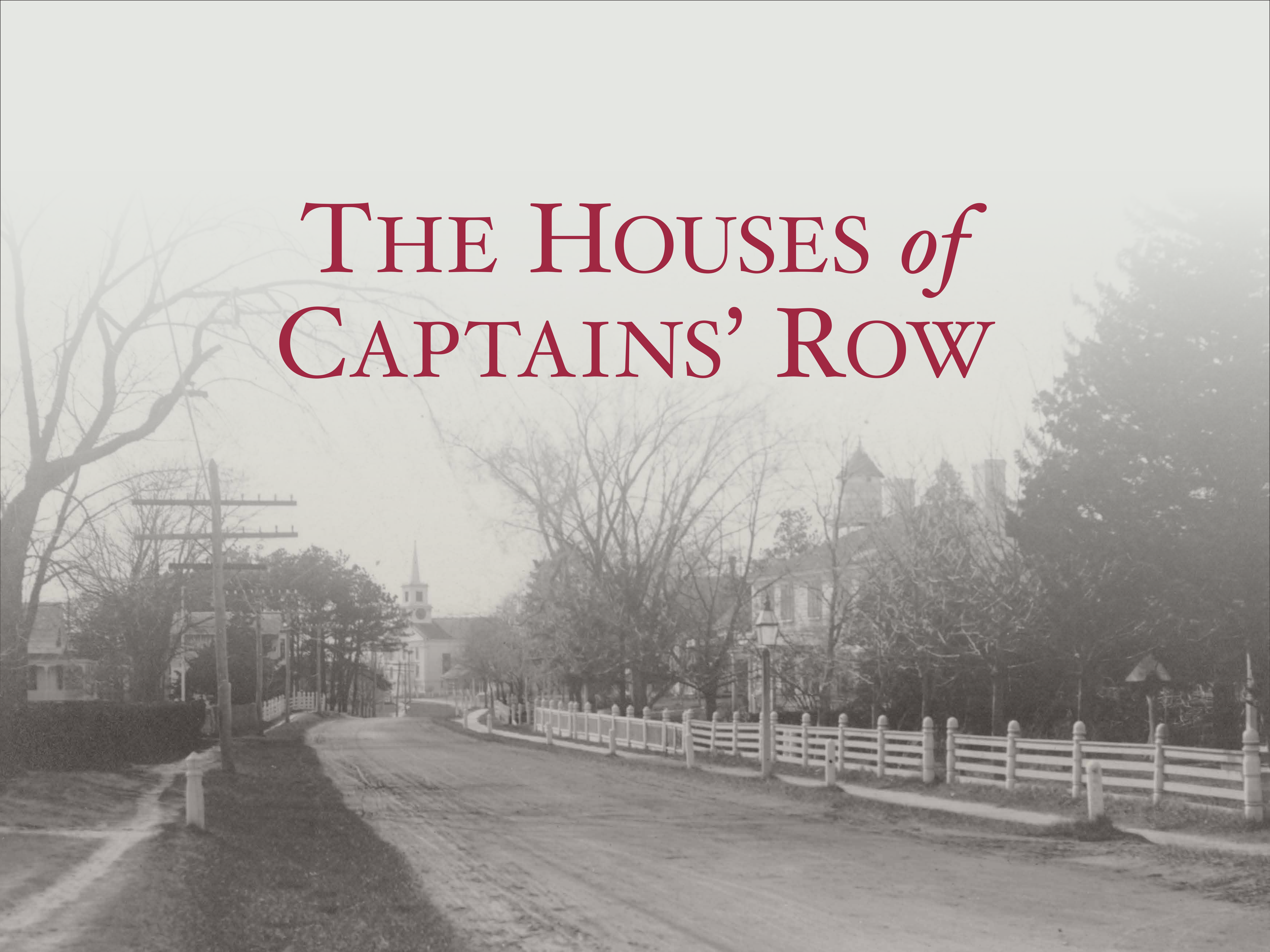
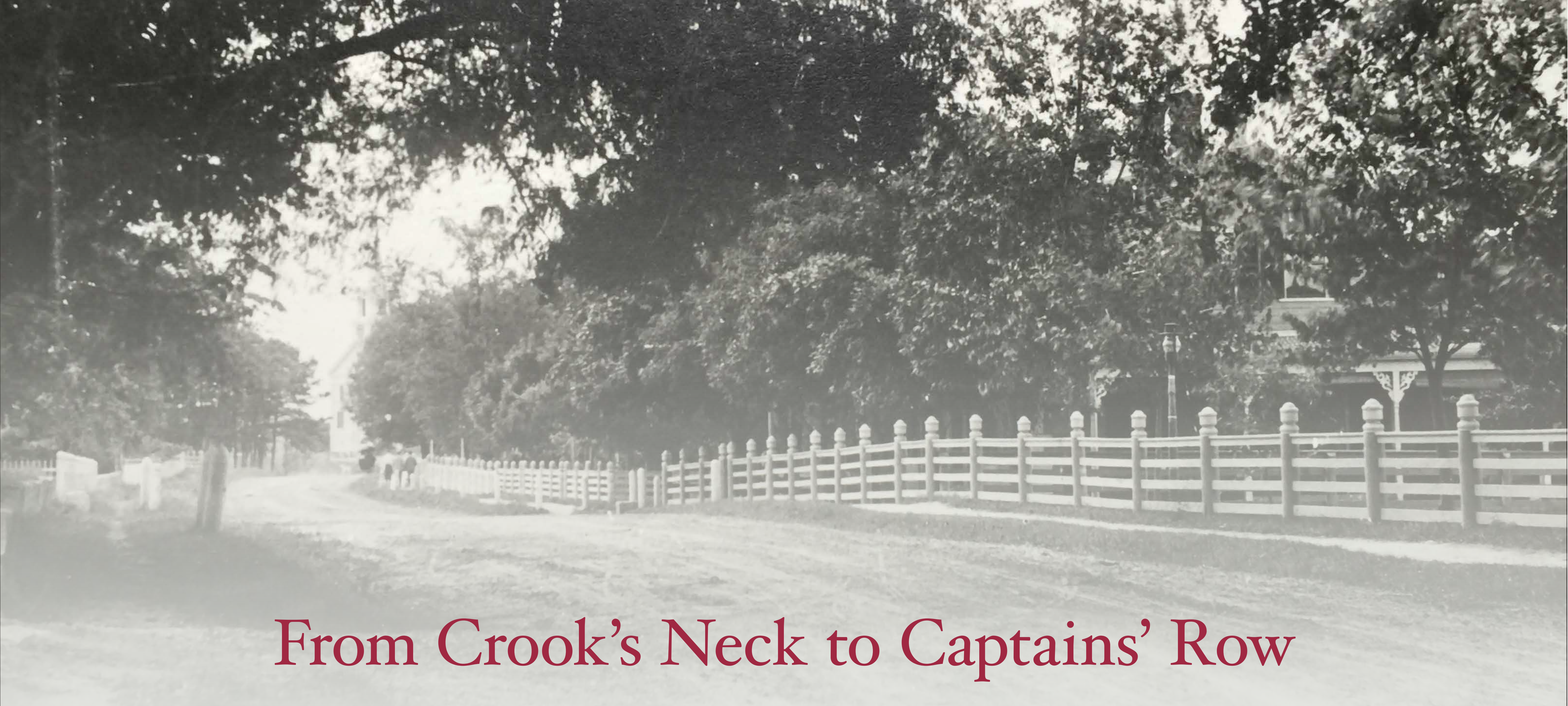


