

Submit Your Questions or Comments on the Rezoning Proposal Below	Name_First	Name_Last	Email
<p>Can you please address the Main St and Center St intersection - the lack of timed crossing signals is extremely dangerous and other improvement are also necessary. Consider installing a "walkway to the Harbor" similar to the new path on Sea St from the transportation center to the Hyannis harbor - wider path and lights similar to Sea St</p>	David	Anderson	andox2001@yahoo.com
<p>My compliments to the Town for a great product update on proposed Zoning changes. Not sure if it is too late to respond, but I do have one comment/observation. Under the "Draft Downtown Hyannis Zoning Amendment" document, Permitted Use matrix on page 5 for the Transportation Center (TC) column, it would be helpful to know how "overlays" (i.e. wellhead protection overlay) might impact the eligible Permitted uses or Special Permit required uses. The Permitted Use matrix appears to be silent on this overlay consideration. I believe the Town's current zoning regulations (section 240-24.1.9 Transportation Hub District) takes the WP Overlay into consideration when determining permitted or special permit required uses. It would be helpful to understand how the WP Overlay impacts all permitted and special permit required uses for the TC, but particularly interested in how it might impact the development of multi-unit housing. Thank you.</p>	Henry	Swiniarski	hswiniarski@capecodrta.org
<p>August 15, 2021 Am including below a Hyannis parking question exchange in hopes my question will be answered if I ask here rather than looking for an answer directly from Mr. Jenkins email, who I am sure is very busy. Maybe a staff person would help me? I am also again asking for all the questions, answers, and any comments submitted to this Q &amp; A public forum be posted so we can all learn from them. Thank you very much for taking the time to respond to citizen questions.</p> <p>August 4, 2021 Good Morning, Touching base to see when you or someone in your department would respond to my question. I looked for an answer under the forum section on your webpage to see if all the questions and comments and answers were posted there and see that hasn't been done yet. I'll continue to look there and regularly check my email.</p>			
<p>----- July 31, 2021 Thanks for your response. I've been reading up and think I understand many of the elements a developer considers around increasing density like reduced parking, setbacks, impervious surface area, etc. I appreciate you sharing your sources and I will have a look at those studies, but my questions were not about that kind of information. My first question: How does the proposal change the parking requirements? From what to what? And I understand a shared parking concept, but looking for how many spots less would I have every time my family and I tried to park our cars under your proposed Form Base Code vs. current zoning? My second question: Did the survey ask residents about reduced parking? I want to know if survey results indicated residents wanted reduced parking in exchange for more density?  I appreciate your time in responding to me and helping me understand. I'm looking forward to the upcoming public forum and to learning more about your proposal.  Please post this follow up and your reply for others to see. Thank you!</p> <p>Kris</p>			

<p>On Fri, Jul 30, 2021 at 4:10 PM Jenkins, Elizabeth wrote: Hello Kris, I am responding to the questions you posed about parking on the Downtown Hyannis rezoning website:</p> <p>The proposal says it will reduce required parking spaces for residential properties. How does the proposal change parking requirements - from what to what? Where did the proposal to reduce required parking spaces come from? Did residents ask for less parking for residents? Did the survey ask residents about reducing parking for residential properties?</p> <p>The proposal to reduce parking requirements for residential development in Downtown Hyannis came from a number of sources. The Downtown Hyannis Parking Study and Hyannis Growth Incentive Zone study, both produced with extensive community input, emphasize the importance of shared parking. When land uses with different parking demands share parking, it requires less land be dedicated to parking, which allows for more housing and less paved surfaces – both benefits to a vibrant downtown. These factors are especially important to consider when trying to encourage top-of-shop housing and small scale infill development. Reducing parking requirements for multi-family residential development is also consistent with the Commonwealth's Housing Choice efforts that seek to encourage new housing production. Not requiring more parking than is necessary contributes to the development of housing a sustainable densities, which also improves its affordability. Finally, it's worth noting the proposed parking requirements are minimums, not maximums. If a developer or property owner finds the addition of parking spaces beyond minimum requirements will make a unit more saleable, the code allows for this.</p> <p>Thank you for your question. If you have any other questions about the proposed zoning, please don't hesitate to reach out.</p> <p>Kind regards, Elizabeth -----</p> <p>Original question asked for through public on-line question and answer forum</p> <p>The proposal says it will reduce required parking spaces for residential properties. How does the proposal change parking requirements - from what to what? Where did the proposal to reduce required parking spaces come from? Did residents ask for less parking for residents? Did the survey ask residents about reducing parking for residential properties?</p>			
Can you please post the comments, questions and answers the public submitted?	Kris	Wolff	Sofie.momma@gmail.com
Could the Town please post all the Qs & As and comments to this forum as the Town said it would, above.	Kris	Wolff	Sofie.momma@gmail.com
Thanks so much.	Heather	Hunt	HeatherFHunt@gmail.com
The proposal indicates that the residential downtown area (yellow) can be Artist live/work. D an artist I am curious as to what exactly that means. Sorry if you already answered this during the presentation.	Carolyn	Ferrell	cfandbc@yahoo.com
The proposal says it will reduce required parking spaces for residential properties. How does the proposal change parking requirements - from what to what? Where did the proposal to reduce required parking spaces come from? Did residents ask for less parking for residents? Did the survey ask residents about reducing parking for residential properties?	Kris	Wolf	Sofie.momma@gmail.com
Does the Planning Department intend to duplicate this proposal in other villages? If so, has any Town Board or Commission discussed that intent, and when? Thank you for posting this question and your reply.	John	Crow	looney75@comcast.net
The Main Street retail district from cascade to seaport really needs to be mixed use zoning with commercial on the bottom floor and apartments above. Designated mixed use zoning is key to support the great round economy and a thriving walkable district. Hyannis Main Street bid	Elizabeth	Wurfbain	elizabeth@hyannismainstreet.com
The Planning Department talked about form-based zoning with the Economic Development Task Force over the last several years and asked it to be instrumental in bringing it forward. Several of the Task Force's Subcommittees - Housing and Parking Subcommittees for example - talked about these issues that are directly relevant to the proposal. Could you please post the minutes of those Housing and Parking Subcommittees' meetings so everyone can see their input? Please post information on how people can find those minutes here. Thank you.	Heather	Hunt	HeatherFHunt@gmail.com

