

Harwich Planning Board Agenda
Tuesday, November 10, 2020 – 6:30 PM
Griffin Room, Town Hall, 732 Main Street, Harwich

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I. Call to Order Pursuant to Governor Baker's March 12, 2020 Order Suspending Certain Provisions of the Open Meeting Law, G.L. c. 30A, §20, and the Governor's March 15, 2020 Order imposing strict limitations on the number of people that may gather in one place, this meeting of the Harwich Planning Board is being conducted via remote participation. No in-person attendance of members of the public will be permitted, but every effort will be made to ensure that the public can adequately access the proceedings as provided for in the Order.

II. Public Hearings - None

III. Public Meeting**

A. New Business:

1. **Minutes:** October 27, 2020

2. **West Harwich Special District** – Design Guidelines discussion

B. Old Business:

C. Briefings and Reports by Board Members

IV. Adjourn

***PLEASE NOTE:** *We request all who are attending this meeting to please observe the same courtesies that would be observed if you were here in person. If you need to conduct unrelated business before your item on the agenda comes up, we request you mute your line – Use *6 to mute and unmute your phone.*

****Per the Attorney General's Office** – Boards/Commissions may hold an open session for topics not reasonably anticipated by the Chair 48 hours in advance of the meeting following "New Business".

Next Planning Board Meeting (Subject to Change) – Thursday, November 19, 2020.

Requests for accommodations for any person having a disability can be made by contacting the Administration Office at 508-430-7513.

Authorized Posting Officer: Elaine Banta, ebanta@town.harwich.ma.us or 508-430-7511

**HARWICH PLANNING BOARD
HARWICH TOWN HALL - 732 MAIN STREET, HARWICH
VIA REMOTE PARTICIPATION GoToMeeting.com
TUESDAY OCTOBER 27, 2020 – 6:30 PM
MEETING MINUTES**

BOARD MEMBERS PRESENT: Chairman, Duncan Berry; David Harris; William Stoltz; Arthur Rouse; Joe McParland; and Craig Chadwick, were all present via remote participation.

BOARD MEMBERS ABSENT: Mary Maslowski; and Vice-Chairman, Allan Peterson.

OTHERS PRESENT: Charleen Greenhalgh; and Katie O'Neill.

CALL TO ORDER - 6:32 PM by Chairman Berry with a quorum present.

Pursuant to Governor Baker's March 12, 2020 Order Suspending Certain Provisions of the Open Meeting Law, G.L. c. 30A, §20, and the Governor's March 15, 2020 Order imposing strict limitations on the number of people that may gather in one place, this meeting of the Harwich Planning Board is being conducted via remote participation. No in-person attendance of members of the public will be permitted, but every effort will be made to ensure that the public can adequately access the proceedings as provided for in the Order. A reminder that persons who would like to listen or view this meeting while in progress may do so by logging in or calling in as specified above on this agenda.

PB2020-24 195 Queen Anne Road, LLC, Site Plan Review Structure over 7,000 s.f Special Permits

Chairman Berry re-opened the hearing at 6:34 PM. 195 Queen Anne Road, LLC, as applicant, George A. McLaughlin III, as manager, Daniel A. Ojala, P.E., P.L.S., as representative, seeks approval of a Site Plan Review Special Permit and a Special Permit for structures with a gross floor area > 7,500 SF and 20 or more new parking spaces pursuant to the Code of the Town of Harwich §325-55 and §§325 9 and -51 to construct an industrial warehouse/contractor structure (7 bays, 9,000 sf). The property is located at 195 Queen Anne Road, Map 58, Parcel F1-2 in the I-L zoning district.

The applicant has requested a continuance to December 1, 2020.

Mr. McParland made the motion to continue PB2020-24 to December 1, 2020 no earlier than 6:30 PM, seconded by Mr. Chadwick, unanimously so voted via roll call (6-0-0).

MEETING MINUTES: October 6, 2020

Mr. Chadwick made the motion to adopt the minutes as written from October 6, 2020, seconded by Mr. McParland, unanimously so voted via roll call (6-0-0).

OLD BUSINESS: None.

