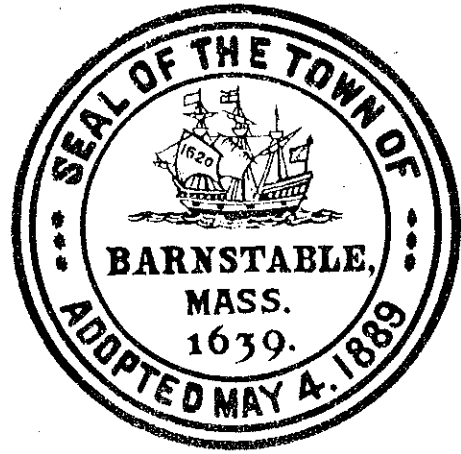


# TOWNSHIP OF BARNSTABLE



## 1962 PLAN SUMMARY

Barnstable  
West Barnstable  
Cotuit  
Marstons Mills  
Osterville  
Centerville  
Hyannisport  
Hyannis

**ATWOOD & BLACKWELL**  
PLANNERS - BOSTON

This 1962 Planning Summary Report and underlying studies were prepared for the Barnstable Planning Board and the Massachusetts Department of Commerce with federal aid through the Housing and Home Finance Agency under the urban planning assistance program Section 701, Title VII, Housing Act of 1954 as amended.

1856 MAP OF BARNSTABLE



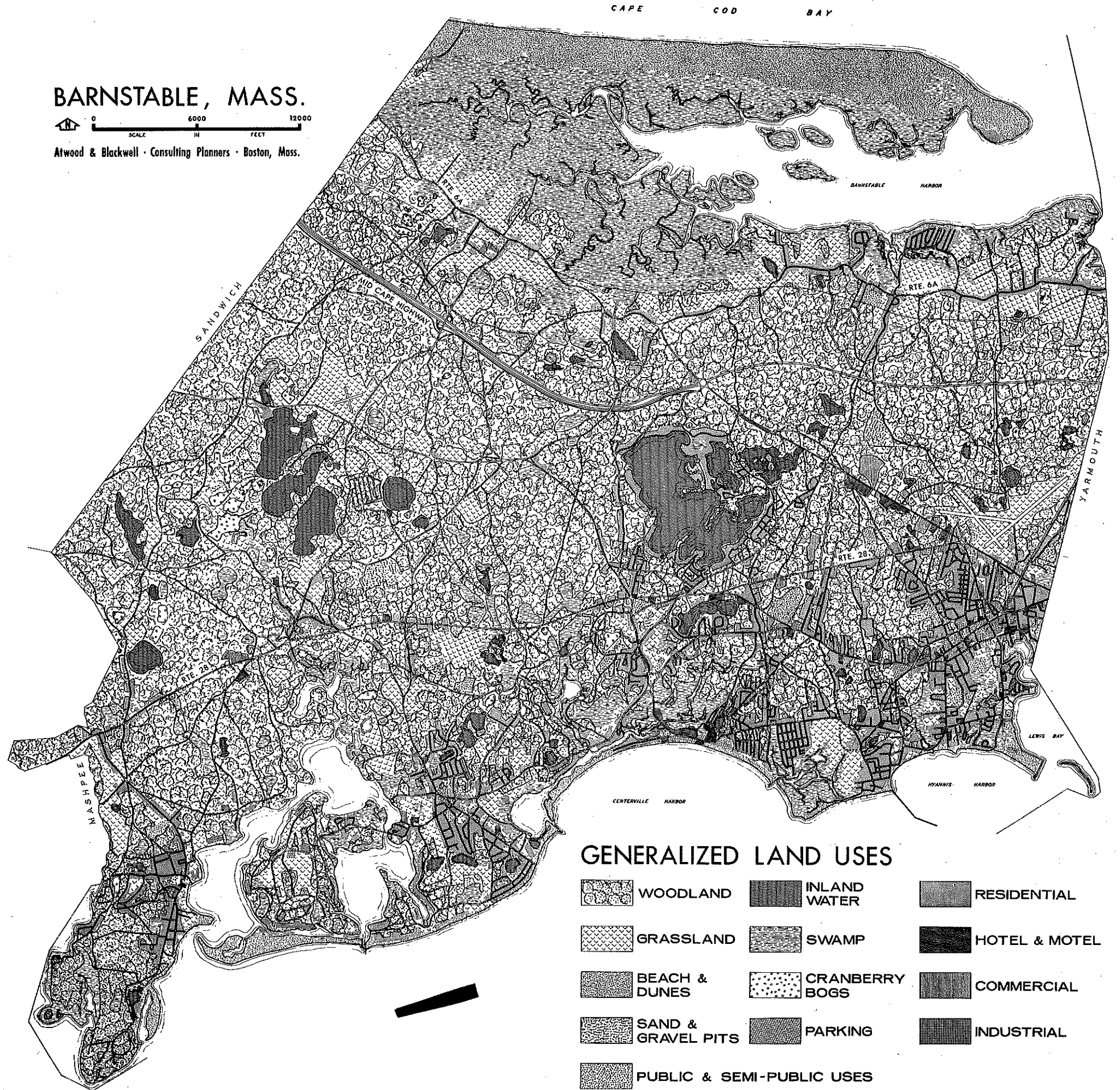
**BARNSTABLE EXISTING PATTERNS AND PUBLIC LANDS**

The face of Barnstable has changed considerably since the town ordered the "survey map" reproduced on the cover of this 1962 Summary Plan brochure. In 1856, Barnstable villages were working villages, supporting themselves by agriculture and the sea. The 1854 arrival of the Cape Cod Railroad had not yet brought the tourist industry to the Cape, but from the late 1800's onward, the Cape was not to be the same, at least in the summer-time.














