

## Barnstable Village



### Introduction

Barnstable Village is the oldest of the town's villages and the second oldest area of the Cape to be settled by the Europeans. Settlements first developed along the shore and the Old Kings Highway. The sheltered waters of the Harbor became the center for a vigorous maritime trade which reached its zenith in the mid-19th Century when clipper ships sailed from the village to the North-west and the Orient. This maritime trade brought great wealth to Barnstable Village. Sea Captains built great houses along the Old Kings Highway and side roads leading to the Harbor. These houses and the historic landscapes remain largely intact to day, thanks to vigorous preservation efforts.

Barnstable Village is quintessential Cape Cod. The historic landscapes and views are closely tied with the identity of the Town

and County. They are the foundation of the tourist economy and the perception of the town as a desirable place to live.

Recommendations are made for improvements to the Harbor and to maintain the scenic and historic character of the Old Kings Highway corridor. South of Route 6, the issues of development are town-wide in scope but potentially impact the village in two respects: traffic and water supply. The density and type of development south of Rt. 6 must be evaluated for impact on the water supply to both Barnstable Village and Hyannis, and upon traffic along the Old Kings Highway and connecting roads.

### Section 1 Land Use

#### **Village Character**

##### **Physical landscape**

Barnstable Village landscapes include all three of the principal landforms found in the town. Within the Industrial Zone adjacent to Hyannis, glacial outwash plains of coarse sand and gravel soils form a gently rolling landscape with scrub oak and pines. Shallow coastal plain ponds can be found throughout the area. There are no streams, the soils are too porous. This area forms one of the most productive aquifers in the town. Most of the water supplies for Barnstable Village and Hyannis come from this area. Northwards, the land rises to knob-like hills of the moraine which runs along the backbone of the Cape. Soils in this area are finer and very mixed. On the north side of the moraine there are small, steep-sided kettle ponds which are drained by streams leading to the Harbor.

Along the Old Kings Highway and the shore, the land is low lying with heavy, water-retentive soils, including clays, peats, and marsh deposits. The shoreline is indented with small creeks and bordered by marshes extending to extensive tidal flats. These flats are productive shellfish habitats. Rights of way to the water must be identified and preserved.

The soils along the shore are poorly drained and pose difficulties for disposal of septic effluent and paved surface run-off. Five locations have been identified through the coastal health program in need of septic system remediation.

**Areas of Critical Concern Due to Wastewater/Septic System Problems:**

- Sandy Neck Cottage Area
- Cape Cod Village Condominiums and Otter Lane
- Route 6A Area
- Yacht Club Driveway
- Thornton Drive

(Source: Dale Saad, Coastal Health Coordinator, Wastewater Facilities Plan, in progress  
Recommendations for alternative wastewater treatment will be developed through the Wastewater Management Plan being developed for the town, under the direction of the DPW. Both off-site and on-site systems will be considered.)

At Maraspin Creek and the Yacht Club Driveway, road run-off is causing contamination of coastal waters.

Contamination from road-run-of is being addressed through the Coastal Health coordinator, Health Department, in conjunction with the Engineering Division. Contamination from on-site septic systems needs to be addressed as part of the town-wide Nitrate Management programs

**Vegetation**

As in most areas of the Cape, the predominant upland vegetation is scrub pine and oak with the greatest diversity of vegetation found along the northern lowlands. Trees in this village are larger and more mature in appearance, due to better soils. Beeches, maples and buttonwoods thrive in the rich soils along the Old Kings Highway. Exotic species are common; sea captains brought home

specimens from the Far East. Landscaping styles tend to be more formal with large mature trees and ground covers in front of historic homes, in contrast to the more rural, farm landscapes of West Barnstable.

Along the shores of estuaries, phragmites is invading bordering wetlands and must be controlled, and solutions sought for the elimination of this invasive species.

**History**

Indian settlements were located along the shores of Barnstable Harbor, close to freshwater streams. The Harbor flats provided an abundant source of shellfish. Inland settlements also occurred along the margins of ponds.

Barnstable Village was settled by the Europeans in 1639 after the settlement of Sandwich in 1638 and Plymouth in 1620. It is the oldest of the town's villages. The first European settlements were located along Route 6A, which was originally an Indian trail along the edge of the marshes and shore. The early communities prospered as farming settlements. The water retentive clay soils of the northern shore line provided fertile lands for the early farmers, unlike the droughty, poor soils of the southern outwash plains which remained largely unsettled until the 19th century. The marshes provided salt marsh hay for cattle fodder without the need to clear land, and tidal flats were an abundant source of shellfish. Inland, forests provided timber. Later, the sheltered waters of Barnstable Harbor became a major factor in the growth of the village as a port and maritime trade center.

The sheltered waters of Barnstable Harbor provided moorings for small ships which traded with north shore ports, particularly Boston. Narrow roads from Route 6A led to piers at the waters edge. Rendezvous Lane, Millway, Freezer Road were all access roads to the Harbor. A lively coastal trade was established with the other north shore ports especially Boston. Goods were unloaded in

Barnstable Village and taken overland to ports in Hyannis, Centerville and Cotuit. Here they were loaded on to packets trading with ports to the south, to New York, Philadelphia, and Baltimore. The journey around the Cape was too treacherous for small coastal ships.

