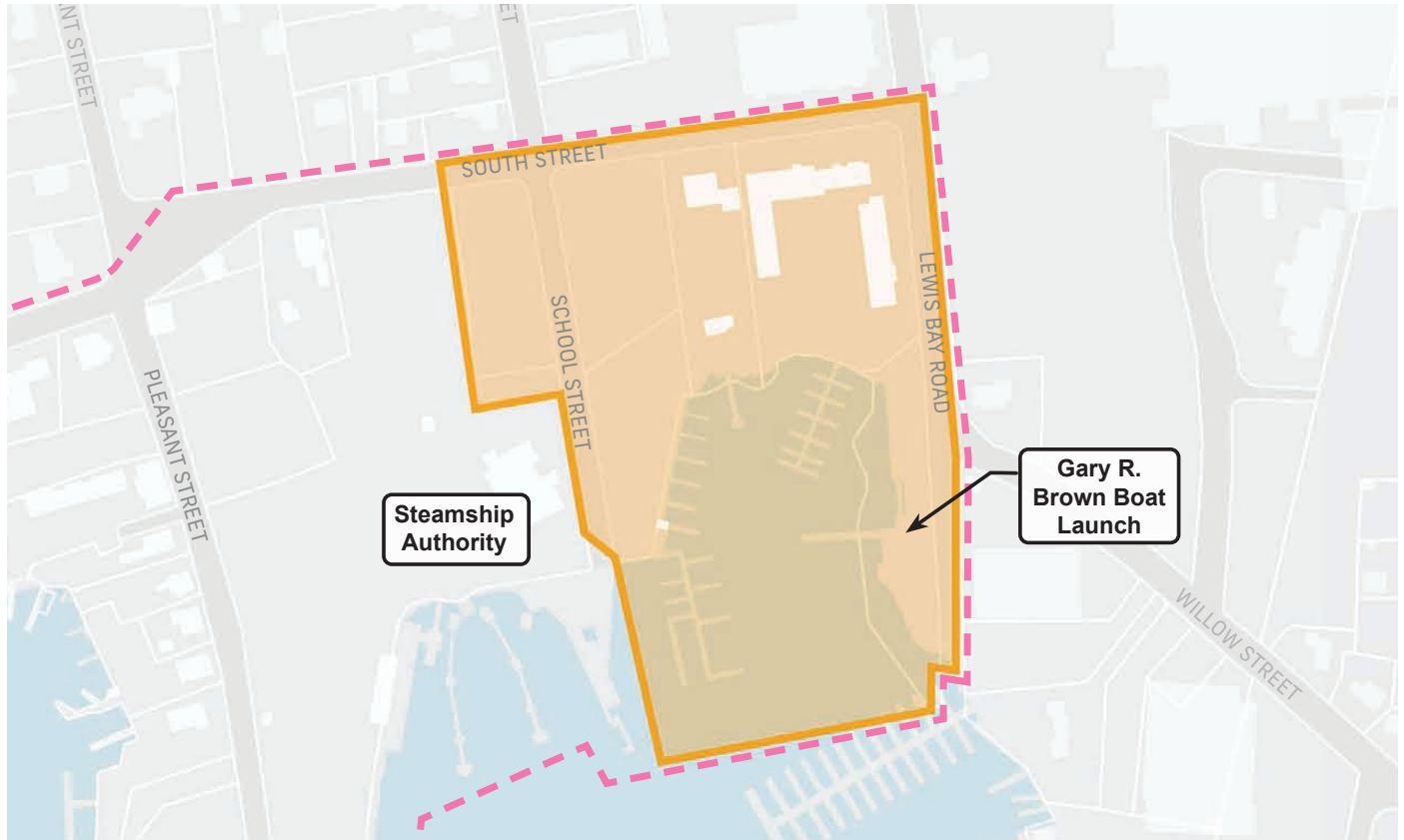


Figure 24: Project Focus Area: School Street and Lewis Bay Road
 Source: MassGIS, 2024; BRR, 2024

3.5.1 Existing Conditions

Located between School Street to the west and Lewis Bay Road to the east, this focus area is located at the eastern extent of the Project Site. The two streets are connected by South Street to the north, and dead end upon reaching the Harbor. The majority of the adjacent waterfront is privately owned, including apartments, a private residence, and marina with rentable slips. The only Town owned property within the focus area is a waterfront parcel along Lewis Bay Road, which includes a small green space next to the Gary R. Brown Boat Launch and associated parking. The end of School Street terminates into a private parking lot for the adjacent marina and is bordered by Steamship Authority to the west. However, the Town has rights for public access along a pier adjacent to the Steamship Authority terminal. Under the terminal pedestrian bridge at the building level, there is a gated off pathway that also connects to the Steamship Authority parking lot to the west.

See Figure 24, Project Focus Area: School Street and Lewis Bay Road, and Figures 25 through 31, Existing Conditions Photographs.