Comparison of 1962 land use patterns with the century earlier map reveals how extensive the changes have been, particularly along the South Shore. While the hundred years of growth and change indicated by the old and new diagrams is startling, still greater changes are possible in future years. In the years since World War II alone, nearly 3400 new dwellings have been built in Barnstable. This represents over 45% of the dwellings assessed in 1960. With increasing leisure time and income, increasing national mobility, and the potential impact of Cape Cod National Seashore, an array of development pressures are being forced on Barnstable township unique in its history. Unless the town is willing to undertake a series of positive land use controlling actions, the following can be expected to occur within another generation:

Along the South Shore, a continuous pattern of residential development can be expected from Cotuit to Hyannis. Village identity will become submerged in a sea of new houses. On the North Shore, where colder water temperatures have slowed development in the past, growth can be expected to accelerate as the South Shore becomes fully built-up. In time, all of the lands along Route 6A not in public ownership, will become built up in continuous development. Inland Barnstable, still mainly woodland can also be expected to develop at an accelerated pace. Up to War II and after, vacation homes were built as near the water as possible. Now, wherever land is easily purchased, retirement and vacation homes are being constructed throughout all sections of the town. This trend will continue, section by section, until no part of the town remains truly country-side.

With these growth possibilities in mind, the most damaging and immediate impact upon the town will be on landscape and Cape Cod way-of-life values. The uniquely beautiful village and country side will slowly be replaced by an alien, characterless suburbia. Hunting and fishing will be damaged. Shellfish resources may well be damaged by over-development along bays and inlets. With formless, unplanned growth will come problems of schools, utility development, policy, and fire protection. Old town ways will have to be widened, to the detriment of landscape and land values. Complicating the problem will be the difficulty in determining the appropriate size and location of municipal facilities when ultimate population and growth patterns are unknown.



**GENERALIZED LAND USES**

-  WOODLAND
-  INLAND WATER
-  RESIDENTIAL
-  GRASSLAND
-  SWAMP
-  HOTEL & MOTEL
-  BEACH & DUNES
-  CRANBERRY BOGS
-  COMMERCIAL
-  SAND & GRAVEL PITS
-  PARKING
-  INDUSTRIAL
-  PUBLIC & SEMI-PUBLIC USES

## THE TOWNWIDE PLAN

The Town Plan on this page results from many considerations during the Barnstable studies. The planning Board stresses that the Plan Diagram is necessarily general; no community can plan its growth with the precision which lines on a map would seem to imply. New situations and factors always arise to change and shape community life as well as individual lives. The Plan therefore should be considered as a guide to later community zoning and municipal capital outlay actions, not as absolute dictum. By land use and circulation proposals, the Plan calls for:

### Residential Land Disposition

- Concentration of urban density homes, apartments and multi-family uses adjacent to Hyannis Downtown.
- Concentration of suburban density (min. 15,000 sq. foot lots) around the present village centers, in patterns which preserve spatial independence.
- Throughout inland Barnstable, development is proposed at country density, minimum 1 acre lot size to permit safe on-site sewage disposal, and on-site water supply wherever possible. Permitted density might well vary upwards from the one acre figure, particularly in the middle and western portions of the township.