Barnstable Village's greatest fame lies in its deep-water sailors and captains, who brought great wealth to the village. By the 1700s, trading was established with the Northwest for furs, and then to Far East for silks, spices, tea and porcelain. The era of the great clipper ships was the heyday of the maritime industry for Barnstable Village; many of the Cape Cod deep-water sailors came from this village. Great houses of the 18th and early 19th Century were built along Route 6A and little side roads leading to the Harbor, with the profits of trading. Later, the village did not participate in the economic booms of the 20th Century, as did Hyannis, which has resulted in loss of so much of the historic character of this village.

Barnstable Village's historic resources remain largely intact and highly valued. Housing prices in this village are the highest of all the villages, and the median house price is the highest on the Cape; it is one of the most desirable residential communities. Its historic resources are also the foundation of the tourism economy. The Old Kings Highway is known nationally for its historic houses, scenic landscapes and views.

The early growth of the community was further enhanced by the designation of the village as the County center in 1686. Barnstable Village in the Town of Barnstable and the County of Barnstable is an historic administrative center. The village is fortunate in retention of these court, jail and administrative functions that have contributed to a vigorous village commercial center.

Today seven distinct historic areas can be distinguished along Route 6A:

1. **Village Center, Rendezvous Lane to Hyannis Road and Millway.** Within this area, four Court Houses have been constructed along the Old Kings Highway: at Pine Lane in 1686; at Rendezvous Lane in 1774; and in 1831 the first part of what is now the Superior Court was constructed. In 1971, the First District Court House was constructed. Public Houses sprang up around the courthouses, and general businesses associated with the maritime industry became established in this area. Despite the busy commercial nature of the village today, the buildings have largely retained their historic character.
2. **Hyannis Road.** In the Hyannis Road area, houses were built by local businessmen and craftsmen. The style and size of buildings reflects the wealth of the area. Mid-19th century houses, and Georgian styles predominate, and Cape Cod vernacular.
3. **Millway.** This is one of several Harbor areas. Here shipyards, ships chandlers and other maritime businesses were established. Smaller homes line the roadways to the Harbor including full Capes.
4. **Pond Village between Scudder Lane and the West Barnstable line, Hinckleys Pond.** This is one of the earliest settled parts of the village. Here the Old Kings Highway swings close to the marshes, which provided fodder for cattle and thatch for roofs. Some of the oldest buildings in the village can be found in this area. Building age ranges from the 18th Century to the 20th Century. In 2005, the Cape Cod Commission accepted a nomination of this area as a District of Critical Planning Concern to permit the town time to develop means of protecting the natural and historic resources of this area.
5. **Cummaquid:** Because of rich soils, Cummaquid developed as a farming community. Later, the inhabitants became involved in business and the maritime industry. Today large open fields and farms can still be found. These soils do not "perk", which has curtailed development. Buildings date from the 17th Century. There are saltboxes, and some of the earliest remaining colonial

houses in the village. Sea Captains houses line the Old Kings Highway reflecting the wealth of their former occupants.

- 6. **Dimmocks Great Lot** was granted to one of the first settlers of the town, Thomas Dimmock. Farmers and sea captains built houses in the area, and trades and crafts developed. There are a multitude of building styles including 1/2 high colonial style buildings, Cape styles and some very good examples of half Capes.
- 7. **Cobbs Hill.** Cobbs Hill was one of two areas settled in 1639 (the other was Pond Village). This area formed one of the early centers of the village. The meetinghouse was built in 1717; next to it is the Cobbs Hill Cemetery where names of early settlers can still be read on tombstones. In the 19th Century three halls were built, the Masonic Hall, Union Hall and the Agricultural Hall, and two schools. The red brick Custom House, now the Trayser Museum, was for a century the headquarters of the customs district. Vessels were registered, documented and all maritime business was conducted from this building.

(Sources: Files of Historical Commission: \* Information provided by Patricia Anderson, Former Director, Department of Historic Preservation, Town of Barnstable)

**Population And Housing**

(Data from the 1990 Census)

**Total Population**

The total population of the Barnstable Village CDP is 2,790 (1990 US Census). The CDP district is located north of the Mid-Cape Highway, east of Route 132.

**Age**

The residents of Barnstable Village CDP are older than the town as a whole. The median age is 43 years, only Osterville residents have a higher median age. For comparison, the town-wide figure is 38 years. 22% of residents are over 65%, the third highest percentage in the town, only Centerville and Osterville have higher percentages of elderly. 18% of the population are children 3 years and older enrolled in school, the lowest percentage in town. The residents are

highly educated, 39% have bachelors degrees, the highest percentage in town.

**Households**

The average household size is 2.4, the same as the town-wide average, and the average family size is 2.83, similar to the town-wide average. Only 7% of households are headed by women, the lowest percentage in town.

**Employment**

54% of the residents are in the work force, the same percentage as Osterville; this is the lowest percentage in town. This statistic is probably a reflection of both the age and relative wealth of residents.