BRIEFINGS AND REPORTS BY BOARD MEMBERS:

Chairman Berry informed the Board that he met with Interim Town Administrator Joe Powers and Selectmen Chair Larry Ballantine to discuss Mrs. Greenhalgh's pending retirement and possible replacement. All the Board members profusely complimented Mrs. Greenhalgh, and praised her knowledge and work. Mr. Harris stated that the Board cannot function without Mrs. Greenhalgh's extensive knowledge, and should bring her on as a consultant, otherwise the Board could be put into a tenuous legal position. It was the consensus of the Board to allow Chairman Berry to write a letter to both Board of Selectmen and Administration asking to bring Mrs. Greenhalgh on as a consultant, and to stress the importance of filling her position with a qualified individual.

ADJOURNMENT:

Mr. McParland made the motion to adjourn at 6:54 PM, seconded by Mr. Harris, unanimously so voted via roll call (6-0-0).

Respectfully Submitted,
Kathleen A. O'Neill

Adopted:

§325-154 Design Guidelines

For the purpose of this section the Harwich Planning Board shall adopt West Harwich Special District Site and Architectural Design Guidelines which shall constitute rules and regulations guiding historic structures and new construction within the WHSD.

A. Design Guidelines for Historic Structures:

1. The goal is to rehabilitate and renovate historic buildings thereby preserving the historic architecture. The incentives to preserve historic buildings are outlined in the WHSD, §§325-145 – 325-153, which allows for uses by right in historic structures, flexibility in dimensional requirements on properties that maintain historic structures, and simplified permit process for small additions. Demolition or the reconstruction of an existing historic building does not qualify to use these incentives because it does not preserve the building historical significance.
2. Design guidelines for work on historic structures should include these concepts:
 - a. Renovate, re-use and incorporate historic structures into new development proposals.
 - b. Retain the original roof form and building massing, arrangement of doors and windows, and architectural detailing such as cornices, corner boards, windows and door surrounds, original porches, bay windows, towers, etc., and original siding materials. Some changes to the location of doors and windows may be appropriate on secondary building facades, but details of the primary façade should not be altered.
 - c. Design any changes or alterations to historic structures to be reversible, so that they can be undone in the future without loss of significant historic materials and original architectural features.
 - d. Locate additions to historic structures on secondary facades and stepped back from the original structure to limit demolition of original materials. Additions and alterations should not require removal of any distinctive architectural trim or features.
 - e. Make additions smaller than the historic building to ensure the historic structure remains prominent. Small additions that form a bridge between the historic structure and a larger addition may also be appropriate.
 - f. If new dormers are proposed, they should be set back from all edges of the roof by several feet. New dormers are preferably limited to secondary roof slopes.
 - g. Locate new structures and outbuildings at least 50 feet behind the front façade of the primary historic structure on the lot so that the historic structure retains its prominence.
 - h. Façade fenestration for non-commercial buildings at 35-70% (*Discussion: this seems too big, perhaps 25-40%*)

B. Design Guidelines for New Construction

1. New construction shall be designed to enhance and preserve the architectural, cultural and community character of the district. The dimensional regulations pursuant to §325-154, shall guide all new development in the WHSD and these design guidelines are intended as a supplement to those dimensional requirements.
2. Design guidelines for new construction should address the following elements:

- a. Appropriate scale of buildings (1½ to 2½ stories) and building orientation to follow established patterns in the district. §325-154.A.7 establishes maximum building footprints.
- b. Appropriate front building setbacks and treatment of the setback area with landscaping elements (§325-154.A.2(a) provides range of allowable building setbacks, however some uses and building types may be more appropriately placed closer to the street edge than others).
- c. Appropriate roof forms for the district. Roof pitch range from 8/12 to 12/12 for primary roof forms.
- d. Appropriate façade width along road frontage - 25-50 feet (in most cases having the narrow building façade face the street is more consistent with established patterns). §325-154.A.6 establishes maximum principle building façade lengths and the requirements for adjacent street-facing building facades.
- e. Façade transparency/windows:
 - 1. Appropriate amount of windows on the façade for commercial and non-commercial buildings.
 - 2. Façade fenestration for commercial buildings at 50-90% to incorporate of display windows. (*Discussion: this seems too big, perhaps 35-50%*)
 - 3. Appropriate building entrance locations – at least one functioning entrance door per street façade and at least one entrance every 60 feet for larger buildings and connected businesses.
- f. Appropriate building materials – wood siding (clapboards or shingles).
- g. Potential use of frontage buildings to screen parking areas or a larger building to rear of the lot.
- h. Potential use of fencing and/or landscape elements to define the street edge in a new development.