3.5.2 Constraints

Existing Sidewalks

At School Street, the only public sidewalks provided are adjacent the Steamship Authority’s office building, requiring pedestrians to walk into the street to reach the Harbor. A small section of narrow, paved sidewalk exists but it is not particularly inviting or wide enough. The sidewalks along South Street are even narrower and are deteriorating, with some sections being overgrown with vegetation. At Lewis Bay Road, sidewalks exist only along the west side of the street. The sidewalk is narrow, with a large section directly abutting a chain link fence. As a result, the overall walking experience feels cramped, unsafe, and uninviting. Poor pedestrian conditions create a physical disconnect between School Street and Lewis Bay Road from the rest of the Harbor.

Harborwalk Connection and Waterfront Access

School Street and Lewis Bay Road feel disconnected from Pleasant Street and other parts of Hyannis Harbor to the west. The Steamship Authority maintains an existing pedestrian walkway from Hyannis Harbor Open Space to their parking lot, however the walkway is undefined in some areas and terminates abruptly at the ferry on-loading location. Beyond the on-loading zone, there is a paved walkway around the south side of the Steamship Authority Ticket Office, but the walkway ends at a locked gate. At School Street, there are no Town owned parcels linked to the Harbor, though the Town has a public right of way agreement to a privately owned pier. At the end of School Street, the road and sidewalks terminate abruptly. Unless visiting the marina, there are no landmark features to draw people’s interest and extend the public’s enjoyment of the waterfront.



Figure 25: Narrow Sidewalks at Lewis Bay Road, looking south
Source: BRR, 2024



Figure 26: Overgrown Sidewalks on South Street, looking east
Source: Google Earth, 2024



Figure 27: End of School Street, looking south
Source: Google Earth, 2024



Figure 28: Missing Public Sidewalks on School Street, looking north
Source: Google Earth, 2024





Figure 29: Closed Public Access under Steamship Authority Terminal, looking north
Source: BRR, 2024

Public Boat Launch Site

The Town owned waterfront parcel at the end of Lewis Bay Road does little to activate the Harbor outside of the Gary R. Brown Boat Ramp. There's an adjacent green space within the same land parcel, but it is underutilized and in poor condition. There is a pedestrian path that leads to the water, but it is steep and narrow. A small seating area is located at the top of the ramp and planting areas appear overgrown.

Wayfinding Signage

No directional signage currently exists to help guide pedestrians along South Street to their destination of choice such as the Steamship Authority, the Gary R. Brown Boat Ramp, or potentially an extended Harborwalk from the north.



Figure 30: Overgrown and Inaccessible Green Space adjacent Public Boat Launch, looking west
Source: BRR, 2024



Figure 31: Gary R. Brown Boat Ramp, looking southwest
Source: Google Earth, 2024



3.5.3 Opportunities

Existing Sidewalks

Improved, widened sidewalks are needed throughout the Focus Area to encourage walking and provide better connections to The Steamship Authority, the Gary R. Brown Boat Launch and adjacent green space, and an extended Harborwalk. Paved sidewalks are needed at School Street that extend from the South Street intersection all the way to the Harbor. The Town should encourage private property owners such as the new housing development at the intersection of South Street and School Street to implement roadside sidewalks to improve pedestrian access and highlight this important gateway to the Harbor. Sidewalks along South Street, School Street, and Lewis Bay Road should be six feet wide at a minimum. Consider concrete as a paving choice over asphalt, which will have increased durability and provide greater contrast with the adjacent roadway.

Harborwalk Connection and Waterfront Access

Creating a formal Harborwalk between Pleasant Street and the end of School Street should be explored. It is recommended the Town coordinate with the Steamship Authority to provide 24-hour pedestrian access through the Steamship Authority property from Hyannis Harbor Open Space to School Street. Creating this continuous and formalized connection could expand the Town's Harborwalk experience.

Paving improvements would also be necessary to maintain a strong visual identity for the Harborwalk. At the end of School Street, create a destination point to help activate the area and create a natural waterfront terminus for the extended Harborwalk. A pocket park with a unique identifying feature (gazebo, entry signage, public art, etc.) would provide pedestrians with a reason to travel east of Pleasant Street and increase the amount of activity and interest along the Harbor.

Public Boat Launch Site

Provide landscape and accessibility improvements to the green space adjacent to the Gary R. Brown Boat Ramp. Revitalizing this public amenity space would improve the disconnect between the Town's public boat launch and the rest of the Harbor, giving visitors a reason to experience every amenity the Project Site has to offer. Create a destination point at the water's edge by providing a wider, accessible path from Lewis Bay Road to the Harbor, with a more inviting walk along the waterfront. Replant the existing embankment with native, low maintenance coastal habitats to enliven the space and attract public interest. Provide additional seating opportunities along the water, such as benches and picnic tables to further activate the space.

Wayfinding Signage

Clear and cohesive wayfinding signage is needed where School Street and Lewis Bay Road intersect with South Street. Providing directional signage in these two key locations would better inform the public of the area's existing amenities along the Harbor. Wayfinding signage within this focus area should emphasize directing pedestrians and vehicles to the following locations: Steamship Authority, Public Boat Launch, Waterfront, and Harborwalk.