### Commercial Land Disposition

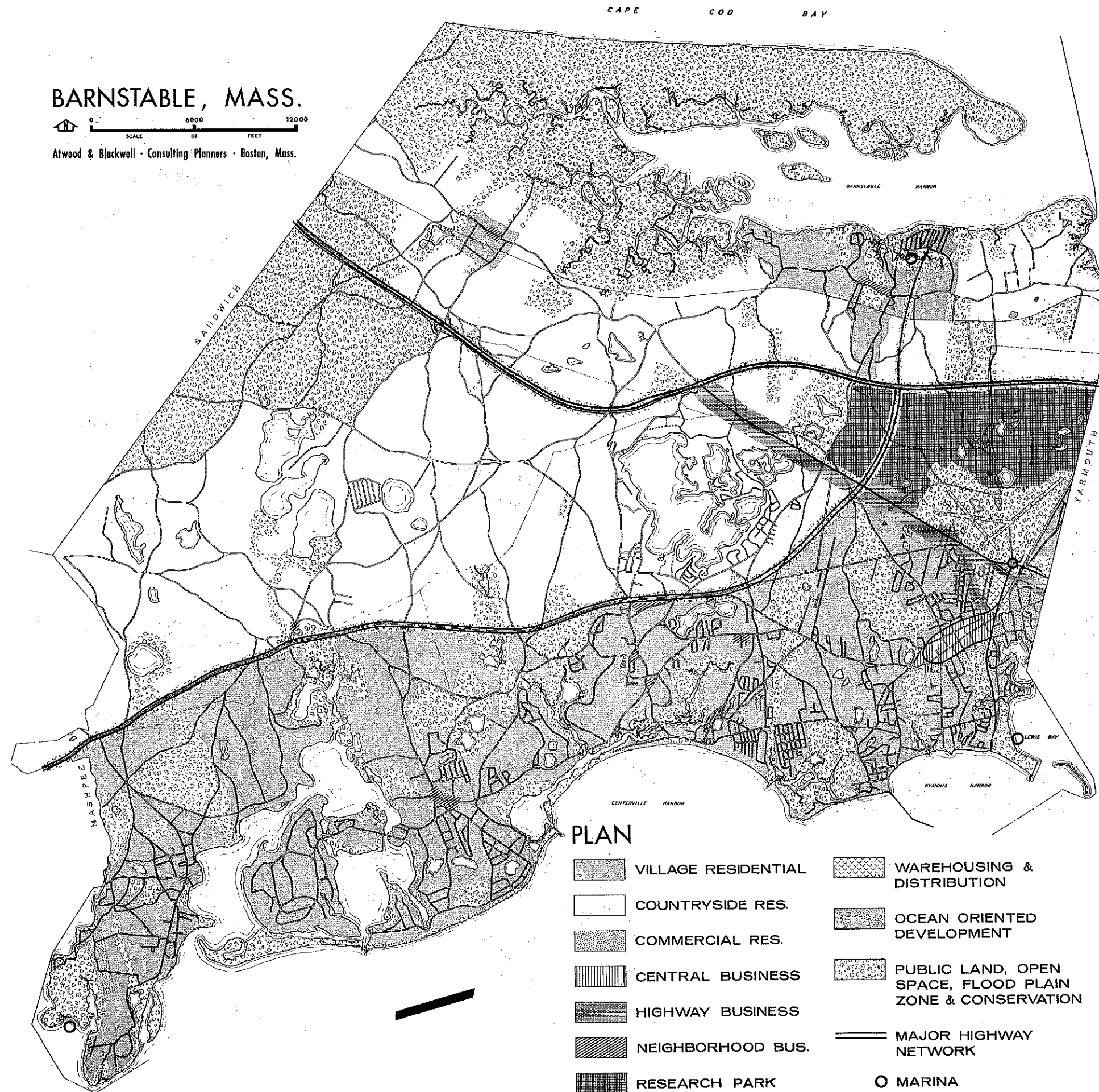
- Downtown, intensive commercial development permitted only in Hyannis on any large scale.
- Highway oriented commercial uses, generally non-competitive with Downtown, are proposed as located on the map. Highway uses would include motels, gas stations, restaurants, etc.
- Neighborhood Business uses are proposed as located. Such uses are neighborhood in scale, designed to serve neighborhood convenience needs, not to draw customers into the villages from the whole of Cape Cod.

**Research Park** - Proposed low land-coverage, high-calibre campus-type developments with intermixed conservation and water supply protection areas.

**Ocean Oriented Uses** - Permit controlled development of motels, restaurants, resort/recreation in conjunction with marina or beach facilities.

**Public Lands** - Lands reserved for village protection, flood plain protection, future school sites, municipal facilities, recreation and conservation.

**Circulation Proposals** - Set aside land now for eventual widening and relocation of portions of Route 28 and for eventual conversion to Parkway. This facility will tie together the individual South Shore villages, will carry through traffic around Hyannis, and open-up the research park lands for development. Tie new Hyannis traffic parkway into this facility and, with Yarmouth, work out arrangements for westerly Route 28 replacement. Develop new town street to North Shore villages of Barnstable and Cummaquid as shown. Provide some secondary streets improvements.



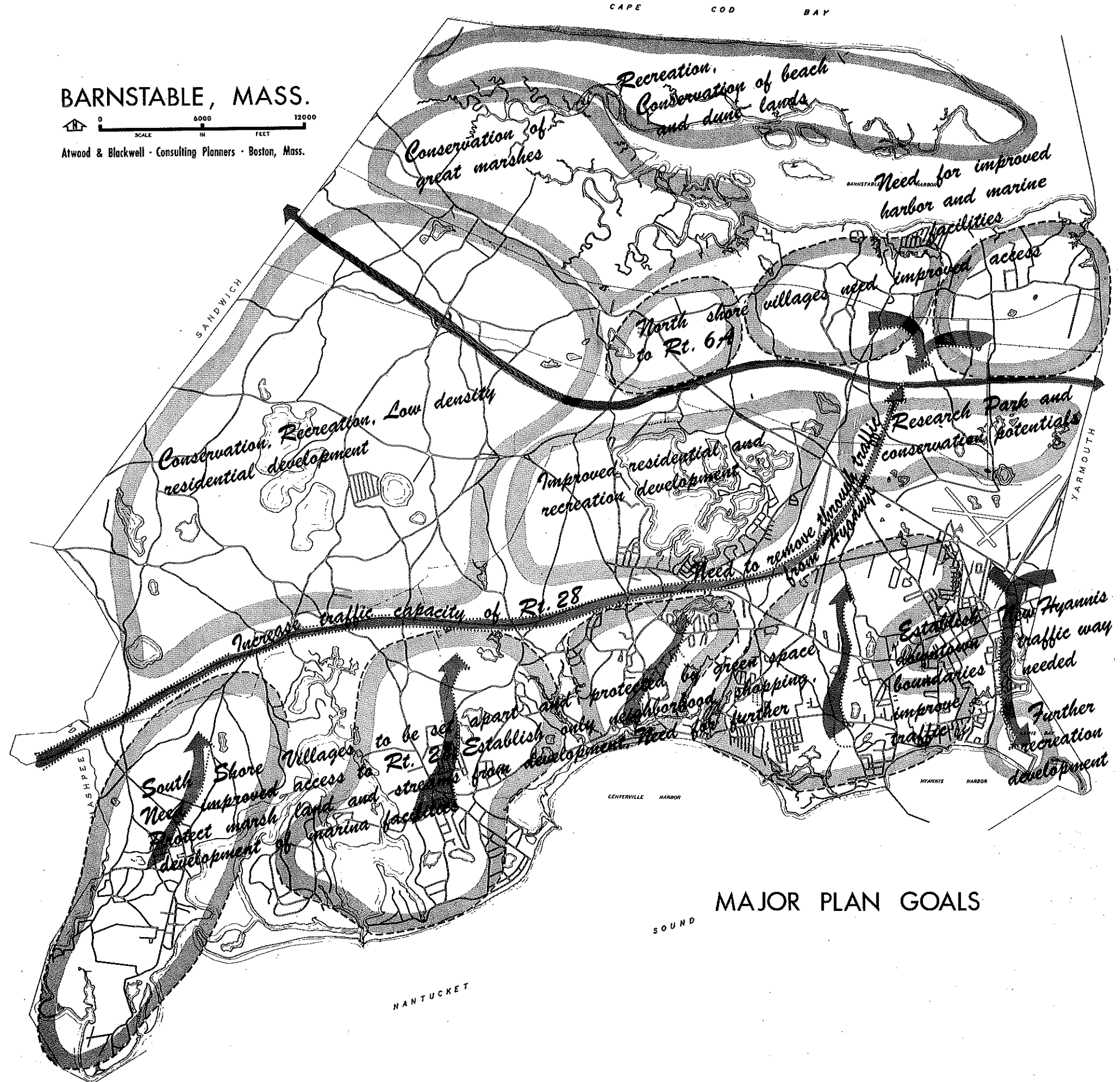
# BARNSTABLE, MASS.