WEST HARWICH SPECIAL DISTRICT DESIGN GUIDELINES

A PROVISIONAL OUTLINE

SECTION ONE

- a. Architectural Description
- b. Historical Narrative
- c. Map: District Layout and Boundaries
- d. Significant Structures
- e. Village Character and Ethos

SECTION TWO: ALTERATION STANDARDS

Standard 1: Every reasonable effort shall be made to provide a compatible use for a property that requires minimal alteration of the structure, object, or site and its environment, or to use a property for its originally intended purpose.

Standard 2: The distinguishing original qualities or character of a structure, object, or site and its environment shall not be destroyed. The removal or alteration of any historical material or distinctive architectural features should be avoided when possible.

Standard 3: All sites, structures, and objects shall be recognized as products of their own time. Alterations that have no historical basis and which seek to create an earlier appearance shall be discouraged.

Standard 4: Changes which have taken place in the course of time are evidence of the history and evolution of a structure, object or site and its environment. These changes may have acquired significance in their own right, and this significance shall be recognized and respected.

Standard 5: Distinctive stylistic features or examples of skilled craftsmanship, which characterize a building, structure, or site shall be treated with sensitivity.

Standard 6: Deteriorated architectural features shall be repaired rather than replaced wherever possible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of features, substantiated by historical, physical, or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other structures or objects.

Standard 7: The surface cleaning of structures and objects shall be undertaken with gentlest means possible. Sandblasting and other cleaning methods that damage the historic fabric of a building shall not be undertaken.

Standard 8: Every reasonable effort shall be made to protect and preserve archeological resources affected by, or adjacent to, any project.

Standard 9: Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural or archeological material and such design is compatible with the size, scale, color, material, and character of the property, neighborhood or environment.

Standard 10: Whenever possible, new additions or alterations to structures and objects shall be done in such a manner that if such additions or alterations were to be removed in the future, the essential form and integrity of the structure would be unimpaired.

SECTION THREE: NEW CONSTRUCTION

Standard 1:

Standard 2:

SECTION FOUR: GRAMMAR OF STYLE

Elements of Structure and Detail Derived from:

- Buildings in the District
- Buildings in the Village of West Harwich

- Buildings in the Town of Harwich

Signature Components

- Doorways
- Roofline
- Massing
- Structural Details
- Ornament

Colonial Dwellings (1700-1775)

- Features of the Cape House:
- Features of a Georgian House

Federal Style

Greek Revival (1840s-1860s)

Picturesque: the Italianate Villa (1850s-1870s)

Shingle Style and Queen Anne (1880s-1910s)

The Colonial Revival (1870s-1920)

Commercial Roadside Architecture

GLOSSARY

SECTION ONE

ARCHITECTURAL DESCRIPTION:

West Harwich is located in the southwest corner of the town of Harwich. The village is boarded by the Dennis town line on the west, and Nantucket Sound to the south. The east and north borders are arbitrary, the east boarder being between West Harwich and Harwich Port (a village in the south, center part of the town), and the north boarder being in the marsh area north of Smith Street. The Herring River runs from north to south, through the center of the village. The majority of the architecture in West Harwich is single family detached buildings with a minimal mix of multi-unit hotels. Commercial buildings are mainly confined to Main Street (Rt. 28). Some of the older residential buildings have been converted to shops or restaurants and several new office buildings are now on Main Street. The buildings along Main Street between the Dennis-Harwich line and the Herring River were surveyed using MHC survey forms and methodology.

The first settlers to this area settled near the mouth of the Herring River. The primary industry was fishing with some agricultural pursuits as well. Salt making may have been another industry but no remnants of it remain today. By 1800, settlers moved inland and began to erect dwellings along what is now called Main Street or Route 28. The buildings extant from that period are one-and-a-half story capes. Examples of this type are at #21, 36, 76, and 126 Main Street. The buildings at #21 and #76 were not surveyed due to severe loss of integrity, #36 (c.1830) and 126 (c.1800) were surveyed, these buildings have also lost some architectural integrity but to a lesser degree. These capes were simple in design with architectural details confined to the cornice or entrance. The earliest two story residential building is at #108 Main Street (c.1780) and is a good example of a late Georgian style building. This is one of only a few early 19th century, two story buildings in Harwich. Other early capes exist along both sides of the Herring River on Riverside Drive and Chase Street.