THE HOUSES *of* CAPTAINS' ROW



Opening Triptych
Left Panel
30” wide x 40” high

Triptych panels are meant to be viewed as a unit (with or without space between them).



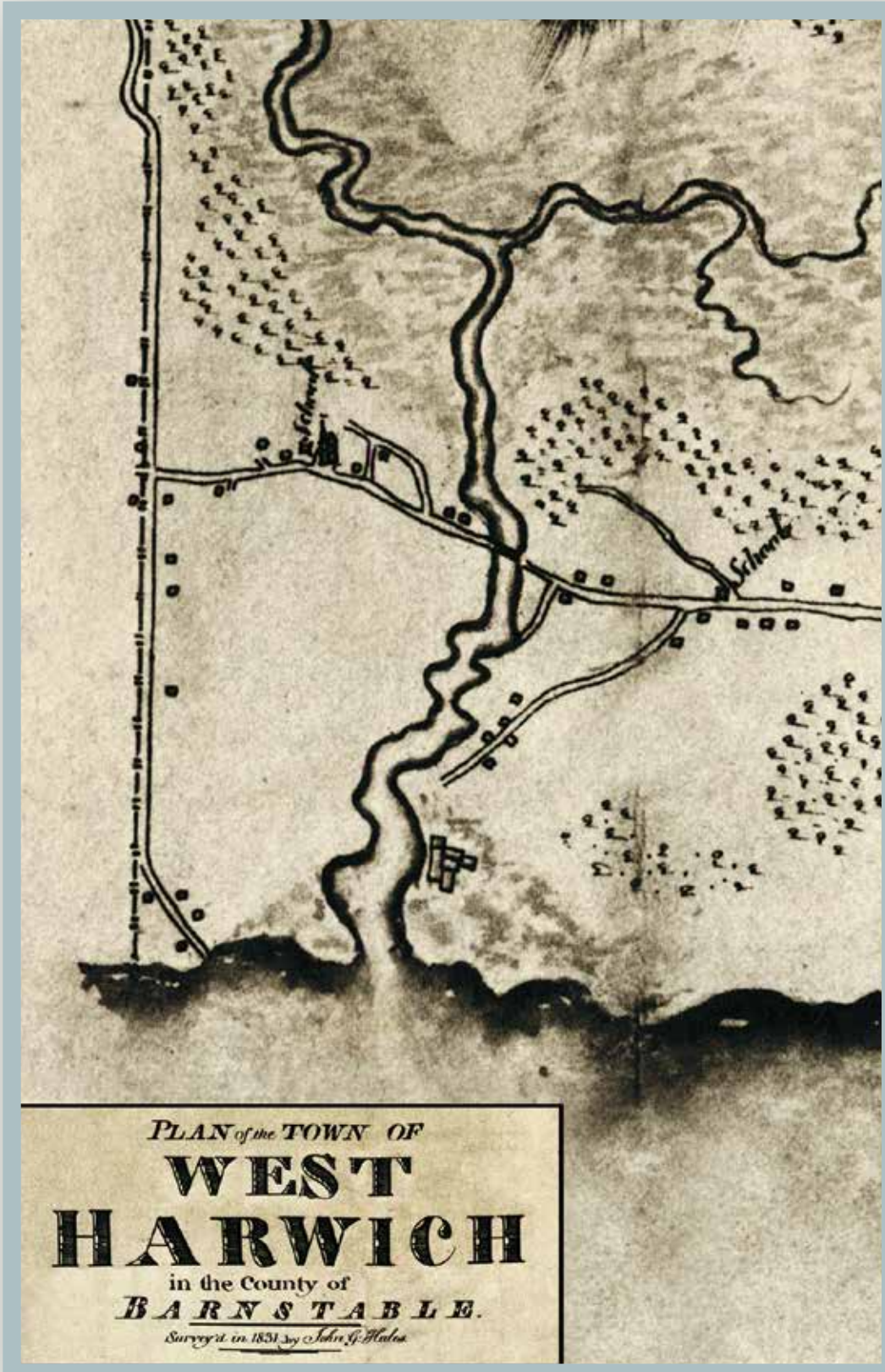
From Crook’s Neck to Captains’ Row

In the 1650s, a Saquatucket tribesman named Jacob Crook controlled the land between Swan River in Dennis and the Herring River in West Harwich. The English dubbed this area “Crook’s Neck” and by the nineteenth century it was called “Crocker’s Neck.” Early settlers in the area included the Wing family, John Dillingham, Samuel Berry, and Captain Samuel Sears.