Hyannis Harbor MVP Resilience Plan

Constraints

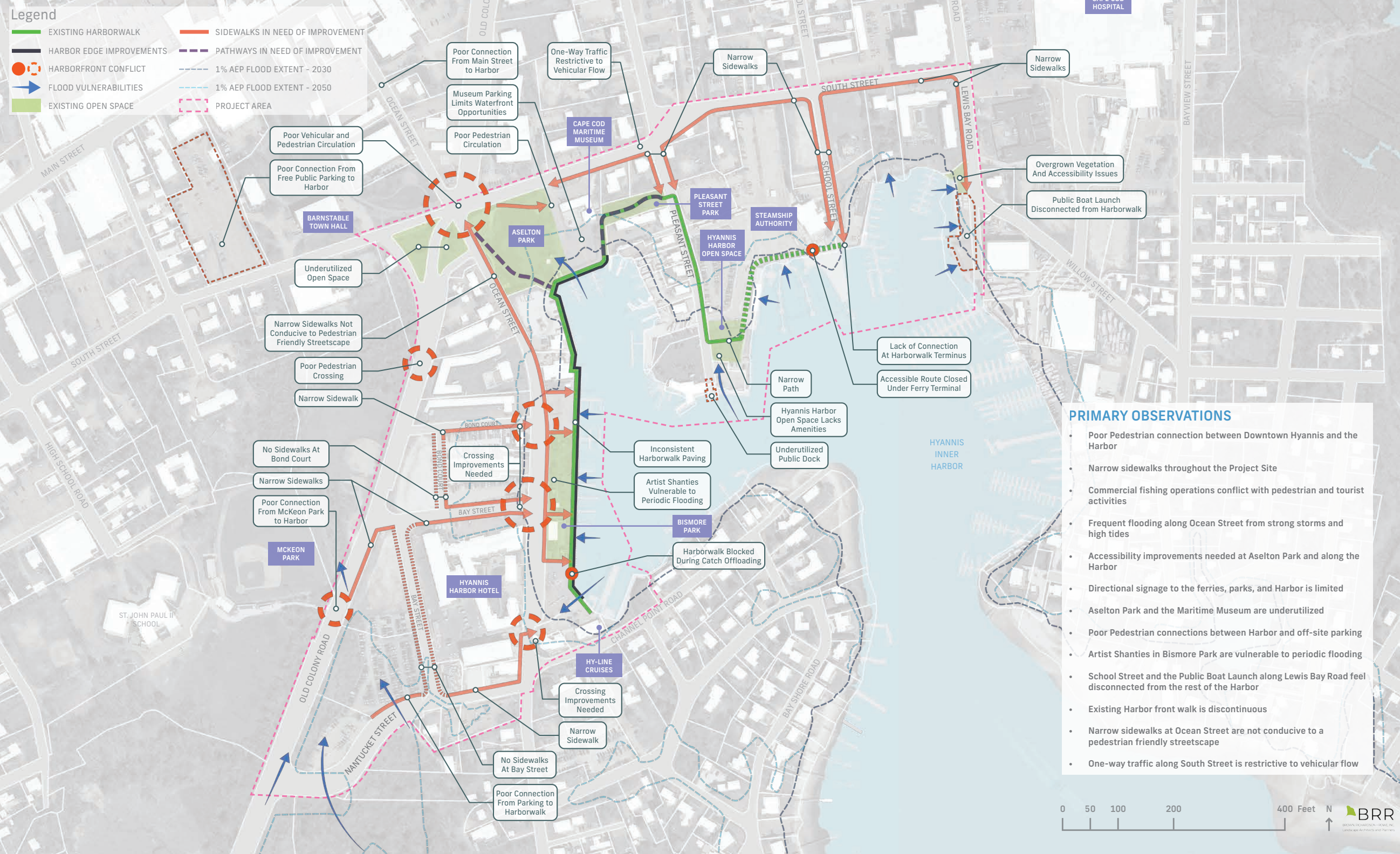


Figure 32: Hyannis Harbor MVP Resilience Plan: Constraints
 Source: MassGIS, 2024; BRR, 2024