By 1830 the fishing industry was strong in Harwich and especially in West Harwich. During this period ship Captain's residences began to line Main Street. Most were built in the Greek Revival style and were similar in form, with a one-and-a-half story, front gable, main block with a one-and-a-half story, side gable, side ell. Examples of this type exist at 33, 37, 94 and 97 Main Street (all c.1850). An exception to this is the earliest extant Greek Revival dwelling at 121 Main Street (c.1840). This building has been altered with the addition of a front porch, side ell, and a new entrance which replaces a window on the facade. Despite these changes, the building continues to exhibit the Greek revival vocabulary and its form is unique in Harwich. This is a two story, front gable building with a cross gable roof. Another early Greek Revival building is at 32 Main Street (c.1830). It is possible that this began as a commercial building or was built later than 1830, but the one-and-a-half story, front gable form continues the Greek Revival traditions. The only extant public building from this period is the Baptist Church at 62 Main Street (c.1841). This two story front gable building has a full pediment which enhances the temple-like appearance of the building. By 1870 the fishing industry was on the decline but the Railroad (1865) allowed access to Boston and other cities and tourism was on the rise. The Greek Revival style had been replaced by the Italianate and a number of residences were built along Main Street in this style. The earliest example is at #115 Main Street. This two story side gable c.1860 residence is different from the others of the period in form and probably the most elaborate in detailing. The other Italianate buildings are two story, front gable

buildings, most have rear ells. The buildings at 26, 27, 52, 73, and 87 Main Street (all c.1870) are examples of this form and style. Two Mansard/ Second Empire residences are extant at #22, and #40 Main Street. The residence at 40 Main Street has been converted to a Motor Lodge but the main house exhibits the characteristic mansard roof and box form, #22 Main Street has lost integrity and was not surveyed.

The Queen Anne style was popular in the later years of the 19th century but was not as pervasive as other styles in Harwich. The shipping and fishery industry was at a stand still and tourism had not taken hold. Many people converted their existing houses to guest houses rather than building new buildings. One fine example of the Queen Anne style was built at 109 Main Street (c.1890). Although somewhat refined in form all the fanciful details of the Queen Anne style are present. The residence of Dr. Ginn at 141 Division Street is also an excellent example of the style. Additionally, one older building, 97 Main Street (c.1850), was updated c.1890 with a wrap around porch with Queen Anne detailing.

By the turn of the century the Colonial Revival style was popular but again, not pervasive on Main Street, West Harwich. Only two examples of residential buildings are extant at 77 Main Street (c.1890) and 90 Main Street (c.1890). The building at 77 Main Street is more transitional with characteristics from the Queen Anne and Colonial Revival styles. The Chase Library (c.1907) is a small Colonial Revival building and one of only a few public buildings in the area.

The only early 20th century commercial building now extant is at 49 Main Street (c.1920). The early 20th century was not a time of high growth for West Harwich. Three automobile service stations were built, only 66 Main Street is extant and it has been enlarged over the years. Some new residential development occurred from Willow Street, south. The major development occurred between West Harwich and Harwich Port with early "sub-divisions" such as Mill Point, an exclusive area developed by Mr. Doble which combined new construction with buildings moved to the area from other locations in Harwich, and Shore Road, a grouping of 20th century full capes which front the ocean.

HISTORICAL NARRATIVE:

The original land on which West Harwich has been developed was part of the Divisions of Wing's purchase which occurred between 1708 and 1730. John Dillingham, Capt. Samuel Sears, Keneline Winslow, Elnathan Wing, and William Chase all purchased parcels of land in this area. William Chase appears to be the only member of this group to have a house on his lot which was at the southern tip, near the mouth of the Herring River (Paine 1937:36).