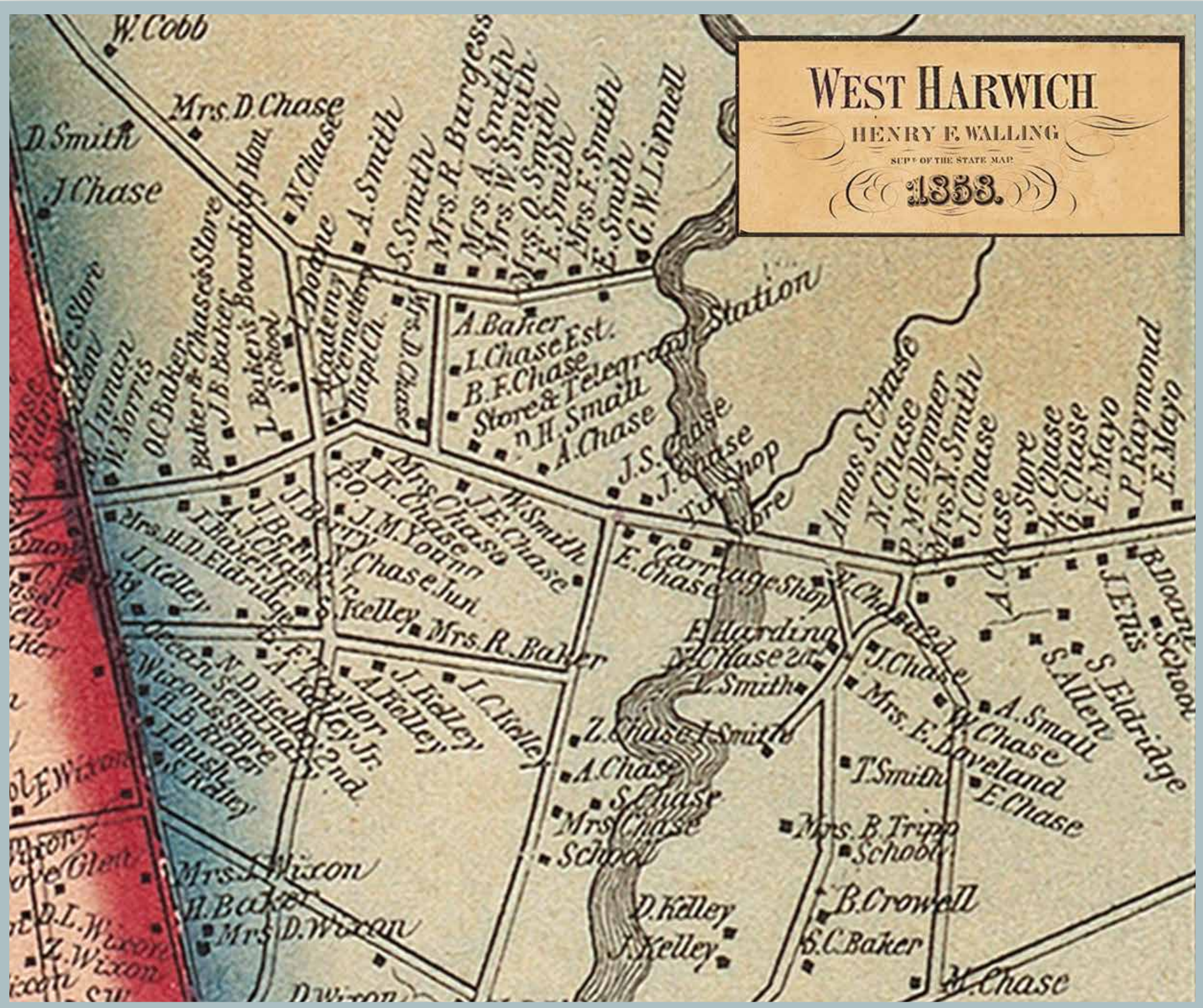
By the American Revolution, the entire swath from the Dennis town line to Herring River was acquired by Job Chase, Sr. who used timber from his land to build coastal schooners launched from the Herring River. These vessels facilitated his successful effort to establish a multi-generational family fortune.

Between the 1820s and the turn of the twentieth century, interest in the area brought in a steady flow of inhabitants. Reasonable land prices, ready river access, and proximity to mercantile success led to continuous growth. The houses built between the 1740s and the 1940s represent a veritable catalog of American domestic architecture. Many were home to local sea captains.

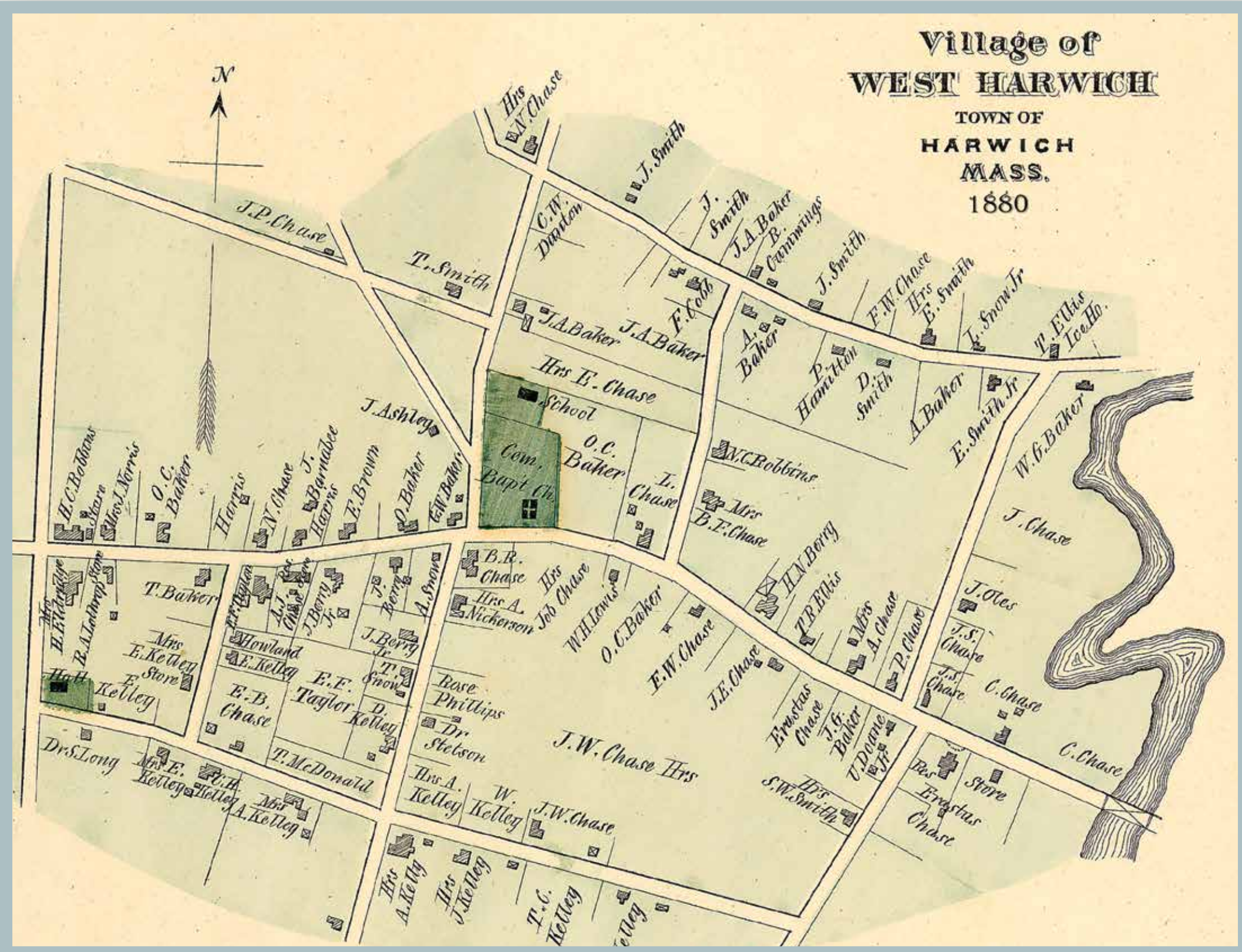
This exhibition focuses on a handful of these remarkable homes and reveals the deep cultural heritage and ambitions of their owners. Located along a one-mile stretch of Route 28 in Harwich, we have come to know these as the “Houses of Captains’ Row.”