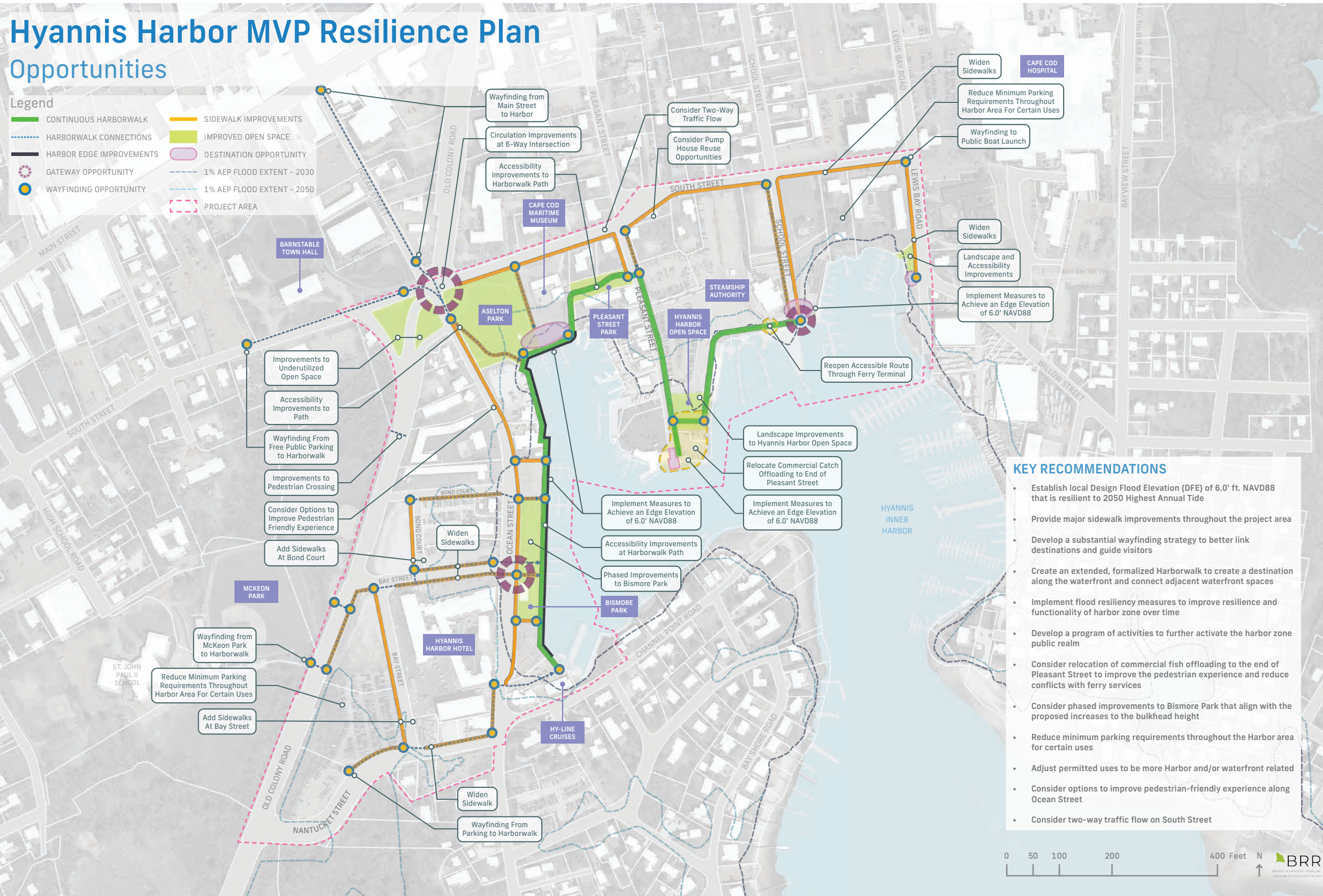


Hyannis Harbor MVP Resilience Plan

Opportunities

Legend

- CONTINUOUS HARBORWALK
- SIDEWALK IMPROVEMENTS
- - - HARBORWALK CONNECTIONS
- IMPROVED OPEN SPACE
- HARBOR EDGE IMPROVEMENTS
- DESTINATION OPPORTUNITY
- GATEWAY OPPORTUNITY
- - - 1% AEP FLOOD EXTENT - 2030
- - - 1% AEP FLOOD EXTENT - 2050
- WAYFINDING OPPORTUNITY
- - - PROJECT AREA



- ### KEY RECOMMENDATIONS
- Establish local Design Flood Elevation (DFE) of 6.0' ft. NAVD88 that is resilient to 2050 Highest Annual Tide
 - Provide major sidewalk improvements throughout the project area
 - Develop a substantial wayfinding strategy to better link destinations and guide visitors
 - Create an extended, formalized Harborwalk to create a destination along the waterfront and connect adjacent waterfront spaces
 - Implement flood resiliency measures to improve resilience and functionality of harbor zone over time
 - Develop a program of activities to further activate the harbor zone public realm
 - Consider relocation of commercial fish offloading to the end of Pleasant Street to improve the pedestrian experience and reduce conflicts with ferry services
 - Consider phased improvements to Bismore Park that align with the proposed increases to the bulkhead height
 - Reduce minimum parking requirements throughout the Harbor area for certain uses
 - Adjust permitted uses to be more Harbor and/or waterfront related
 - Consider options to improve pedestrian-friendly experience along Ocean Street
 - Consider two-way traffic flow on South Street

Figure 33: Hyannis Harbor MVP Resilience Plan: Opportunities
 Source: MassGIS, 2024; BRR, 2024