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Atwood & Blackwell - Consulting Planners - Boston, Mass.

roads and parking areas be sited in such a way as to preserve the wild dune-land quality of the landscape. Beach buggies should not be allowed free run of the Neck for reasons of grass and dune protection.

- Beach, harbor, park and recreational functions, now administered by several groups should be consolidated into a single new town governmental department.
- Town Hall will shortly need enlargement. Depending in part upon possible resale value of the building and land, the planners recommended that the Town look toward development of a new Town Hall elsewhere with adequate land for future town office expansion as well as parking.
- The Cape Cod Community College will become an increasingly valuable regional asset from a cultural as well as educational standpoint. It could importantly assist in development of the proposed research park area, training technicians. As the only college on Cape Cod its cultural activities should fulfill a growing regional demand. Its site appears too small for the growing number of functions it can be expected to assume over the long range. The planners recommend that a new site be set aside elsewhere in town for future relocation and enlargement of the Community College.
- Barnstable highway service and police facilities appear appropriately located for long range function. Additional indoor space is needed at the Town Garage to house equipment now left outside through lack of space.
- Barnstable airport facilities are unequalled in Massachusetts considering community size. The airport will play an important role if the community decides to undertake a research park development. Major immediate facility need at the airport is for heated hanger space, particularly for maintenance operation.



MAJOR PLAN GOALS

To counter the unwelcome prospects outlined above, the Planning Board has been preparing a Master Plan for town consideration over the past year and a half.

This report summarizes the major problems and goals central to the Barnstable Town Plan. Copies of a fuller study report are available at the various town libraries.