**Residential Development**

**Residential Buildout**

With the extension of two acre zoning to five out seven of the town's villages, development pressures have increased in this village, which still has substantial developable acreage. Undeveloped lands include large tracts of land in old estates, along Route 6A, and the bay shore. Many historic houses are located on large lots in excess of two acres and therefore subdividable. Some of the old wood lots along the Mid-Cape Highway remain to be developed. Elsewhere there are developable lots in subdivisions.

**Developable acreage:**

Developable acres on developed lots, 2 acres and greater	482 acres
Vacant lands .....	345 acres

**Total developable acreage: ..... 827 acres**  
(Analysis of Assessors data, J. Etsten, Planning Division 2004)

In order to protect both natural resources and historic, scenic landscapes, residents expressed a strong desire to extend the increased lot size of two acres, to portions of Barnstable Village. Of immediate concern are the larger lots found along Rt. 6A, north to the harbor. This is the area of the greatest concentration of historic buildings, and the area of impervious soils where run-off can affect water quality in Barnstable Harbor, especially the adjacent flats and

shellfish beds. A lot size increase should be promptly implemented before land division and development precludes this action.

### **Mansionizing Issues**

Below is the statement adopted by the Civic Association with regard to mansionizing:

*The village recognizes that its historic resources are most important to its character, and to the economy of the town. Mansionizing on small lots however, is threatening to change that character. The residents want to see provisions that will provide better guidance to the Zoning Board of Appeals regarding density especially on small lots, and to assist the Old Kings Highway Historic District in reviewing the scale of proposed developments in relationship to neighboring properties*

In November 2004, the Town Council adopted provisions in the Zoning Ordinance that relate the size of a residence being re-built in residential areas on under sized lots, to the size of the lot. Small lots less than 10,000 sq. ft. in size remain under the jurisdiction of the Zoning Board of Appeals. Where approval of the Zoning Board of Appeals and/or the Old Kings Highway District is required for demolition and re-building on non-conforming lots, the scale of surrounding development should also be considered.

### **Actions - Residential Development (North of Route 6)**

1. An increase in lot size and frontage requirements along Route 6A, northwards to the harbor should be implemented both for environmental protection and for historic landscape protection.
2. Where approval of the Zoning Board of Appeals is required for demolition and re-building on non-conforming lots, the scale of surrounding development should be taken into consideration.
3. Work with the Old Kings Highway Regional District Committee to revise regulations to require information showing the size of the proposed development in relationship to existing, adjacent development.

## **Community Character**

### **Scenic Roads**

The Old Kings Highway was designated by the State legislature as a Scenic Road in 1992, under the jurisdiction of the Old Kings Highway Regional Historic District Commission. All other scenic roads are under the jurisdiction of the Planning Board. A number of roads have been designated scenic roads in Barnstable Village:

Mary Dunn Road	Keveny Lane
Commerce Road	Millway
Hyannis Road	Phinneys Lane
Pine Lane	Aunt Hatches Lane
Old Neck Road	Old Kings Highway (Route 6A)
Freezer Road	Rendezvous Lane
Scudder Lane	Bone Hill Road

The Scenic Roads Act provides protection to stone walls and trees within the road right of way; the Act however, does not prevent development. The village needs to ensure that its basic land use policies and zoning control the type and intensity of development it desires. Additional roads should be considered for designation as scenic roads, especially the narrow historic access roads to Barnstable Harbor.

### **Street Trees**

Residents recognized that street trees are an integral part of the venerable landscape and must be vigilantly maintained and appropriately replaced. State crews and utility companies must adhere to the standards established in the town's Tree Ordinance, which was developed with input from the Electric utility. Along Scenic Roads, trees within the right of way of a public road have a measure of protection. Many of the existing street trees, especially along Rt. 6A and other scenic roads, are fully mature and have been disfigured by harsh and inappropriate pruning. Residents may want to contribute to a tree-planting program in concert with the Tree Warden, who should retain responsibility for choosing species and locations along public roads.

**Actions: Street Trees**

- 1. Ensure that the utility companies adhere to the Tree Ordinance, General Ordinance LV, Municipal Trees, which governs tree pruning, removal and replacement requirements.
- 2. Residents may want to fund raise for street tree replacement, working together with the Tree Warden, who should choose species and locations.

**Scenic Roads**

- 1. Seek to designate other, narrow historic access roads as scenic roads.

**Sidewalks**

- 2. Continue sidewalks along Commerce Road to Route 6A. Provide sidewalks along Mary Dunn Road south of Rt. 6 and along Independence Drive. Streetlights will be needed along Independence Drive; this road will need to become a public way in order to provide these improvements.
- 3. Maintain existing sidewalks along the Old Kings Highway consistent with the design guidelines.
- 4. Do not construct separate bicycle paths along historic scenic roads; the amount of clearing and paving is not compatible with historic character.
- 5. Discontinue designation of Rt. 6A as a bicycle route and provide alternatives routes with signage.