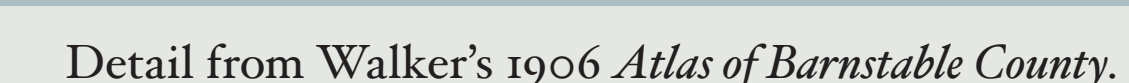
1831
Detail from Hales's *Atlas of Harwich & Brewster*.



1858
Detail from Walling's *Map of the Counties of Barnstable*.



1880
Detail from Walker's *Atlas of Barnstable County*.



Other Significant Structures:

- 
- Denotes a Sea Captain's Home



*“We shape our buildings, and afterwards
our buildings shape us.”*

WINSTON CHURCHILL



The Dr. Ginn Family, *ca.* 1910



Maxine Herzog, *ca.* 1929



Rev. U. S. Davis at West Harwich
Baptist Church, *ca.* 1940



At Mrs. Minnie Crowell's House, *ca.* 1940



Capt. Osmyn Berry's children, *ca.* 1910



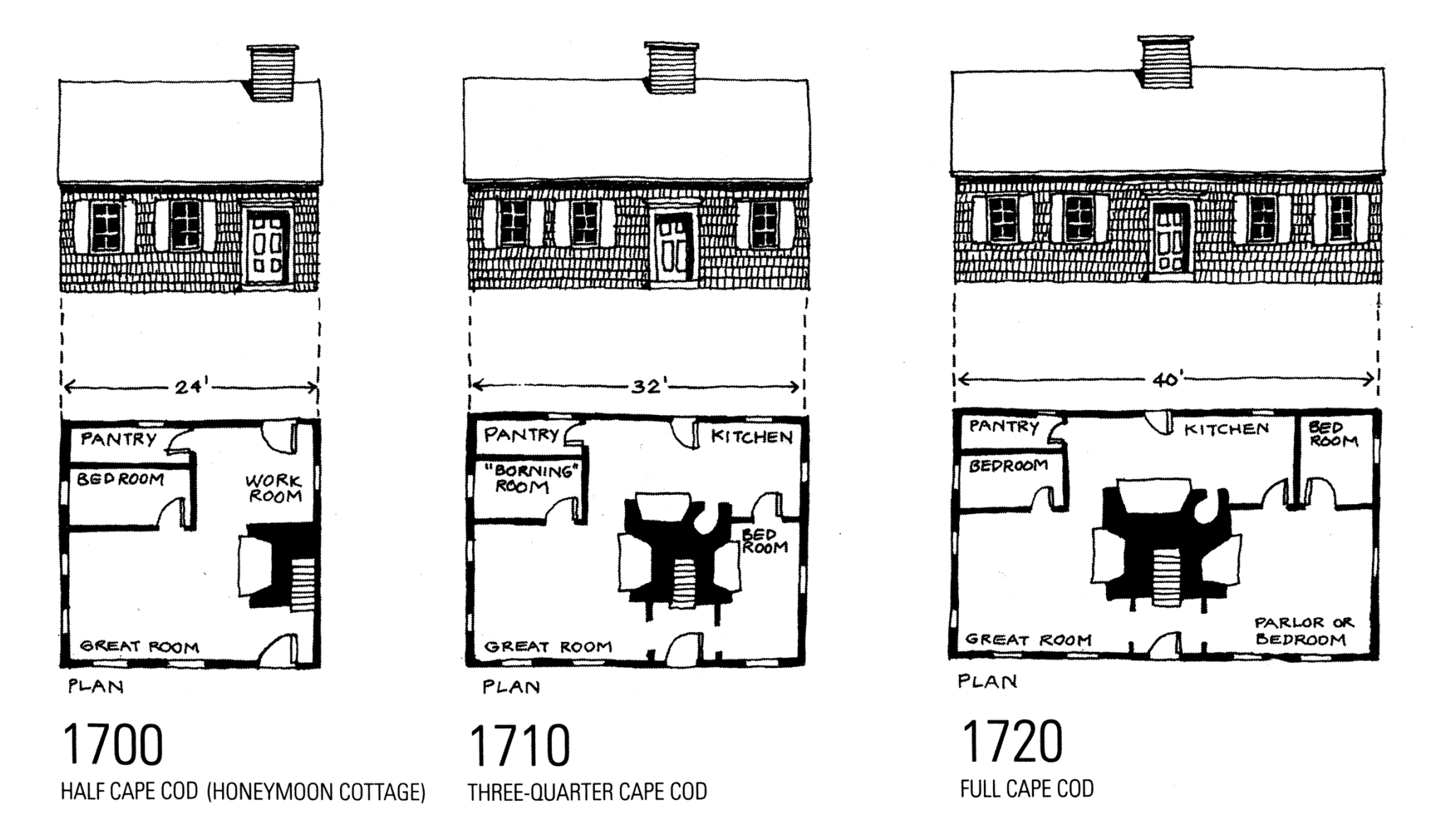
The Erastus Chase Family, *ca.* 1915

CAPE HALF HOUSE

Anthony Kelley House (ca. 1740)



The Anthony Kelley House was extended several times; in the 1960s a “great room” was added when it was converted into a restaurant. It is currently home to the Noble House.



Variations of a Cape house as illustrated in Walker’s *American Homes* (1996).