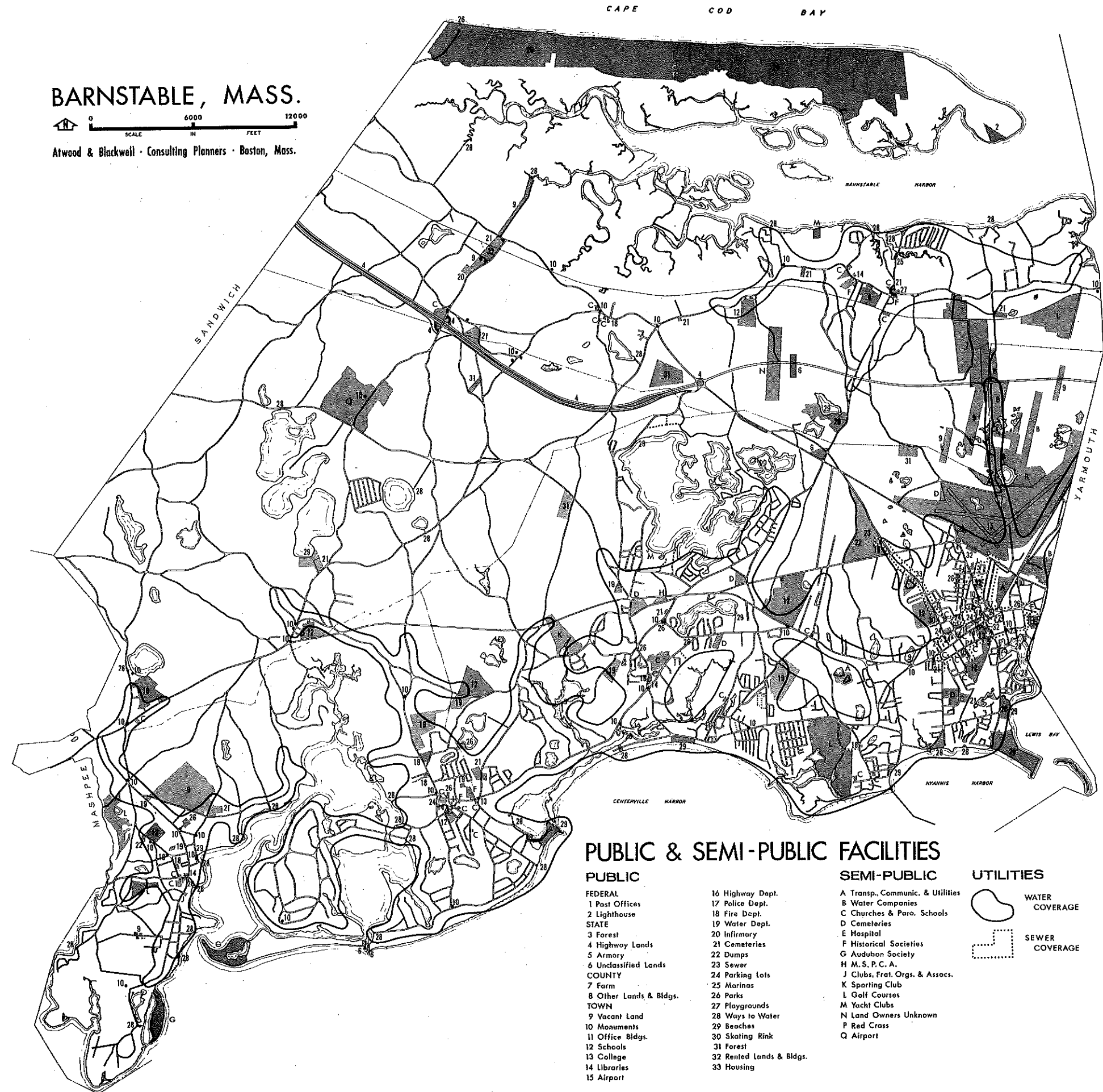
The town plan is frankly protectionistic. Sweeping changes are inevitable in the face of the growth pressures ahead, but the Planning Board believes that they can be accommodated within a framework which preserves those landscape features and village qualities which have drawn people to Barnstable in the past.

Through the land use controls and strategically located land acquisitions recommended in these pages, the town can meet the future while preserving its villages and landscape from overdevelopment and over exploitation.

The land use map indicates how development has already raced through many portions of the town. Throughout Hyannis, Centerville and Osterville, most of the old Town ways have become fully built up and new streets are pushing back into the countryside. While the villages still have some separateness, the traveler on inter-village streets is scarcely aware of any separation between one village and the next. Most of the ocean front has already gone to private development. Of the large inland fresh water bodies, only the Mystic Lakes have retained extensive undeveloped shore front.

Public and Semi-Public lands and facilities affect many physical qualities of community life. In Barnstable township (some 42,000 acres) there are some 3500 acres of such public and semi-public lands, but so located that they are inadequate to give shape and form to the villages or to provide for future recreational and open space needs. The public land patterns are discontinuous and spotty. More public lands are needed along both ocean shore front and inland waters.

Piped water is now available in about a quarter of the town. Sewerage facilities cover only a tiny portion of Hyannis. The degree to which these facilities will require future extension depends in large measure upon the decisions that the community reaches over the immediate years on land acquisition, land subdivision control, facilities placement, zoning standards, conservation controls and highways. The Planning Board recommendations with major underlying factors are reported in the pages that follow.



## PROBLEMS & OPPORTUNITIES

The diagram superimposed on the Barnstable map opposite sets forth the major goals called for by the Town Plan:

### Land Use

The Barnstable villages should be preserved and defined, one from another, not merely grow into one another as they have rapidly been doing. To accomplish this, open space must be preserved between villages. The Town can use flood plain zoning in locations where there are natural streams or estuaries, but a better solution would be outright town acquisition through purchase or gift of the needed areas. Although the open spaces preserved between the villages would function primarily to set the villages apart, they could be valuable for park, recreation and conservation purposes.

With the exception of Hyannis, the plan goal is to keep the villages residential and self-contained. This will mean restricting commercial development within the villages to mainly those commercial functions meeting neighborhood needs. No commercial activities serving Cape Cod regional needs should be introduced that disrupt village atmosphere. Over the next year the Planning Board will be developing a wholly new zoning ordinance reflecting these needs.

Barnstable requires more public land for recreation, conservation and future school sites. Although the community has extensive land in public ownership, its recreational demands are different than those encountered in the average community. Growing summertime recreational demand requires that the community acquire more land for future recreational development, particularly near the water. The planners recommend that additional land be acquired at Dead Neck, Rushy Marsh Pond, Sea Street Beach and Long Beach. Even though these areas may never be used for Beach purposes they should be acquired for conservation and open space.

Additional marina facilities are needed at Lewis Bay and at Barnstable Harbor. In time a marina might also be located at Poponneset Bay. The town should acquire land here while it is still vacant.

The Planners and the U.S. Fish and Wildlife service have recommended development of two conservation areas, one south of the MidCape highway near the Sandwich town line and the other around the ponds north of the Airport. For conservation purposes these two areas have the best combination of land and water characteristics in Barnstable. In addition, all of the great marshes should gradually be acquired for conservation.