<p>In connection with the Planning Department's "particular focus on residential and mixed-use development", by what mechanism will the proposal ensure that new residential development enabled by the proposed change is actually used for housing by residents - to truly address housing needs? To increase housing stock by allowing increased density, how will the Planning Department make sure new residential units are used as homes and not as Airbnbs? The same question applies for mixed-used development. For example, a former mixed use property in the Hyannis GIZ (business on floor one, with two top of shop year round housing units, is today three Airbnbs. The owners' conversion of the mixed use property to three Airbnbs was the economically rationale choice to maximize revenue.) How will this proposal ensure that new residences and residential portions of mixed-use properties enabled by the zoning change be used as year-round housing for our residents? Please post this question and the answer. Thank you.</p>	Heather	Hunt	HeatherFHunt@gmail.com
<p>I want to know how I will receive merchandise under the proposed plan if no loading is allowed within the sight of any sidewalk. There is no rear access at my property, the only access is from Main Street.</p>	Kathleen	Jeffries	kathyej@comcast.net
<p>What about target practice/shooting ranges/gun sales? is this an allowed use in DT Hyannis? Why aren't veterinary services allowed? Since you are attempting to create an 'urban' environment, where people rely less on cars and walk more, wouldn't it be nice if they can walk to a vet's office, since they probably own a dog, which is why they are waling in the first place....</p> <p>How come the height in the harbor district is only 3 stories. We already have a 4-story motel on Ocean St, which I believe was built by-right. Why only 3 stories going forward?</p>			
<p>B: 3 "Use Provisions": "Uses not identified are prohibited...does this mean there is no Regulatory Agreement opportunities? No Variances to be sought? If that is not true, then there should be an asterisk inserted after the word prohibited.</p> <p>240-24.1.8 D please specify what kind of outbuildings are permitted. Do these buildings serve an accessory use to the principle building or are they all principle uses. Garages and workshops/boat sheds/potting sheds, s/he sheds....?</p> <p>E 1. (a) What about North Street or Center St, or Louis St, or Stevens St or Sea St Extension?</p> <p>240-24.1.9-CCH There should be a provision included here that CCH may NOT clear more lots for parking, unless they will comply with planting of trees, inclusion of islands, etc. If no trees or islands then they need to cover lots w solar. OR encourage under-building parking for future development in this neighborhood, and raise the height allowance accordingly.</p> <p>240-24.1.10- HHD A 1. delete the words " and the presence of the" Lot width of 20' very narrow.</p> <p>Why only 2.5 stories? Right now there's a 4 story hotel by right. If you wish to make sure that the south side of South St doesn't go over 2.5 stories so as not to block view, then say so, but other areas could b higher. 90% of coverage is a lot here. 80% preferred. Multiple. principle buildings /lot...doesn't it depend on the intended uses of them? This is too permissive. They should either be accessory uses OR permitted with limitations.</p> <p>Specific Uses: I did not see cultural uses on this list.</p> <p>Table X Summary: why only the first three columns contain info?? what about the rest?</p>			