Location:
21 Main Street

National Register of Historic Places:
Recommended

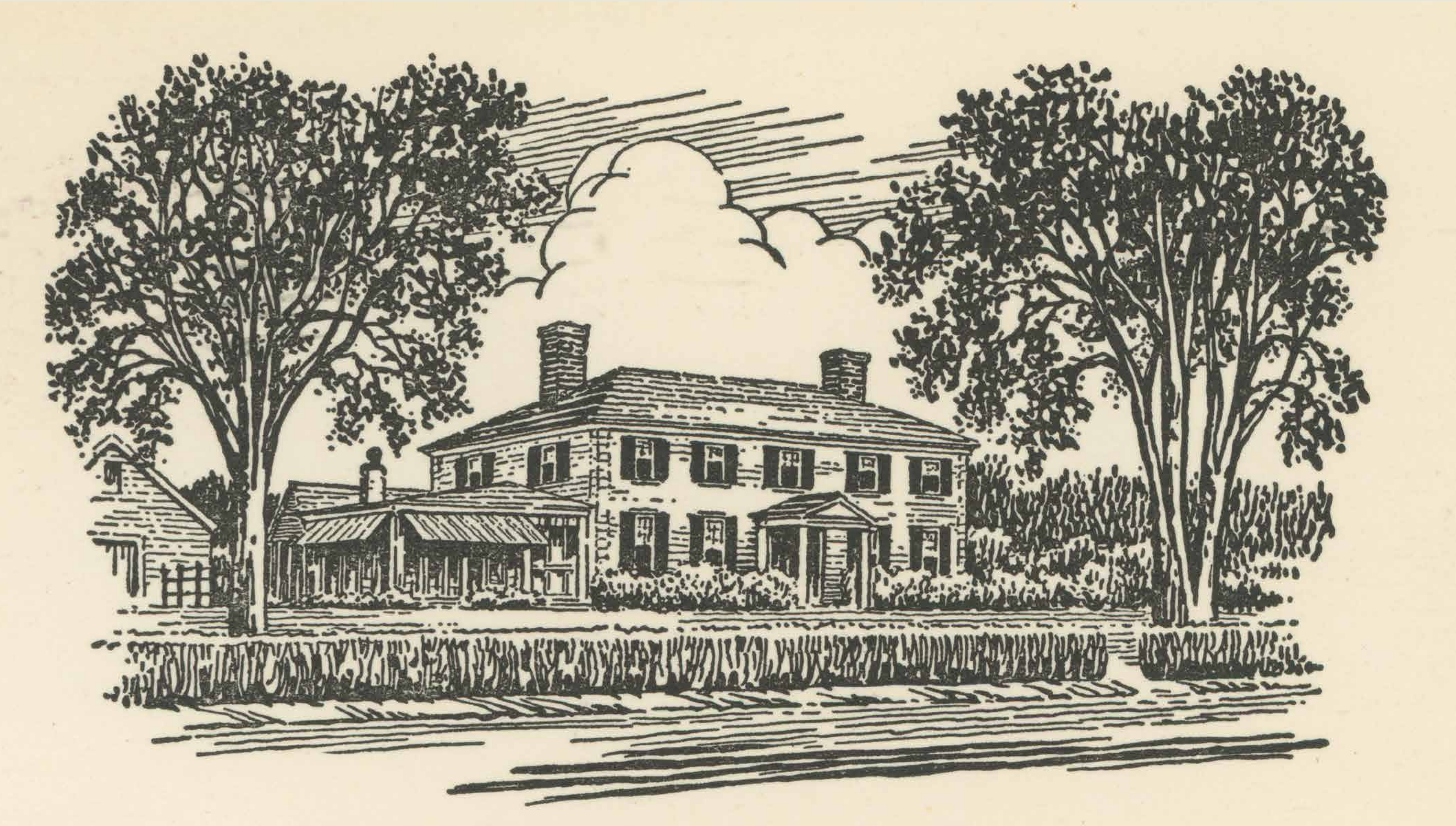
The Kelley House is a typical example of a late-colonial Cape Cod Half House, the first “modular” residence. Often young married couples would invest in the initial “half” of a full five-bay, one-and-a-half-story dwelling and add on as the family grew. Built about 1740, this is one of the few dwellings marked on the 1831 Hales’s map of Harwich that still stands. This location has been successful as a dining destination for the last half-century.



Jack Viall’s illustration for the The Cape Half House Restaurant menu, ca. 1970.

GEORGIAN

Job Chase, Sr., House (ca. 1780)



The Job Chase, Sr., House featured in Deyo's, *History of Barnstable County* (1880).



Known for decades as Bishop's Terrace Tavern and Restaurant, this reproduction of a Milton Welt watercolor (1980) captures the striking angles, expressive volumes, and lush landscaping of a Georgian residence properly repurposed.