Downtown Hyannis is presently the commercial and business center of Cape Cod, but its future prosperity will depend in large measure upon improved access, enlarged parking facilities and improved merchandising arrangement. No business areas directly competitive with Downtown Hyannis are proposed elsewhere in the community. However, certain locations, particularly on Iyanough Road could be developed for highway-oriented commercial purposes.

A research park north of the airport has been proposed by the planners. The town has few manufacturing potentials, but meets most of the locational criteria for research facilities. By reasons of climate, community facilities, community college, tax structure, way-of-life highway and air facilities, the town can expect high-grade tax-paying development in the area between mid-Cape highway and the airport if a solid community effort is put forth. In addition to helping the community economy, a research park would be of great assistance in providing employment for the many town young people who are educated in Barnstable but are forced to leave the Cape each year through lack of local job opportunities.

### Circulation

The primary factor complicating circulation planning is the need to provide year round highways which are only used to capacity during a few weeks in the summer. The rest of the year the network of old town streets, mid-Cape highway and Route 28 can accommodate town traffic with few exceptions.

The major circulation problems are concentrated in Hyannis. There is need to remove from Hyannis all through traffic not destined for Downtown. To accomplish this, it is proposed that Route 28 be widened and converted to a partially limited-access, double-barrelled parkway. The easterly portion of Route 28 would be relocated and extended to a new mid-Cape highway interchange between the existing interchanges at Iyanough Road and at Yarmouth Road.

No new highways are proposed between the individual Barnstable villages.

The planners recommend development of a major circulation network based on mid-Cape highway and improved Route 28. Access from the villages to these

two highways would be over existing streets, widened or improved but only where necessary. The intent is to further isolate the individual villages from disruptive influences by making them as self-contained and isolated as possible.

For Barnstable Village, a wholly new street to replace Phinney's Lane will be required. In Hyannis a new limited-access highway along the Old Colony right-of-way is needed to carry through traffic quickly through the business area.

Other major plan recommendations not reported in depth in this summary but included in the lengthy study report:

- Eventual consolidation of all water districts and companies. With the degree of growth contemplated, the town appears to need a single integrated water district providing town-wide water services instead of three water districts and a private water company. Town-wide water studies should be made to determine all potential sources of supply; these areas should be acquired by the consolidated district. New high-level, high capacity storage facilities, possibly on Shootflying Hill should be constructed to serve all of the township.
- Fire protection needs will require construction of two new fire stations in time. One is proposed for Marston's Mills to provide protection in the Mystic Lakes area. Another is proposed off Iyanough Road to provide additional protection for the Airport, the Research Park Area, and those areas of West Barnstable and Centerville now beyond three running-route miles from a fire station. The town should someday consider formation of a consolidated fire department to serve town-wide needs.
- Because of the increasing number of retired people living on the Cape, the small village quality throughout much of Barnstable, and the lack of indoor recreational and meeting facilities, the Town might well consider a recreational center for the community to serve the needs of all Barnstable age groups.
- An 18-hole public golf course in the Marston's Mills area could be constructed and sustained on a fee basis, the planners report. Similarly, tennis courts, open to the public are needed in many areas of the town and might also be operated on a self-sustaining fee basis.
- Sandy Neck facilities should be enlarged. However, large portions of Sandy Neck should be preserved for conservation and never developed for intensive recreation. The planners have recommended that future

## HYANNIS PROBLEMS

Hyannis is the year-round commercial and business center of Cape Cod; it importantly functions as a warehousing, distribution, transportation, multi-family residential, and regional recreation center. The Cape Cod community college has brought a higher education function. Protection and preservation — the goal for the other villages — is no longer possible in Hyannis. Its problems are urban, requiring urban-scale solution.

If Hyannis is to continue to prosper, traffic, parking, new shopping arrangements, and amenity must be introduced to keep downtown competitive. Equally important, the Hyannis non-shopping, urban uses need improved physical accommodation as well.