4.0 HARBOR ZONE MASTER PLAN

4.1 Purpose

The Harbor Zone Master Plan establishes a potential framework for the implementation of various Economic, Zoning, Resilience, and Land Use recommendations. Already a vibrant and inviting Harbor front, the Master Plan seeks to identify opportunities for improvement upon recognized existing constraints. Two immensely popular ferry services and a large commercial fishing fleet provide significant draw for visitors, residents, businesses, and workers, while a picturesque geography and active Harbor create an attractive destination. In recent years, the increased frequency and severity of coastal flooding events has brought renewed focus on the need to address the Harbor Zone's vulnerabilities and exposure to future storm events that will, in time, impact the ability for the Harbor's activities to successfully function. Therefore, as the Town works towards building a more resilient waterfront, developing a common Design Flood Elevation, agreed flood proofing goals, and implementable resilient stormwater approaches should be considered. With increased development pressures and aging public realm infrastructure, identifying a framework to guide future Harbor Zone improvements should be a priority.

4.2 Goals

This Master Plan suggests a series of public realm improvements based on the recommendations established in prior chapters of this MVP Plan. The intent of this Harbor Zone Master Plan is to provide an overall framework plan that can be used to guide future public realm projects that the Town may consider implementing over time. The following list identifies the overall Harbor Zone public realm recommendations:

- Implement Resiliency Improvements
- Establish a Program of Activities
- Develop a Continuous Harborwalk
- Implement Streetscape Improvements
- Renovate Public Open Spaces
- Provide Improved Public Sidewalks
- Develop a Common Wayfinding Strategy

The following sections discuss specific Master Plan recommendations for each Project Focus Area.

4.3 Aselton Park and Gateway Marina Focus Area

Pedestrian, bicyclist, and vehicular access to the Harbor from downtown Hyannis is filtered through the Six-Point intersection of South Street, Old Colony Road, and Ocean Street. While the physical access can be challenging due to one-way traffic patterns and indirect pedestrian crossings, this intersection provides an attractive vantage point to the Harbor when approaching from Main Street and Downtown Hyannis. This zone of the Harbor consists of all publicly-owned parcels and includes Aselton Park, the Maritime Museum, ancillary green spaces, and Gateway Marina.

The primary recommendations for this zone are as follows:

- Implement the proposed Six-Point intersection rotary redesign
- Convert all one-way streets into two-way streets
- Provide necessary sidewalk improvements
- Implement a comprehensive wayfinding strategy



- Renovate Aselton Park including the rear of the Maritime Museum
- Implement the proposed Gateway Marina bulkhead resiliency improvements and slip reconstruction project
- Activate the park and Harbor front spaces such as possibly relocating the Artist Shanties to this location
- Implement a continuous Harborwalk

This Master Plan envisions a number of improvements throughout this important focus area. A redesigned Aselton Park features a reimagined overlook, American Disability Association-compliant (ADA) accessible sidewalks and pathways, a permanent stage structure, defined planting edges, resilient planting and bioswales capable of handling inundation from major storm events, connections to Gateway Marina, and a reimagined Harborwalk. Additional amenities such as a playground or a splash pad could also be considered to help draw visitors and further activate the park. The Master Plan has identified the parking lot between the Maritime Museum and Gateway Marina as a potential location for the relocation of the Artist Shanties to provide a more resilient (i.e., higher floor elevation) home for the buildings and to help animate this underused space. A parking area has been retained to serve the Gateway Marina and the bulkhead height and Harborwalk elevation have been raised to an elevation of 6.0 ft NAVD88 or higher as per the Coastal Flood Recommendations. As part of a Harbor-wide Program of Activities, an expanded schedule of events, markets, and attractions can help create a draw to the waterfront. The raising of the bulkhead and increasing of ground elevation will provide an “elevation spine” intended to minimize the impact of coastal flooding. The Pleasant Street Park is retained, however it is recommended over time, the pathway is upgraded to meet new Harborwalk design guidelines.