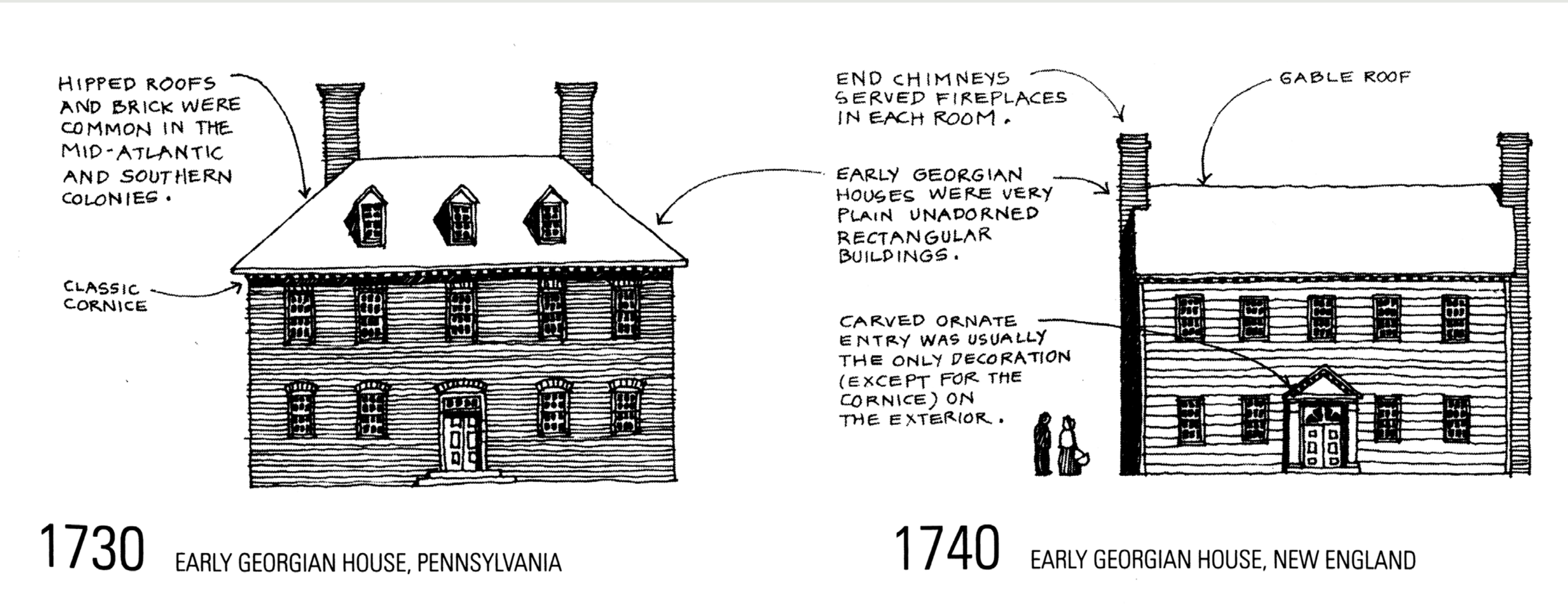


A popular destination for fine dining and jazz music for two generations, the Job Chase, Sr., House sits tragically neglected. Can this exquisite specimen be saved from the wrecker's ball?

Location:
108 Main Street

National Register of Historic Places:
Recommended

A stylistic import from England, a residence in the Georgian style represented the pinnacle of wealth, refinement, and good taste in the generations leading up to the Revolution. Sophisticated use of the classical orders, elegant proportions, along with ample, gracious spaces within make this residence one of the finest in Harwich. A renowned preservation expert considers it to be one of the top three endangered historic buildings in the Commonwealth.



Illustrations from Walker's *American Homes* (1996).

GREEK REVIVAL

Capt. James Berry, Jr., House (ca. 1850)



The Capt. James Berry, Jr., House was featured in Perry's *A Trip Around Cape Cod* (1898); Claire Baisly called it the "definitive" expression of the Cape Cod Greek Revival in *Cape Cod Architecture* (1989).



The Capt. Gus Crowell House (ca. 1850), erected on the abutting lot at 33 Main Street, (shown above) appears to have been erected about the same time and presents a mirror image of the Berry house façade, minus the Doric porch. Capt. Crowell added a generous veranda around 1900.