**Specific Area Plan**

**Old Kings Highway, (Rt. 6A) and other Historic Access Roads**

**Barnstable Village Center**

**History**

Barnstable Village Center is located within a broader historic village center district which originally extended from Rendezvous Lane to Hyannis Road and Millway. Today the village is still the administrative and legal center of Barnstable County which provides many customers for the inns and restaurants, which have the much the same function as the old public houses. Barnstable Village is

fortunate to have retained its historic functions while retaining its historic character and architecture.

**Land uses**

The County complex dominates the southern back area of the village. Along Main Street, small retail and restaurant uses are intermingled with office uses. Residents are concerned with the loss of essential services in the village center and the increase in office uses. At this point, it is probably unrealistic to zone to protect the remaining retail uses, or to expect that some of the original businesses will be reestablished, such as the hardware store and gas station, because of competition from larger-scale retail enterprises in Hyannis.

**Zoning**

The village center is zoned Village Business, VB-A. This district allows residential, retail, office, banks and service businesses, which is compatible with the existing land uses. It also allows a wide variety of special permit uses including automobile and repair shops, building trades, light manufacturing and the storage of coal, oil and lumber. These uses should be reviewed for compatibility with the village center, when the comprehensive plan is implemented.

The village district boundary encompasses an area of approximately 10 acres. Barnstable village is the one village center where the commercial zoning district is largely appropriate, a legacy of Dexter Leen’s vision for his village. Office uses have been established outside of these boundaries on the west and east side of the district. The principal issue of concern is the lack of definite boundaries to the district in the official records, which has resulted in litigation. The boundary should be delineated when work on zoning districts commences.

**Physical Improvements**

The village commercial center is a vigorous, busy place and buildings are attractively maintained in keeping with the historic

character of the area. The road and sidewalks have been re-built and trees added, with financial assistance of the residents that made brick sidewalks a reality. This village center, like many commercial areas, would however, be greatly improved by underground utilities.

**Actions: Village Center**

1. Village centers are a high priority location for underground utilities. This will probably require action by the County or State.
2. Define the zoning boundaries of the commercial district. Review uses for compatibility with this small commercial district.

**County Complex**

The Barnstable County complex has always been located in Barnstable Village. The residents recognize and value this historic function - the complex provides customers for small businesses, offices and restaurants in the village center. Concerns were expressed however, about traffic generation, parking, and future expansion plans, especially with the State takeover of County facilities.

**Policies and Actions - County Complex**

1. Encourage methods of alleviating the parking shortage in the County Complex. The Cape Cod Commission traffic division has outlined methods to be investigated further, including better scheduling of cases at the Court Houses, and public transportation.
2. Ensure that the state takeover of the jail complex does not result in the development of a high security facility.
3. Determine future uses of the jail in consultation with Barnstable Village.

**Specific Area Plan**

**Barnstable Harbor**

The Maraspin Creek inlet has historically been used as a harbor for small boats throughout the history of the village. Packets made coastal runs along the northern shores of New England, and small boats which unloaded goods from larger ships, anchored in the sheltered waters of creeks. Piers extended from the shore line. Small industries such as salt works, and boat building and repair developed around this area. Commerce Road and Freezer Road are both historic access routes to the Harbor, both are ancient narrow roads lined with historic houses. Commerce Road and Millway, because of ancient stone walls and large street trees, have been designated scenic roads.

In 1956 the Harbor was dredged and bulkheads constructed to form the present boat basin which serves as a major center for boating activities on the north shore; because of shallow waters along the bay, there are few such viable harbors. The channel to Barnstable Harbor has to be maintained through dredging. Today the Harbor functions principally as a center for recreational boating, commercial, charter and recreational fishing, shellfishing and other marine uses and services required by those activities.

**Barnstable Harbor Planning**

The town's first Local Comprehensive Plan (LCP) adopted by the town in 1997 and approved by the Cape Cod Commission in 1998, developed a policy plan for Barnstable Harbor based on extensive public input from both residents and harbor users. This plan emphasized the importance of retaining the marine business district, the MB-Business B District, primarily for marine-related uses. The amount of land devoted to this use town-wide is miniscule, and development of the town is such there will be no further expansion of this type of zoning district. At Civic Association meetings conducted as part of the 2005 revisions to the LCP the Civic Association adopted the following statement in their village summary statement:

*The Civic Association has reviewed the Barnstable Harbor Plan and given various development proposals, the Association agrees to reaffirm the Harbor Plan, as it presently exists.*

Since the first Local Comprehensive Plan was approved in 1998, there have been a number of changes around Barnstable Harbor, implementing the recommendations of that plan. A pump out station has been provided and an additional one is required of a marina that is expanding. The issue of toilets has been resolved with facilities at the fire station in the village, and portable toilets are provided in summer. The most deteriorated floats have been replaced; the southern parking area near the boat basin has been improved by grading and hardening, likewise the adjacent cut through. The navigation channel into the harbor is still in need of dredging and additional work needs to be accomplished around the harbor, the main impediment being funding in an era of tight budgets. A parking management plan is still needed and larger scale uses need to provide an alternative parking plan. In 2005, changes have been made to the harbor plan only to update information and recommendations.