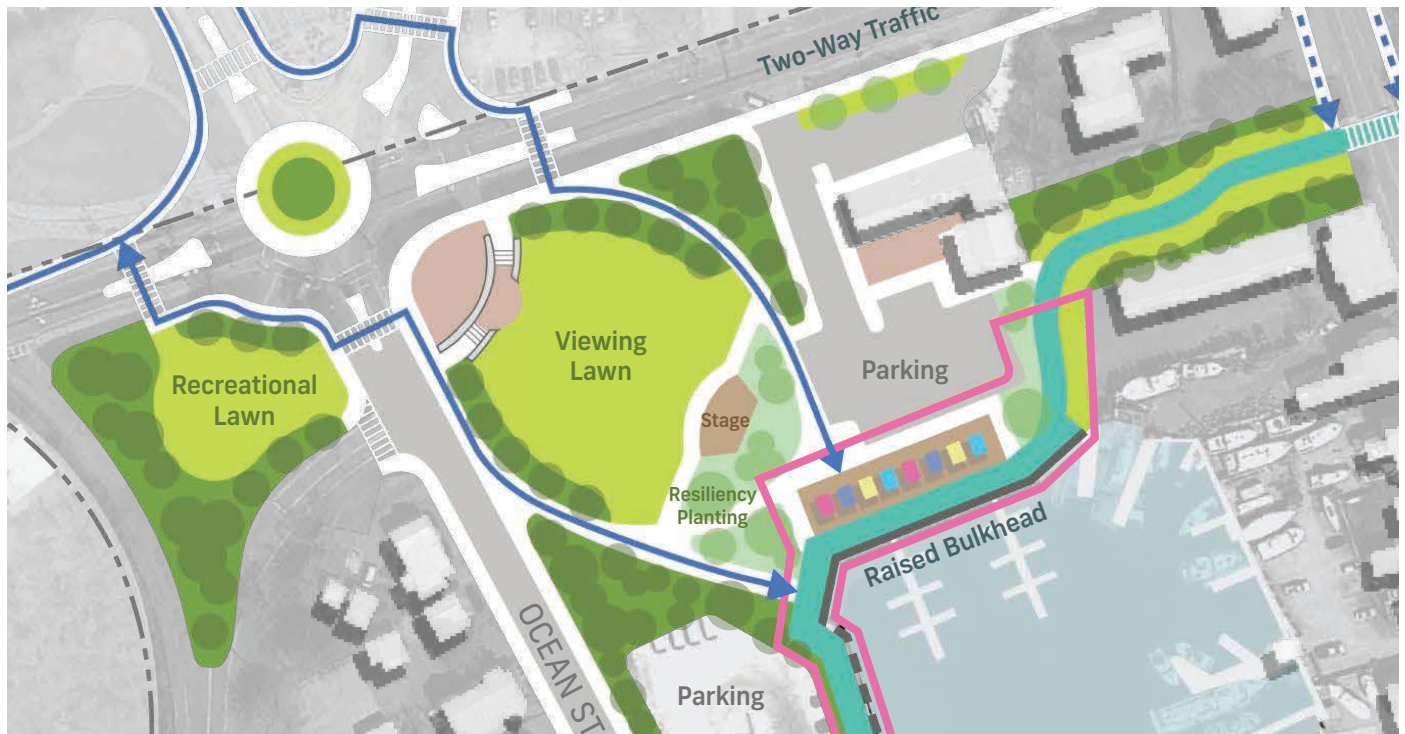


Figure 24: Project Focus Area: School Street and Lewis Bay Road
 Source: MassGIS, 2024; BRR, 2024

4.4 West of Ocean Street Focus Area

The predominant land uses of Hotels/Motels and parking lots define this area of the Harbor Zone. Many roads have insufficient sidewalks or have poorly defined separations between vehicular and pedestrian areas. Signage in this zone can at times be unclear or inconsistent. Many visitors to the Town park in the large parking lots on their way to and from the island ferries or other commercial waterfront activities. The south end of the zone is subject to flooding from both surges through the stormwater system as well as potential overland flooding pathways over Nantucket Street. All parcels in this zone are privately owned.

The primary recommendations for this zone are as follows:

- Provide ADA-compliant sidewalks and crosswalks
- Implement a comprehensive wayfinding strategy
- Consider improved crosswalks across Old Colony Road
- Consider constructing a parking garage(s) through a public/private partnership and increasing parking shuttles
- Implement coastal resilience strategies to address stormwater system surges and over-land flood pathways



Figure 9: Project Focus Area: West of Ocean Street
 Source: MassGIS, 2024; BRR, 2024

Improving the pedestrian experience and addressing coastal flooding impacts are the primary recommendations for the area west of Ocean Street. The Master plan identifies important streets to improve and suggests new street crossings to provide safer connections to McKeon Park and the St. John Paul II School. Raising the elevation of Nantucket Street combined with installing surge gates on the Nantucket Street culvert can help address near term coastal flooding impacts. This Master Plan does not propose a specific site for a potential parking garage, but supports the appropriate redevelopment of parcels and the consolidation of parking lots into a parking garage structure to improve the overall experience of the lands west of Ocean Street.

4.5 Waterfront Parcels Along Ocean Street Focus Area

Ocean Street and the parcels between the road and the Harbor, are some of the most active land parcels in the Harbor zone. The regular ferry service, commercial fish offloading, tourist foot and vehicle traffic, restaurants and shops, the Harbor walkway, and Bismore Park combine to create an inviting destination; however, the variety of uses and volume of people can also create conflict. Increasingly frequent flooding has begun to impact the ability to access waterfront parcels; however, the Town has already begun planning for resiliency improvements on town-owned land throughout this zone. This focus area consists of both publicly-owned and privately-owned parcels.