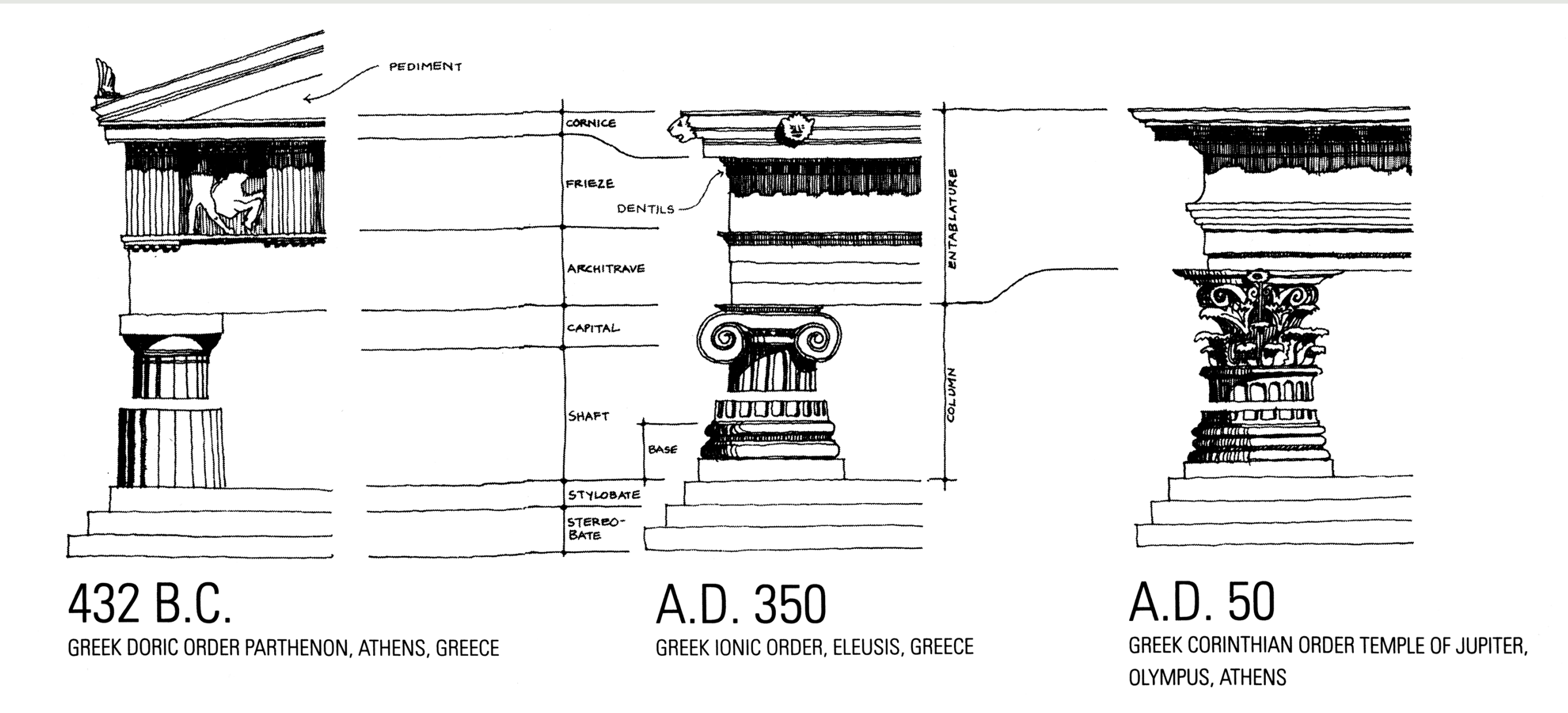
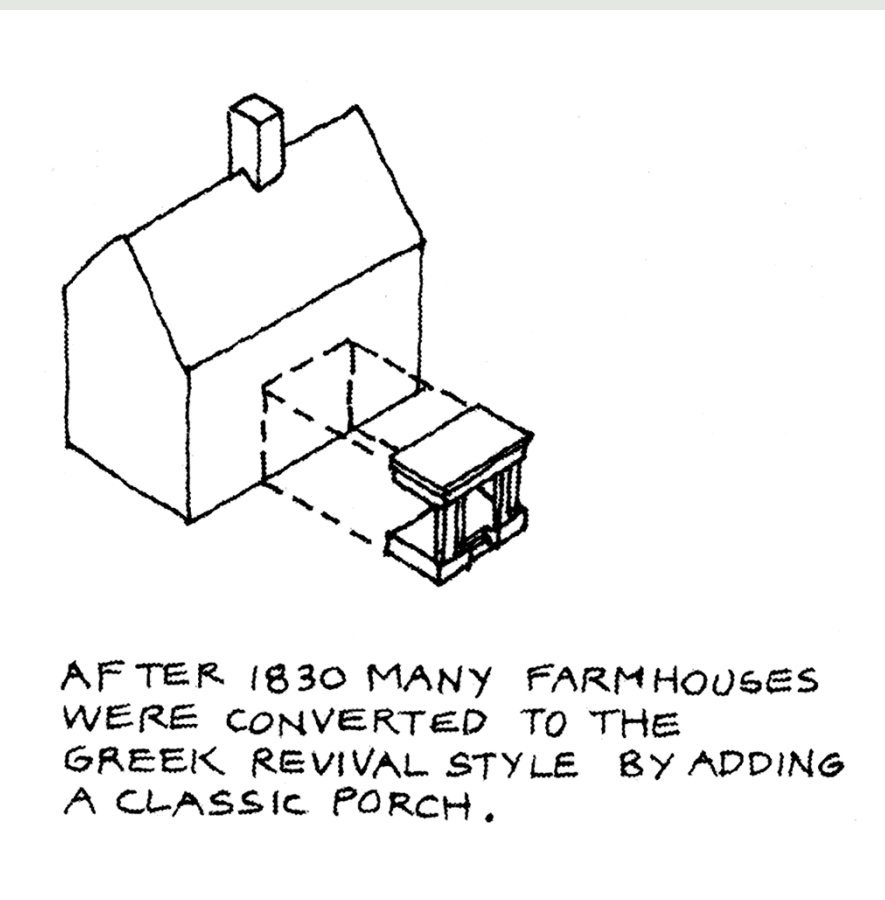
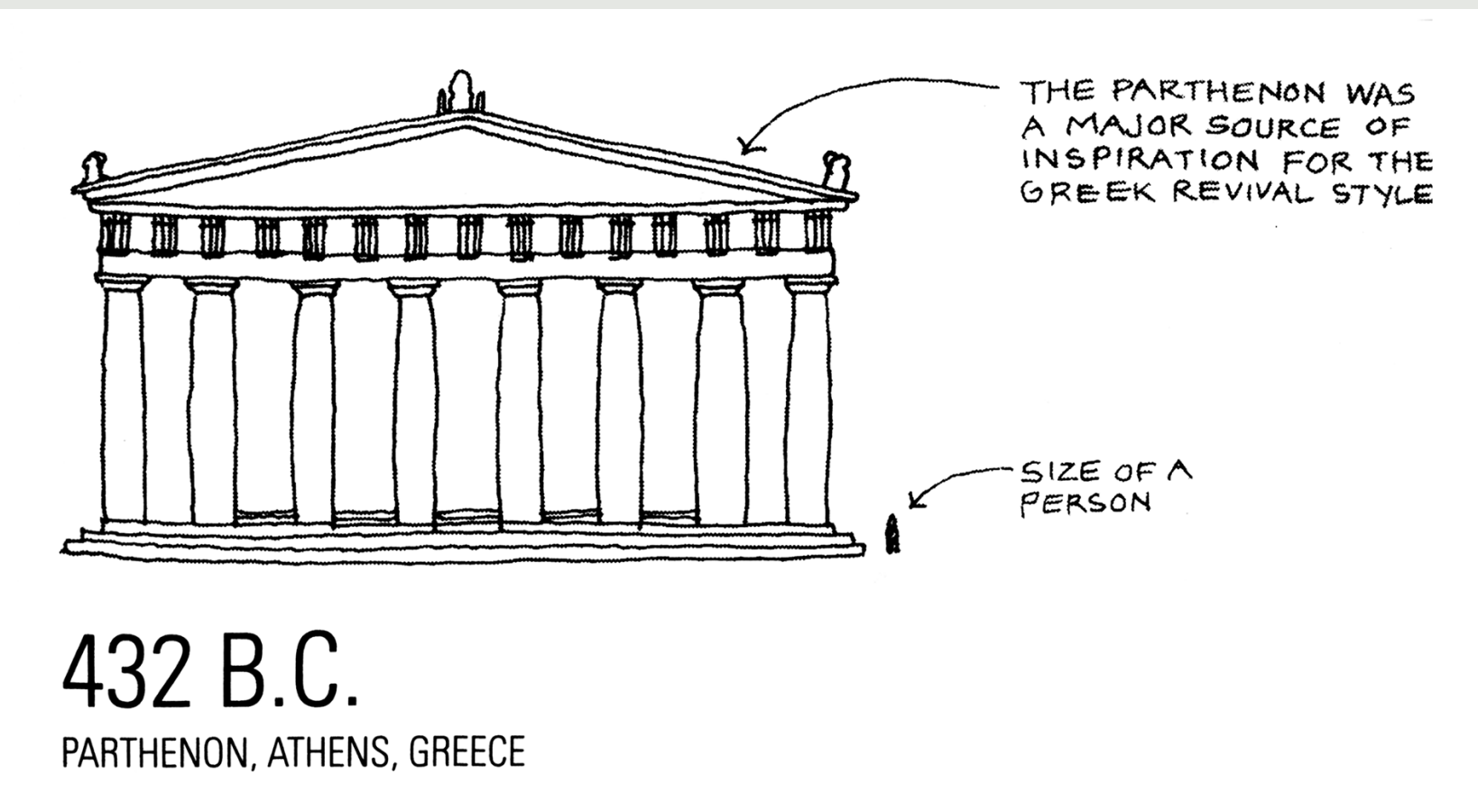


Detail of a Doric Column.

Location:
37 Main Street

National Register of Historic Places:
Since 1986

Thanks in part to the stunning archeological findings on the Acropolis at Athens in the 1760s and to the romantic allure of the Greek independence movement in the generation that followed, an enormous attraction for all things Greek took hold in the newly formed Republic. The broad appeal is spelled out architecturally in the Greek Revival style which became popular in the 1830s. Accenting a gable-fronted structure, trimmed in the Doric or Ionic orders, the Greek Revival offered a vibrant cosmopolitan alternative to the staid formality of colonial precedents.