### **Harbor Facilities and Usage**

A total of 88 slip holders tie up to a system of varied size floats tied to pilings. The location of piers, floats and boats could be redesigned to improve functioning of the Harbor. The town ramp is in generally good condition except there is a steep drop-off at the end; another slab needs to be added. Storage of skiffs for local fisherman who moor further out in the Harbor needs to be evaluated. One slip has been reserved for Sandy Neck cottage owners.

### **Landside facilities**

The Blish boat ramp and trailer parking facilities were constructed by the State. The town manages the facility and has established seasonal parking fees and a daily fee which has been approved by the State. Approximately 40 cars and trailers can be accommodated. Trailers are also parked free along the southern part of the Harbor on unpaved area of town-owned land, which has

been upgraded. Both trailer and vehicle parking is inadequate to meet the weekend demand in summer; additional parking on peak weekends should be sought in the County complex for cars.

### **Visual Concerns**

The appearance of the parking area from Millway is a broad unsightly area of hardtop with no distinction between roadway and parking lot. The area around the Harbor needs to be improved so that it continues to function efficiently as a commercial Harbor, but is an attractive facility to the tourists who come to the area, and to the village as a whole. However, landscape islands in this area would reduce parking spaces. One area at the southeast corner of the parking lot could be landscaped, but drainage facilities make this impractical, other than to add planters.

The open space to the west of the Harbor should be retained as such and improved with landscaping. This area is the only open space remaining around the Harbor and because of mounding, is highly visible from both Millway and Freezer Road.

### **Land uses**

Land uses can be best seen from the accompanying map. The Harbor is still very much a working harbor, with marine service and repair facilities, fish market and other commercial marine facilities. Marine boat yards are located on the west and east side of the Harbor. Non-water dependent uses are offices along Millway, restaurants, apartments and single-family residences. There appear to be some non-compliance with zoning requirements, both of parking requirements and use regulations.

The area is zoned MB-B, Marine Business B, which permits a variety of marine related uses; restaurants are allowed by Special Permit. Much of the land is filled tidelands of Commonwealth waters; developments are subject to Ch 91, an historic state licensing requirement. The town needs to ensure that traditional harbor uses such as shellfishing, fishing, and boat repair and maintenance are



retained and that recreational uses are accommodated, but not to the detriment of the neighborhood and other traditional uses. One use that should be considered for inclusion in the Marine Business District is non-tourist related, marine aquaculture and research.

### **Harbor and surrounding neighborhood**

The Harbor area generated more concern and discussion than did any other area or issue in Barnstable Village. Residents were divided, and there was difficulty reaching a consensus

On the one hand, residents of the area around the Harbor expressed concern for the impact of Harbor businesses on residential areas. At the final village plan meeting, the opinion was expressed that the area surrounding the Harbor was at capacity. The combination of two boat ramps, the whale watch operation, restaurants, fish markets, office uses and the beach, is having a marked impact on the residential area. Increased traffic and illegal parking along roadways was cited.

On the other hand, business owners and boaters want to retain this area as a functioning harbor and as a business enterprise zone. Citing high taxes because of the water front locations and difficulty in permitting any activity on the water's edge, land owners are concerned about their ability to develop and redevelop their properties as permitted in the Marine Business district.

Given these sentiments and potential for redevelopment and intensification of uses around the harbor, issues which were raised during the Comprehensive Plan need to be explored further in order to reach resolution. Residents, business owners and the town need to work together to develop a management plan for the area and a long range plan of improvements. The long range design plan however requires agreement amongst all harbor users and residents in order to be successful. It should therefore not be funded until a management plan has been successfully instituted and there is full agreement on the nature of the improvements to be made.

### **Goals: Barnstable Harbor**

1. To retain the traditional water related activities around the harbor such as the marinas, boat yards and to allow for their normal growth as permitted in the Zoning Ordinance.
2. To ensure that the harbor continues to accommodate the traditional shellfishing and fishing interests.
3. To recognize that the Harbor commercial area is a thriving small business area, and to improve both the function and appearance of the Harbor and surrounding service area.
4. To minimize the impact of the Harbor commercial area upon the surrounding residential district, all of which are accessed through narrow historic access roads.

### **Policies: Barnstable Harbor - Marine Business District**

1. Enforce zoning requirements around the Harbor to maintain the integrity of the Marine Business District.
2. Consider adding to the permitted uses, non-tourist related marine science and aquaculture uses.

### **Water related functions**

1. Maintain the navigation channel free and clear of docks and moorings.
2. Maintain the channel by periodic dredging. By dredging the outer channel more frequently there may be less siltation of the inner channel and boat basin.
3. Ensure that traditional fishing and shell fishing interests are allocated space in the Harbor and that fees are not prohibitive to this group.

### **Improvement of the appearance of the Harbor**

1. Improve the appearance of the Harbor and its environs to enhance the business environment, make the area attractive to visiting tourists, and improve appearance to local area residents.

2. The town, landowners and residents need to work together to develop a plan of long-term improvements for the Harbor area that improves both functions and appearance.
3. Open space to the west of the Harbor should be retained as landscaped open space. This area is the only open space around the Harbor and because of mounding is very visible from all sides.