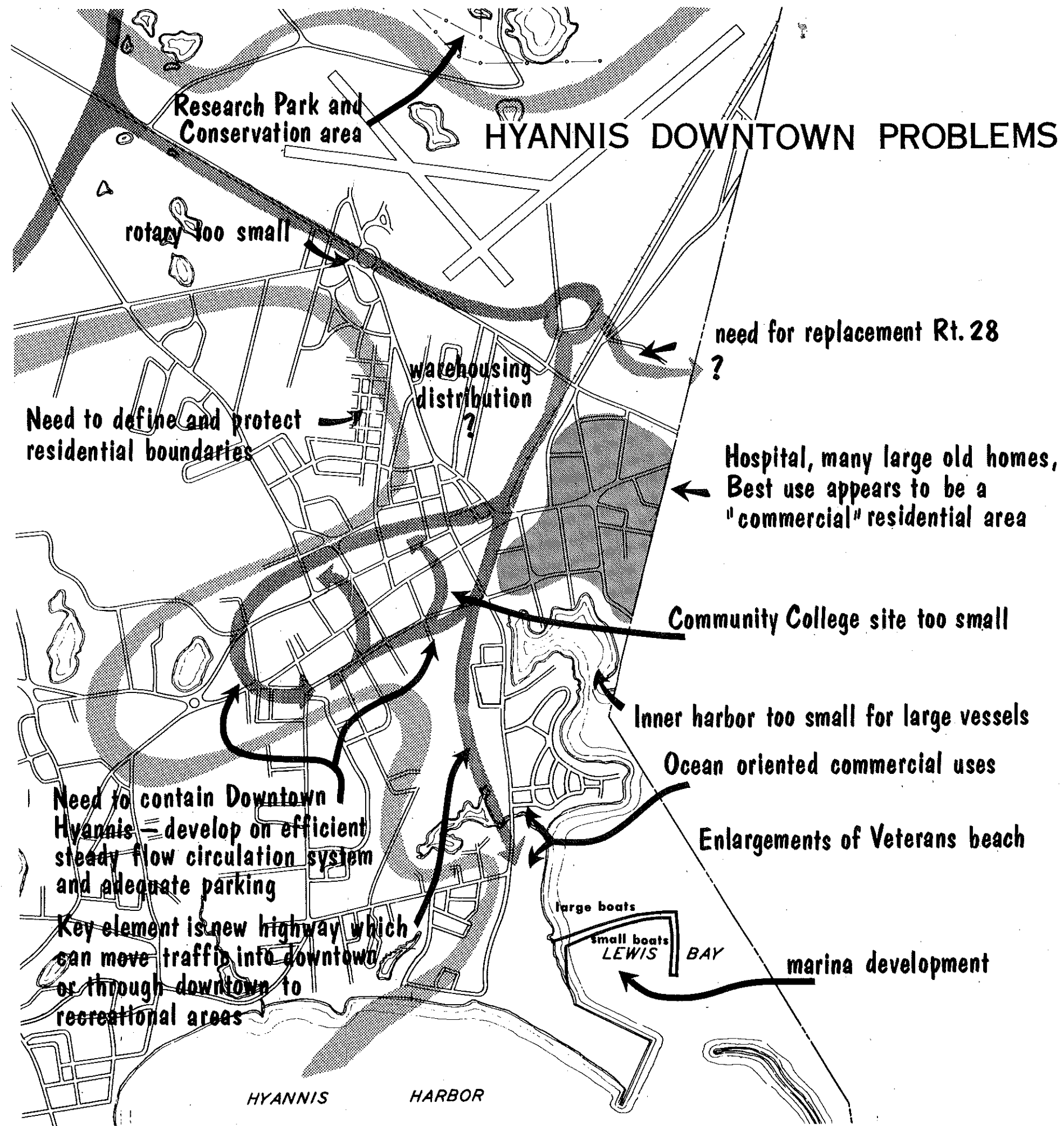
The major Hyannis planning problems in 1962 appear to be these: the recent boom has placed Hyannis in a state of land-use flux. Downtown has been expanding and redeveloping in all directions without planned goals. Shopping functions have not been set off from other land-uses, nor appropriately located for best overall merchandising relationships. Prosperity is making downtown Hyannis more chaotic as the scramble to construct new stores continues. There is need for an overall plan which integrates different store types, different land uses, different summertime and wintertime shopping space needs and differing transportation and parking requirements.

From a circulation standpoint, Hyannis is hampered by an old inefficient street pattern. All traffic entering and leaving downtown must do so over the same old streets which served the village when it was one-third its present size. Further complicating the problem, most through traffic, not destined for downtown, must mix with shopping or local traffic somewhere between the airport and South Street. The major circulation goal is twofold, 1) removal of through traffic from downtown and 2) provision for quick movement of shopping traffic in and out of downtown. A new high-capacity limited access parkway on Old Colony right-of-way appears to offer the only opportunity to accomplish these goals.