West Harwich was not settled very early due to its remoteness and difficulty in accessing the area. The early settlers were engaged in the fishing industry. The first settler, William Chase, was followed by Samuel Smith. For some years these two were the only residents of the west side of the Herring River (Deyo 1880:858). Slowly the population at West Harwich began to grow. Job Chase settled in the Main Street area. It appears that he first built a the house at 76 Main Street and later built the house at 108 Main Street (c.1780). Chase owned all of the land, along what is now Main Street, from the Herring River west to the Dennis line. In 1804 Job Chase built a bridge over the Herring River and by 1808 he opened a public way from the Dennis line to the bridge through his land. This greatly improved access to the area and development slowly followed. The main industry during this period was fishing and

the construction of vessels on the banks of the Herring River. Among the vessels built here were the "Hope" and "Polly", built for Job Chase Sr. in 1805; the "Dorcas," built on the east side of the River for Patrick Kelly in 1817; the "Superb Hope," for Job Chase Jr., and Sears Chase, in 1824; the "Experiment," for Isaac Bee, in 1830; and also the schooner "Triumph," and "Job Chase," in 1848. By 1827 a post office was established in West Harwich. It was kept in the store owned by Job Chase and his sons, which once stood just east of 121 Main Street. A public house was also in the village, kept by Isaiah Baker, on a site near 52 Main Street. By 1830 West Harwich was sparsely settled. The only road was the road Job Chase established from Dennis to the herring River, east. West of the herring River, the village contained eight houses, two commercial establishments, a school located near what is now the corner of Main and Depot streets, and a Baptist Church. The Baptist Church which served the people of West Harwich was established in 1757 by the Anabaptistical wing of the second Separate Church. The meeting house was located in North Harwich near the burying ground. The second meeting house was built near the same spot in North Harwich. In 1828, the meeting house was moved to West Harwich to the site of the present church building (62 Main Street). Job Chase was a prominent member of the church and may have had a hand in relocating the church closer to his home. The population was also beginning to shift from North Harwich to the southern village which was closer to the ocean and offered closer ties to the fishing industry and transportation. Job Chase Jr. built his house, west of his father's and east of the Herring River, still standing at 126 Main Street (c.1800). Other residential development occurred along Division Street and at the mouth of the River, near William Chase's original dwelling (and later the site of the Hotel Belmont).

EARLY INDUSTRIAL PERIOD, 1830-1870

This period must have been exciting in the village of West Harwich. The fishing industry was reaching its peak. Every part of Harwich was expanding in response to the increasing trade and commerce. The salt manufacturing business was at its peak. Erastus Chase, son of Job Chase Jr. established his house at 121 Main Street. This two story Greek Revival residence must have stood as a grand edifice on the flat landscape of the time. Erastus Chase took over his father's business in the store which stood east of 121 Main Street. Judah E. Chase, also a son of Job Chase Jr. and a local merchant built a more modest home which stands at 97 Main Street. Baker's Boarding house continued to operate and the Baker & Chase Store was located to the west, at 32 Main Street. Streets were laid out to the north and south of Main Street. By 1858 Lower County Road, Riverside Drive, Belmont Road, Kelly Road, Willow Street, Smith Street, Depot Street and Mansion Street had been built. A new and much more substantial Baptist Church was built in 1841, extant today at 62 Main Street. No mention is made of a wharf in West Harwich but Job Chase was given permission to build a wharf located in Dennis, just east of the town line in 1848. Vessels were being built up and down the banks of the Herring River and ship Captains were building homes along Main Street. Of the homes built during this period, the following are extant: 33 Main Street, c.1845, Captain Gustavus V. Crowell's house; 37 Main Street, c.1840, Captain James Berry's house; 94 Main Street, c.1860; and 115 Main Street, c.1860, Uriel Doane's house. With the exception of 115 Main Street, a two story, side gable Italianate style building, and 40 Main Street, a c.1860 mansard owned by Captain J. G. Park, the residences were built in the Greek Revival style and, unlike the landscape of today, stood on open land.

In 1862 Freeman described the place as "a large, neat, thriving, but scattered village

known by the post office designation, West Harwich. Here is a Baptist meeting house, the society being the most ancient of the denomination in the country. There are some fine residences here, and the usual appliances of public convenience" (Freeman 1862, p. 493). Toward the end of this period even more growth and change was in store for the "scattered village." The Cape Cod Central Railroad reached Harwich in 1865. The train did not run through the village of West Harwich but a station was located to the north, in North Harwich. In the same year, Ocean Hall was built on Division Street in West Harwich—now the Harwich Junior Theater. This was the largest building in the village, built by Bartlett White of Yarmouth. The first story contained a public hall, the second was occupied by private societies and the third floor used as a dining room. In a short span of forty years, West Harwich grew from a small neighborhood into a thriving village with a substantial church, a meeting hall, several businesses, and over fifty private residences.