**Physical Improvements**

**Short Term Harbor Improvements**

1. Maintain the cut-through between Freezer Road and the southern end of the boat basin (Millway) with hardening and stone, in its present location.
2. Continue improving the landscaping on the west side of the Harbor. Provide additional benches along the water edge. Continue cleanup weeds in gravel at the top of rip-rap on the west side of the Harbor.
3. Provide planters on the east side of the Harbor provided they are maintained by civic groups.
4. Provide facilities necessary for a "no-discharge" designation.
5. Consider the need for a fence along the southern edge of the Harbor, at the back of the parking area. (NOT steel fencing, only wood.)
6. Continue improved maintenance.
7. Continue to manage the Blish Point access ramp and other parking areas. .

**Long Term Improvements**

When a management plan has been instituted which is satisfactory to all Harbor users and residents, consider obtaining experienced Harbor planning design services to develop a Harbor plan which improves the functioning of the Harbor for the boat users, and improves the appearance of the area around the Harbor. Coordinate plans with replacement of the bulkhead at the southern end of the boat basin. Plan improvements should cover the following issues:

1. \*Continue to improve functioning of the Harbor by reviewing the location of piers, floats, and grouping boats by size.
2. \*Replace bulkhead on south side of Harbor in approximately five years or as needed. Coordinate other improvements with this action.
3. Consider feasibility and cost of removal of rip rap on the west side of the Harbor and replacement with a bulkhead. This will increase width of the boat basin at the loading and fueling point at the south end of the Harbor, and reduce siltation presently washing through rip rap.
4. Review drainage systems around the Harbor. Drainage systems need to be equipped with silt, oil and grease traps. Concept plans show drainage systems in 18" cobblestone strips. Improvements to drainage must however be prioritized with drainage requirements needed elsewhere to improve water quality in shellfishing and swimming areas.
5. Where necessary, provide lighting around the Harbor which is of an historic design, compatible in height and location with the surrounding residential area.
6. Investigate creating a walkway around the Harbor with landscaped islands along the east side, provided this does not interfere with Harbor access. Use high quality design and materials with a historic, nautical appearance.
7. Consider whether or not a safety rail or detachable chain should be constructed along the bulkhead.
8. \*Relocate and re-pave the access drive on the west side of the Harbor to curve away from the water slightly.
9. \*Maintain the cut through between Freezer Road and the southern end of the boat basin (Mill Way).  
\*These improvements should proceed even if a design consultant is not hired.

**Improvements to ramps and town beach**

**Short Term**

1. Improve the town-owned ramp to eliminate the sharp drop-off.

2. Double barrel the State ramp at Blish Point.
3. Provide low, historic-style lighting at Blish Point, designed to not to affect the residential area.

### **Long Term**

1. If possible, remove or reconstruct the bathhouse at the town beach on to State owned-property at Blish Point. The present location blocks views and dominates this area. However, this will be costly since it will entail relocation of the sewer line and may not be financially feasible.

### **Landscape Plan Developed by Bill Lewis**

Resident Bill Lewis designed a plan for the open space to the west of the boat basin. An attractive planting plan has been developed using wind and salt resistant plant materials. Village residents should consider such an enhancement of this area after dredging of the boat basin is complete - this area may be used for dredge materials, thus any plantings should be informal and avoid the center area. However, the new trailer spaces should be located between the Bathhouse and the pump station as shown on the concept plan "Barnstable Harbor Improvements".

### **Specific Area Plan**

#### **Barnstable Village South of Route 6**

The boundaries of Barnstable Village extend southwards of Route 6 to include the intersection with Route 132 and a substantial portion of the Industrial Zone. Few residents live in this area and issues are town-wide in scope. However development south of Route 6 does have a direct impact on Barnstable Village north of the highway in two major areas: water supply and traffic. These issues are discussed in Section 2 and Section 4 respectively.

#### **Land Use along Route 132 and Phinneys Lane.**

The town has purchased much of the vacant, developable acreage along Rt. 132, up to the highway interchange with Land Bank funds, which should have the effect of protecting the Rt. 132 corridor from

additional traffic that would have been generated by development of this area. Future uses also need to be consistent with water supply protection; this area is in a Zone 2 to the majority of Barnstable Fire District wells adjacent to Hathaway Ponds.

The appearance of Route 132 needs attention. Residents pointed out the need to prevent vehicles, particularly at car dealerships, from being parked close to the roadway, and the need for landscaped buffers along the roadway.

## **Section 2 Natural Resources**

### **Specific Area Plan**

#### **Barnstable Village South of Route 6**

#### **Water Supply Protection**

With the exception of BFD 1, Barnstable Fire District public supply wells are located south of the highway in the highly productive sands and gravel's of the outwash plain. The moraine and clay lowlands north of the highway are not productive aquifers. However, the major wellfields to the east of Independence Park are vulnerable to contamination. BFD well #2, located in the Industrial Zone has been closed due to contamination, which is in the process of remediation. (See also the Natural Resources, Water Resources Section of the Comprehensive Plan).

Density requirements, uses and hazardous materials handling and storage in the Industrial Zone, need to be adhered to in order to protect the Barnstable Fire District well, as well as the Barnstable Water Company wells which supply Hyannis.