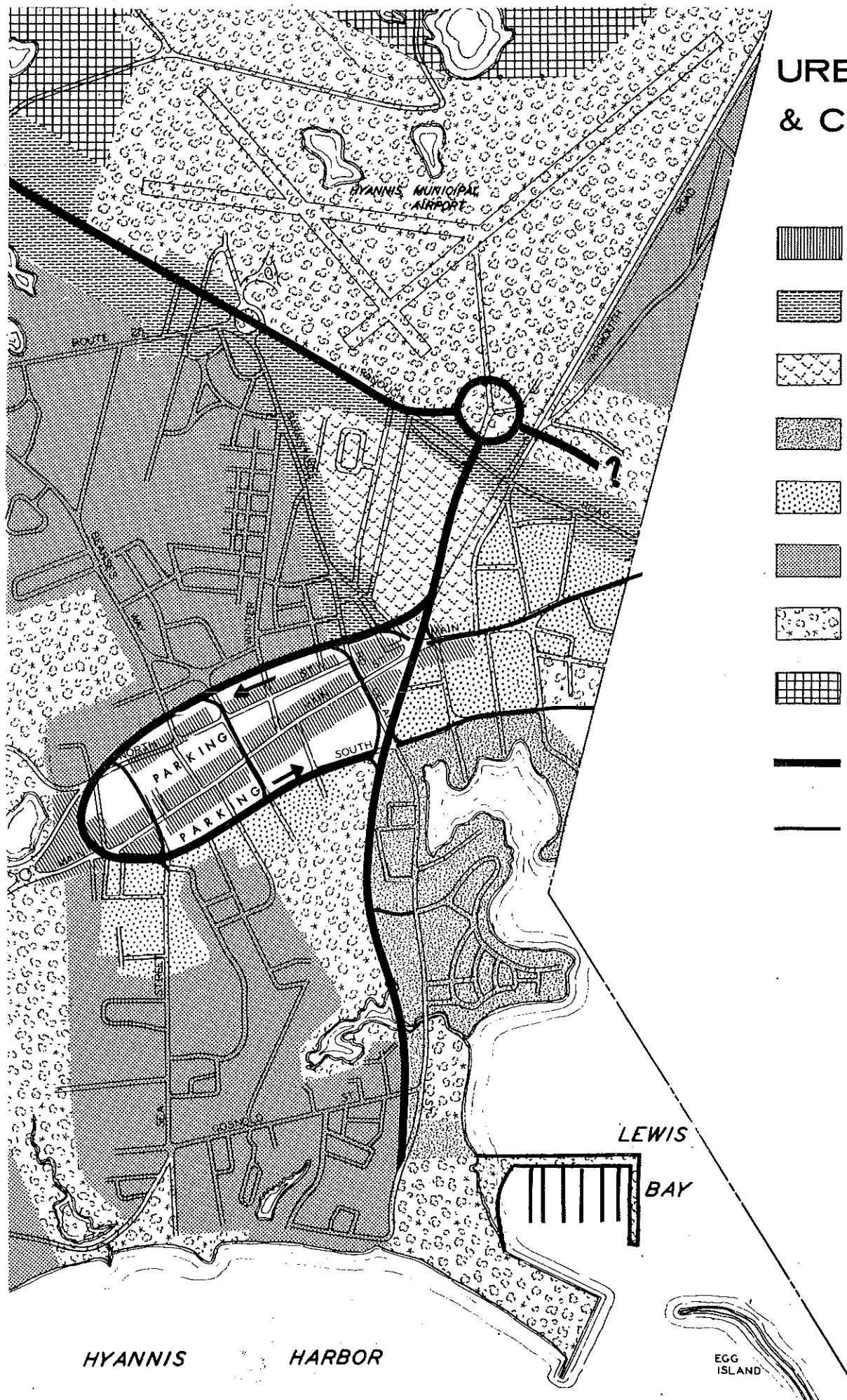
In addition to need for shopping area and overall circulation improvement, other problems are presented by growth and change. The inner harbor is too small to accommodate its growing recreational and transportation role. The community college site appears too small. A real question is raised concerning long term town office functions at present site. The fire station will eventually need replacement. The east end of Main Street is undergoing conversion pressures. Between Barnstable Road and the Old Colony tracks is an area of mixed land use appearing to have little long-range residential value because of traffic and other pressures.











## THE HYANNIS PLAN

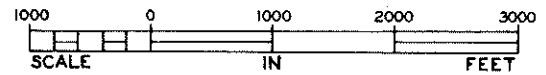
The recommended Hyannis plan shown here presents a structure within which downtown can prosper and grow without disrupting nearby residential uses or damaging the oceanside recreational potential of the Hyannis South Shore.



# URBAN HYANNIS LAND USE & CIRCULATION PLAN



-  DOWNTOWN COMMERCIAL
-  HIGHWAY COMMERCIAL
-  WAREHOUSING & DISTRIBUTION
-  OCEANSIDE USES
-  RESIDENTIAL COMMERCIAL
-  VILLAGE RESIDENTIAL
-  PUBLIC
-  RESEARCH PARK
-  PROPOSED PRIMARY STREETS
-  PROPOSED SECONDARY STREETS



The key element of this downtown plan is the parkway proposed along the former Old Colony R.R. right-of-way. This facility serves three purposes: 1) rapid movement of traffic into the downtown shopping area; 2) quick passage of traffic destined for south shore Hyannis beaches without disrupting shopping patterns; 3) establishment of land use boundaries.

From this major circulation spine a one-way perimeter loop is proposed to encircle and define downtown. The loop is composed of a new landscaped parkway on the north side, as shown, to establish a solid boundary marking the separation of commercial and residential use. The southern portion of the loop street uses a widened South Street.

Within the major downtown loop are cross streets to provide needed internal circulation. Eventually portions of Main Street could be closed to allow free pedestrian movement, particularly in the summertime.

Parking lots (to hold some 3500 cars) are proposed as diagrammed. The intent is to create a shopping center configuration which uses the stores on the north side of Main Street as one merchandising axis and stores on the north side of North Street as the other axis. Between landscaped parking lots are proposed, with pedestrian walkways connecting the two store areas. A division of downtown is proposed with year round uses concentrated easterly of the present Zayre, W. T. Grant and Stop & Shop complex. The west end is recommended for redevelopment as a bright, gay, pedestrian-oriented summertime shopping complex.

The area between Barnstable Road and the Old Colony Railroad is proposed for warehousing and commercial use because of its proximity and access to the proposed Hyannis major circulation improvement.

The east-end and certain other areas close by downtown are proposed for residential development of a commercial nature, that is for apartments, motels, nursing homes, hotels and professional offices. Off-street parking provisions and appropriate controls to govern conversion of large old dwellings into smaller units are needed.

Subject to engineering review, a marina is proposed just north of Kalmus Park. Large vessels would operate from here, freeing the inner harbor for small craft. This locus appears to be one of the few Town of Barnstable locations where traffic ways can be developed to accommodate large-scale, intensive resort and recreational uses. Also such uses are proposed easterly of the new Hyannis parkway from Kalmus Park northerly to the head of Lewis Bay. Public park recreational and parking uses are also proposed along the new Hyannis parkway as shown on the plan diagram. The exact location and extent of such uses are subject to town action on the plan proposals.

## BARNSTABLE PLANNING BOARD

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- Elizabeth W. Mellen, Secretary
- Richard S. Gallagher
- Robert F. Hayden
- Frank H. Hinkley Jr.
- John S. Lebel
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