INDUSTRIAL PERIOD, 1870-1915

The end of the Civil War was a time for celebration in America but the results of the war would not shine brightly on Harwich or West Harwich village. A prolonged economic slump began in the 1870's. The fishing industry was in decline and there was a shift to deeper draft vessels in the coasting trade. The shallow Harwich harbors could not accommodate the newer vessels. This, coupled with competition from a faster mode of travel, the railroad, put most of the vessels in Harwich out of business. The cranberry culture was gaining steam in other parts of Harwich but the land in West Harwich was not as well suited for that pursuit. People began to leave Cape Cod in search of jobs in other parts of Massachusetts and the country. West Harwich continued to grow but the pace was slower. By the end of the period, summer only residents were more common and tourism had become the major industry in West Harwich.

The town established requirements for the consolidation of schools in 1870 and school buildings were built in each village. The West Harwich school was located behind the Baptist Church in 1871 and continues to stand today on its original lot at 5 Bell's Neck Road. Erastus Chase's store continued to operate (near 121 Main Street). The railroad provided some business opportunities. Ozias C. Baker opened the "Central House" which was located on the north side of Main Street, across from Chase Library. His son, William P. Baker, started a livery stable in connection with the hotel. He ran an express and stage route from North Harwich station through Dennis Port to West Harwich. The area continued to be a desirable place to live for those who continued in the fishing. The majority of residential buildings built in the first part of this period were in the Italianate style. Examples of this type are extant at: 26 Main Street, c.1870; 27 Main Street, c.1870; 52 Main Street, c.1870; 73 Main Street, c.1870; 87 Main Street, c.1870.

By 1890, the "city folks" were becoming more and more interested in exploring the beauty of the Cape. The railroad and soon after, the automobile, made Harwich an accessible spot. Harwich Port was quick to cash in on the tourist trade with seaside resorts and activities. West Harwich also made use of its assets. In 1890 Hotel Belmont was built on the south shore of West Harwich (demolished 1977). The Belmont Hotel, a three story inn with a gambrel roof and open front porch, was built on 22 acres of land purchased by local businessman Ben Johnson from Caleb Chase. The Belmont, also known as "The Aristocrat of the Cape", included 175 private rooms with commodious bathrooms with hot and cold running water, electric bells, excellent sea bathing, boating, fishing, a fine bowling alley and a large stable. At the time of its dedication and opening on July 4, 1894, the hotel stood three stories high and had a

125 foot frontage to the ocean. Later, the building was expanded to five stories on the original part of the building, had four separate cottages and a 58 unit addition. Other than this venture, commercial development was minimal. Private year-round and summer residence were developed on Riverside Drive. On Main Street, only three dwellings are extant from that period. A Queen Anne residence was built at 109 Main Street for Isaac Barse, a square rigger ship captain, c.1890. The Colonial Revival style was displayed in two residences, 77 Main Street and 90 Main Street. The building at 90 Main Street was used strictly as a summer home. The home of Dr. D. R. Ginn, extant at 141 Division Street, is probably the most ambitious house designed in West Harwich during this period.

The only extant early 20th century shop/office building stands at 49 Main Street. The early 20th century provided some commercial opportunities in the automobile industry. Auto repair shops were established on the north side of Main Street, one directly across from #17 Main Street, and one east of the Baptist Church, at 66 Main Street. The shop at 66 Main Street is extant and continues to serve the automobile but has undergone alterations since its initial construction. Shattuck's Filling Station opened c.1920 on the lot just west of #73 Main Street (see photo). A restaurant serving the "auto tourist" was located adjacent to the service station and was also owned by Mr. Shattuck. Both are no longer extant. Residential development turned away from main Street and went toward the ocean. Early planned communities such as Old Mill Point (or Dobles Point) and the capes along Shore Road, all west of Herring River, were more desirable environments. Other than the establishment of the Chase Library at 7 Main Street (c.1907), the development of Main Street stopped, not to begin again until the 1950's.

MAP: DISTRICT AND BOUNDARIES