The Barnstable Fire District has two highly productive wells west of Hathaways Pond, and has recently constructed a third well in this area. This area is therefore the principal water resource district for the village. The Zone of Contribution to these wells extends along Route 132 to Exit 6 at the Mid-Cape Highway, and encompasses Wequaquet Lake. It is essential that development along Route 132

be compatible with water supply protection. At present water quality from wells in this area is excellent - there is no contamination with VOCs, and nitrogen levels are very low, close to background levels.

The Iyanough Hills Golf Course which was purchased with Land Bank funds should be retained as open space, which will have the effect of protecting adjacent public water supplies wells and ensure that additional development along Route 132 does not impede proper functioning of the roadway, which is over-capacity.

#### **Policies and Actions for Barnstable Village, South of Route 6 Water Supply Protection**

1. Ensure that development along Route 132 up to Route 6 is fully compatible with the protection of Barnstable Fire District wells west of Hathaways Pond.
2. In the Industrial Zone regulate and enforce controls on hazardous materials to protect public water supply wells. Establish land use controls on density to provide for public water supply protection, including areas to be sewered. (See also the Water Resources Section of the Comprehensive Plan)
3. Maintain and manage the Iyanough Hills Golf Course as open space, limiting the use of fertilizers and herbicides to protect the adjacent public water supply wells.

#### **Open Space**

Open space issues are dealt with in Section 6, Open Space and Recreation. Of particular concern in this village is to retain the County Farm as open space. The town now holds a Conservation Restriction reserving this land as open space. Part of the farm is being used as a tree nursery to provide street trees. This program should be continued and supported.

#### **Actions - Open Space Planning**

1. Maintain the County Farm as open space and maintain the agricultural use of the land.

2. Support the work of County tree nursery program on a portion of the County Farm to provide street trees for roadways and parks.
3. Develop management plans for town-owned lands. Public input needs to be sought on formulation of plans and a public hearing in the village before adoption.
4. Working with the Cape Cod Commission, develop a recreational bicycle path as part of a regional system.

#### **Section 3 Economic Development**

See Local Comprehensive Plan Section 3

#### **Section 4 Capital Facilities and Infrastructure**

##### **Specific Area Plan - Barnstable Harbor Harbor Parking**

Parking demand exceeds the number of available spaces in summer, especially on peak weekends in the summer. There are 53 spaces are available on the town-owned land along the east side of the Harbor, and additional spaces are utilized in the unpaved area along the south side of the Harbor, together with trailers. All businesses should provide adequate on-site parking to avoid exacerbating the existing shortfall. The area on the south side of the boat basin will accommodate more vehicles when it is improved.

In the future, permitting of whale watch and scenic cruises should be through a special permit that would allow the town to relate boat capacity to the provision of parking. Summer peak parking should be accommodated in the County parking lot. The existing whale watch operation has made reciprocal parking arrangements with its neighbors to provide additional off-site parking.

##### **Actions:**

##### **Parking and Traffic**

1. Recognize that there is a serious parking and traffic problem around the Harbor area on peak weekends.

2. Develop a management plan for parking and public facilities to be implemented by the Harbor users and town, working together.
  - a. Investigate charging for trailer parking in all areas designated.
  - b. Investigate the feasibility of a parking sticker program for boat slip holders.
  - c. Request that the County permit car parking on weekends in summer in the County parking lot and allow private parties to develop a shuttle service.
  - d. "No parking" areas along roadways need to be delineated clearly, fines increased, and regulations enforced.
3. All development and redevelopment should provide adequate on-site parking. The area has a parking shortage.
4. Ensure that all new development and redevelopment will not exceed the capacity of the historic access roads.
5. Permit whale watch operations by Special Permit to ensure operations provide adequate parking.
6. Land owners should enter into cooperative parking arrangements to meet peak parking needs. However, off-site parking to meet minimum parking standards would require a special permit from the Board of Appeals.

### **Specific Area Plan - North of Route 6**

#### **Roadways**

Roadways and traffic are a major concern in this village as they are in Centerville and Hyannis. Traffic volumes on Route 6A have grown substantially in recent years to the point that residents are experiencing difficulty making left turns on to Route 6A. On the other hand, retention of the historic character of Route 6A and other scenic roads is of paramount importance, not only to the village but to the Town and Cape as a whole, and this strictly limits the ability to make roadway improvements. Future development therefore needs to be in scale with the capacity of historic roadways.

#### **Bus Transportation**

Because of traffic congestion, bus routes, especially linking Hyannis to the Court House complex, should be continued on a year round basis.

#### **Sidewalks and Bicycle Paths**

Like other village residents, Barnstable Village residents want sidewalks maintained and installed along roadways, particularly along roads leading to Hyannis. A sidewalk was completed along Phinneys Lane to Rt. 132, and along Millway to Blish Point. Sidewalks are also needed along Commerce Road and that portion of Mary Dunn Road south of Rt. 6, and along Independence Drive. It was pointed out that a sidewalk along Independence Drive would require lighting of that roadway; improvements to Independence Drive would probably require the road being taken as a public road. Sidewalks should be set back from the roadway wherever possible, separated from the traveled way by a grass plot with trees, in order to maintain the character of roadways.