The primary recommendations for this zone are as follows:

- Implement planned resiliency improvements for the town-owned bulkhead and coordinate with private landowners to encourage installation of privately-owned bulkhead or resiliency improvements.
- Consider implementing recommendations to raise Ocean Street and Bismore Park to help address increased flooding
- Study opportunities to limit vehicle traffic and to partially pedestrianize a portion of Ocean Street
- Renovate Bismore Park
- Implement a continuous Harborwalk
- Provide ADA-compliant sidewalks and crosswalks
- Implement a comprehensive wayfinding strategy

This Master Plan envisions significant improvements thought this Harbor Zone including a raised Ocean Street with reduced lanes and activated streetscape, a redesigned and raised Bismore Park, a redesigned and raised Harborwalk, parking lot reconfigurations to improve access, new wayfinding improvements, and improved sidewalks, crosswalks, and driveway entrances. This Master Plan also assumes that commercial catch offloading is relocated to the end of Pleasant Street and that the Town implements the planned bulkhead improvements along Bismore Park. It is assumed that a redesign of Bismore Park will be further explored as part of the separate Bismore Park Master Plan effort currently underway. While this Master proposes significant modifications to this Harbor Zone, it is understood that not all of these improvements may be undertaken or that they may be implemented over time across different projects.

The increasingly regular flooding of Bismore Park, Ocean Street, and adjacent parcels suggests a need for the Town to explore the potential to invest in significant improvements throughout this zone. Building on past studies such as the Cape Cod Low-lying Roads Project, which identified Ocean Street as a top vulnerable road, this Master Plan suggests that the street be raised to an elevation of approximately 8.0 ft NAVD88. Additionally, this Master Plan assumes the proposals emerging from the current ongoing Bismore Park Master Plan and Inner Harbor bulkhead replacement projects will be implemented. While the Bismore Park Master Plan is still in its early stages, it is understood that a long term plan for the park will consider raising the typical park elevation, or at least raising a portion of the park to meet the future top of bulkhead elevation. There is thus an opportunity to think holistically about these two adjacent projects and envision a redesigned streetscape and park that addresses many of the constraints that are present in this part of the Harbor Zone.



If Ocean Street is raised, an additional consideration is to change the middle segment of the street (from Bond Street to the north end of the Town-owned parking lot adjacent to the Hy-Line Cruises) to a one-way street that runs southward. Space gained as part of this reconfiguration might allow for an expansion of Bismore Park westward. In evenings or during planned events, the Town may consider temporarily pedestrianizing the street for events or markets and to accommodate the heavy pedestrian flow that occurs here.

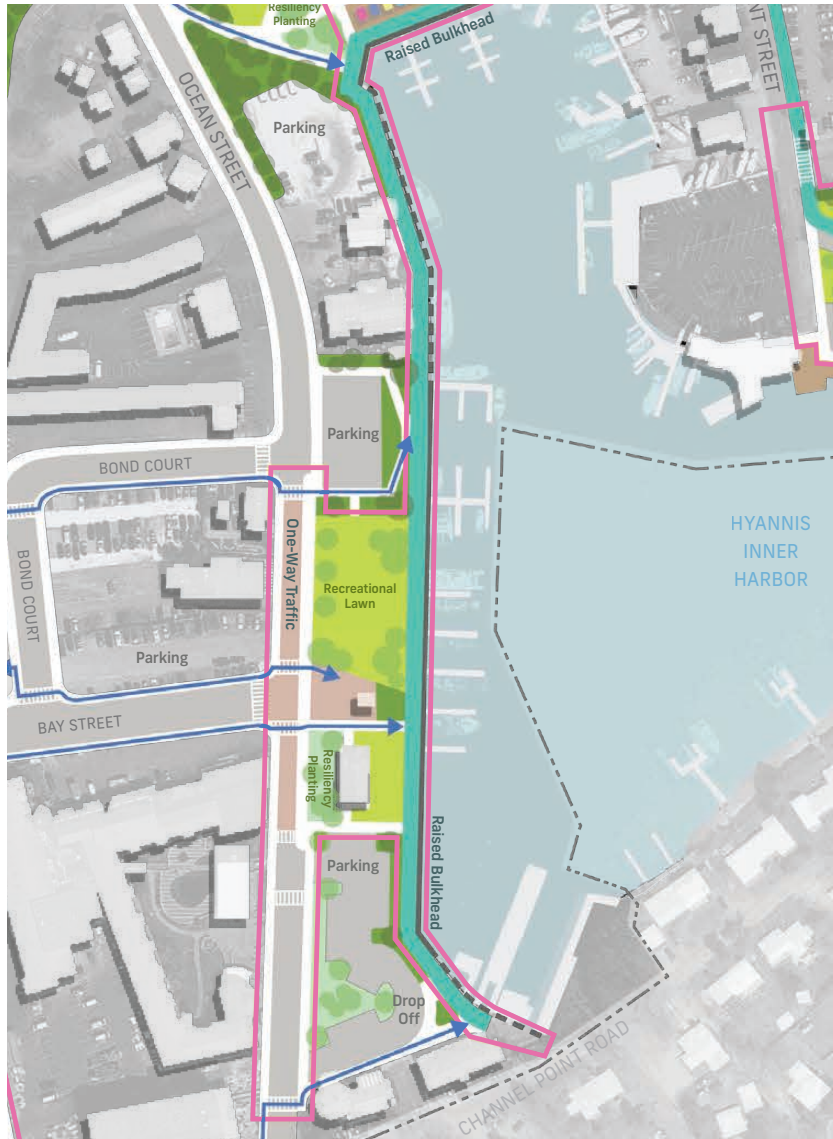


Figure 13: Project Focus Area: Waterfront Properties Along Ocean Street
Source: MassGIS, 2024; BRR, 2024