Because of high standards for bicycle paths including tree clearance for fall zones, sidewalks should be considered multiple purpose pathways and roads made bicycle friendly with stripping of a bike lane at the side of the roadway. Bicycle paths should not be constructed along scenic and historic roads; excessive paving and clearing are not compatible with the historic character of the village. Rt. 6A should be discontinued as a bicycle route – the roadway is too narrow and heavily trafficked to be safe. An off-road, recreational bicycle trail should be created.

#### **Policies and Actions - Roads and Transportation North of Route 6**

6. Development in Barnstable Village needs to be in scale with the capacity of historic access roadways.

#### **Specific Area Plan - Barnstable Village South of Route 6**

### **Traffic and Transportation**

Traffic is a major concern in Barnstable Village. Proximity to Hyannis and the County Complex has created severe traffic problems, especially along Route 6A and connector roads to Hyannis. Mary Dunn Road, a narrow Scenic Road that is an entrance to the Scenic corridor along Rt. 6A, is being adversely affected by development south of the highway, and by traffic using this road as a cut through. Improvement of the intersection of Mary Dunn Road and Independence Drive is needed.

The type of development which occurs within the industrial zone will have a major impact on Barnstable Village. A major retail complex at a new Exit 61/2 for example, would substantially increase traffic along Rt. 6A and connecting roads. It is therefore important to Barnstable Village, that the Industrial District re-zoning proposed in Section 1 Land Use, be implemented as soon as possible, and certainly before the construction of Exit 61/2. This re-zoning should be for light industrial and office uses, and would prohibit or restrict high traffic generators such as retail and restaurant uses. Exit 61/2 is presently proposed to be constructed at the rest area off the Mid-Cape Highway. Exit 61/2 should not be located at Mary Dunn Road, which would have a major impact on traffic on this narrow Scenic Road, and upon Rt. 6A. Studies of the location of the new exit should include an evaluation of the traffic impact on Route 6A.

### **Traffic and Transportation**

1. Include in the evaluation of alternative Exit 61/2 locations, the potential traffic generation upon the Old Kings Highway.
2. Exit 61/2 shall not be located at Mary Dunn Road.
3. Maintain a landscaped buffer between along Rt. 132.
4. Ensure that future expansion of Route 132 includes a central landscaped median strip that can become a dedicated left turn lane.
5. Improve the intersection of Mary Dunn Road and Independence Drive.

6. Encourage improvement of the appearance of the median strip at Independence Drive.

### **Section 5 Community Housing**

(Data from the 1990 Census)

#### **Income**

Barnstable Village is the town's wealthiest village; the median income is \$45,671, compared to \$33,411 town-wide. However, these statistics do not mean that all residents are wealthy; there are 258 households, of which 130 are families, with incomes of less than \$25,000 a year. 2.6% of the population is below the poverty level, slightly higher than Marstons Mills and West Barnstable

#### **Housing costs**

44% of owners do not have mortgages reflecting the age and perhaps the wealth of residents. Median mortgage costs are \$1,091 a month, the second highest percentage in town, however, it should be noted that given the high cost of housing in this village, median mortgage costs are relatively modest.

#### **Housing**

There are 1,472 dwelling units in Barnstable Village CDP (1990 U.S. Census, located east of Route 132 and north of Route 6). All but 95 of these units are single family residences. This village therefore has a limited, small diversity of housing types. Seasonal housing is 18% of all units, slightly less than the town-wide average of 21%.

#### **Age of Housing**

Like West Barnstable, the age of housing stock is sharply divided: 394 houses, or 27%, were built prior to 1939, many of them historic structures; 359, or 24% percentage were built between 1970 and 1980; and 332 or 22% were built between 1980 and 1990, reflecting the Cape wide housing boom of the 70's and 80's.

#### **Housing Values**

Housing values in Barnstable Village are the highest in the town, and indeed on the Cape. Checks of house listings indicate that some of the large historic houses command some of the highest prices, reflecting the desirability of these residences. This is fortunate since historic structures can be very expensive to maintain.

### **Affordable Housing**

Barnstable Village has the most expensive housing of all the villages. It is unlikely that existing single family housing can be purchased by low or moderate income first time home buyers. In order to provide affordable housing opportunities, emphasis should be placed on the use of existing large houses for specialized housing needs. New development needs to be scattered, small sites with careful attention given to historic architectural styles.

#### **Actions: Affordable Housing**

1. Develop a small elderly housing development in or adjacent to the village center, for the frail elderly and handicapped who cannot drive. A mixed income development would be suitable for this area.
2. Where possible, adapt existing buildings for other specialized housing needs.
3. Any development of new affordable housing on Housing Authority land or elsewhere should be compatible in scale and density with the surrounding residential areas and provide for open space. Height should not exceed two stories.
4. Encourage village participation in siting and design of affordable housing.
5. Additional policies and actions on affordable housing are contained in the Affordable Housing element of the Local Comprehensive Plan

### **Section 6 Heritage Preservation**

See Local Comprehensive Plan Section 6