4.6 Pleasant Street Corridor Focus Area

Pleasant Street is a narrow public road connecting South Street to the Town-owned bulkhead and pier on the Harbor. Existing land uses on the west side of the road range from residential and motels, to commercial offices and commercial marina related businesses, to a waterfront restaurant. The eastern side of the street is dominated by the Steamship Authority parking lots and ferry terminal. At the south end of the street there is a publicly accessible open space (Hyannis Harbor Open Space) and a Town-owned parking lot and pier. The south end of the street is low lying and prone to increased coastal flooding. Though not formalized, the existing Harbor walkway extends from the end of the Pleasant Street Park down to the end of Pleasant Street and is distinguished by its red-colored sidewalk pavement.

The primary recommendations for this zone are as follows:

- Implement resiliency improvements to address the low lying road at the south end of Pleasant Street
- Consider the relocation of the Harbormaster's offices to the Town-owned former pump house
- Implement a continuous Harborwalk and expand the width of the sidewalk on Pleasant Street through negotiations with the Steamship Authority
- Raise and repair Town-owned bulkheads and revetments to improve resiliency
- Relocate the commercial fish catch offloading to the end of Pleasant Street including a redesigned fishing pier and commercial truck loading area with a potential direct-to-consumer seafood sales location.
- Coordinate with the Steamship Authority to extend the Harborwalk through to School Street
- Implement a comprehensive wayfinding strategy

A series of improvements are envisioned within the Pleasant Street Corridor focus area, including a raised roadway and parking area at the south end of Pleasant Street, a new commercial fish offloading area with direct-to-consumer seafood sales, a continuous and redesigned Harborwalk that safely connects Pleasant Street Park to the Commercial Fishing Pier and through the Steamship Authority to School Street. The Town could also consider relocating the Harbor Master's offices to a more resilient location in the renovated former pump house at 91 South Street. It is assumed that careful negotiations with the Steamship Authority will be necessary to gain agreement to permit the Harborwalk to formally extend through their site, given potential concerns related to conflicts with the ferry on-loading and offloading.





Figure 18: Project Focus Area: Pleasant Street Corridor
 Source: MassGIS, 2024; BRR, 2024

4.7 School Street and Lewis Bay Road Focus Area

This easterly focus area, is centered around two streets with different characters. School Street features a narrow right of way with access to the Steamship Authority, a private marina, and a pier with permitted public access. New multifamily developments are planned for the northerly end of School Street which will help provide a gateway to the Harbor. Lewis Bay Road provides access from the eastern edge of downtown Hyannis down to a series of private marinas that establish the eastern boundary of Hyannis Harbor as well connecting to residential neighborhoods. A short segment of Lewis Bay Road runs through the focus area and provides access to the Town-owned Gary R. Brown Boat Launch. Land uses in this focus area consist of marinas, private homes, multi-family residential, and a hotel.

The primary recommendations for this zone are as follows:

- Consider resiliency improvements to address the low lying road at the south end of School Street
- Provide a new destination point at the end of School Street that highlights the gateway into the expanded Harborwalk
- Improve sidewalks on School Street where feasible

- Consider accessibility improvements from Lewis bay Road down to the Town-owned bulkhead and Gary R. Brown Boat launch
- Provide improved seating areas and overlook at the boat launch parking lot
- Implement a comprehensive wayfinding strategy

This Master Pan envisions a new destination at the end of School Street that can act as a gateway to the expanded Harborwalk and to draw residents and visitors to the waterfront. A potential pocket park with seating, signage, new planting and possibly a shade structure or vertical element that draws interest can be provided at the confluence of the Steamship Authority site, private marina, and public pier. At the Gary R. Brown Boat Launch, potential renovations might include an expanded seating area and accessibility upgrades that will sensitively improve this passive recreation area.



Figure 24: Project Focus Area: School Street and Lewis Bay Road
Source: MassGIS, 2024; BRR, 2024

Hyannis Harbor MVP Resilience Plan

Master Planning Diagram

Legend

- PROJECT AREA
- HARBORWALK
- HARBORWALK CONNECTIONS
- ELEVATE GRADES TO 6.0 ft NAVD88 MIN. FOR RESILIENCY



Figure 32: Hyannis Harbor MVP Resilience Plan: Harbor Zone Master Plan
 Source: MassGIS, 2024; BRR, 2024