Illustrations from Walker's *American Homes* (1996).

GREEK REVIVAL HYBRID

Col. Erastus Chase House (ca. 1855)



The original angled approach from the road accentuates the Col. Erastus Chase House's majestic massing, while contrasting paint announces the structural significance of each architectural member. This house was featured in Perry's *Trip Around Cape Cod* (1898) and its owner was profiled in Deyo's *History of Barnstable County* (1880).



Chase Family Outing , ca. 1910 (HHS Photo Archive).

Location:

121 Main Street

National Register of Historic Places:

Recommended

One of the most appealing features of the Greek Revival was that the language of classical forms could be used to modify and upgrade an existing dwelling. A spectacular specimen, the Col. Erastus Chase House appears to have been first built as a 2½ story Italianate Villa and upgraded some time later with two Doric porches, Doric pilasters at the corner, and handsomely detailed architraves. In the early 20th century the porch was extended across the front.



The building has been carefully maintained by loving owners over the years. The proud wrap-around Doric porch is in magnificent condition, though the balustrade is an unfortunate incursion. Since the building is currently a retail establishment named “Whimsy,” one can examine the interior, which is in beautiful condition, first-hand.

ITALIANATE VILLA

Capt. Edwin Taylor House (ca. 1870)



Location:
27 Main Street

National Register of Historic Places:
Recommended

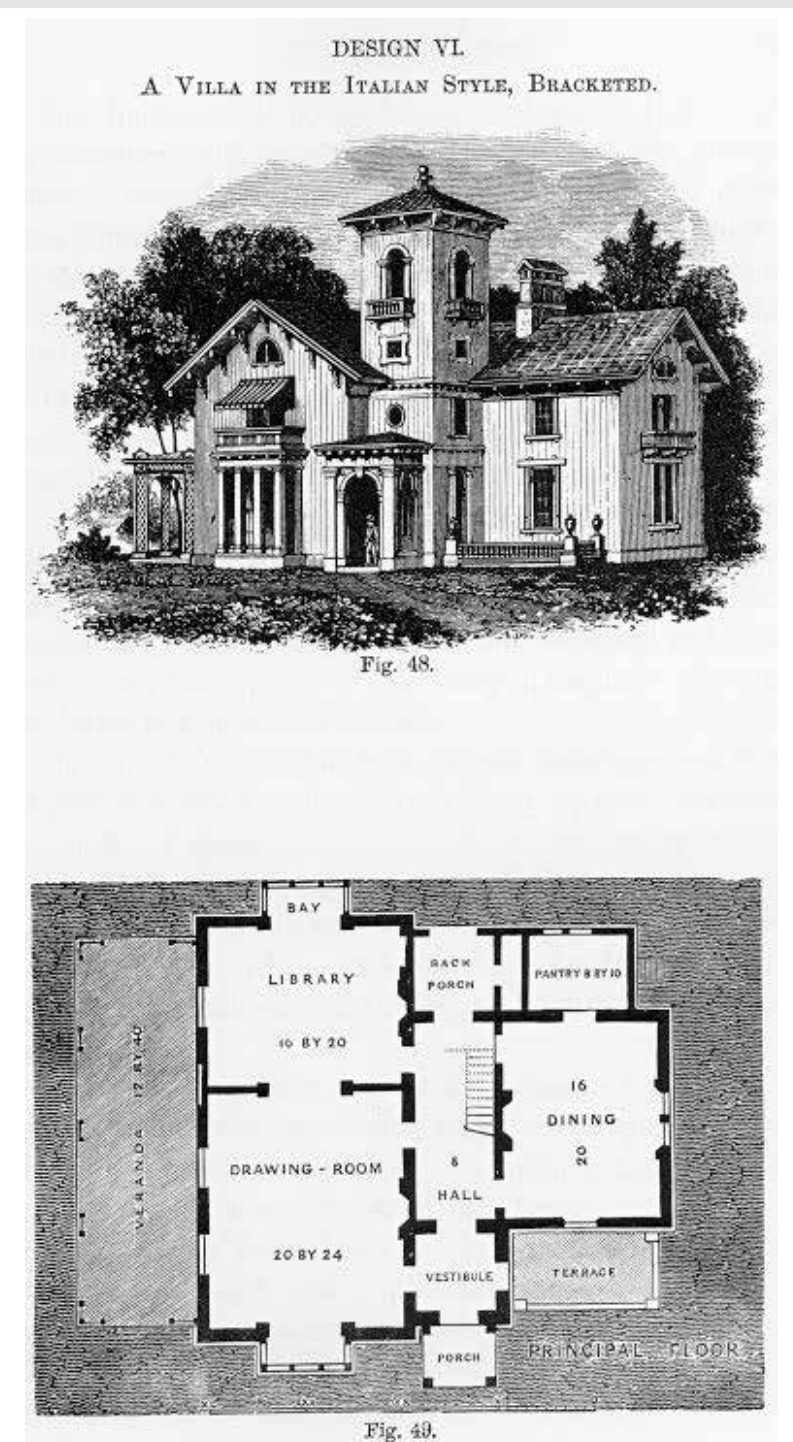
In deliberate response to the geometric and civic severity of the Greek Revival, the so-called “Picturesque Movement” took root in the 1840s and offered a more sentimental ideal of domestic life. Asymmetrical roofs suggested a cluster of buildings; deep eaves, projecting porches adorned with rustic details, round-arch windows, and abundant use of exposed structural detail added to visual interest and idiosyncrasy. This approach showed conscientious attention to the aesthetics of home life and the attachments of family.



While the Italianate Villa at 87 Main Street House (above left) is being lovingly restored, the Capt. Baker House at 52 Main Street languishes in shame pending demolition. Though abandoned and neglected, the Baker house exhibits many beautiful architectural details such as the sculptural cave brackets shown here (above right).



Today, the Capt. Edwin Taylor House functions as a Dance Studio.



Italianate Villas were popularized by the circulation of attractive and well-illustrated “pattern books,” like Davis and Downing’s *Cottage Architecture* (1842).

SECOND EMPIRE

Capt. Jeremiah Park House (ca. 1880)



The Capt. Jeremiah Park House is featured in Perry's *Trip Around Cape Cod* (1898) and more recently the topic of a monographic article by R. Kelley in *The Journal of the Cape Cod Genealogical Society*.



A Mansard roof is named after the French architect François Mansart (1598-1666) who maximized floor space with steeply canted upper story walls that emulated roofing (Wikipedia Commons).

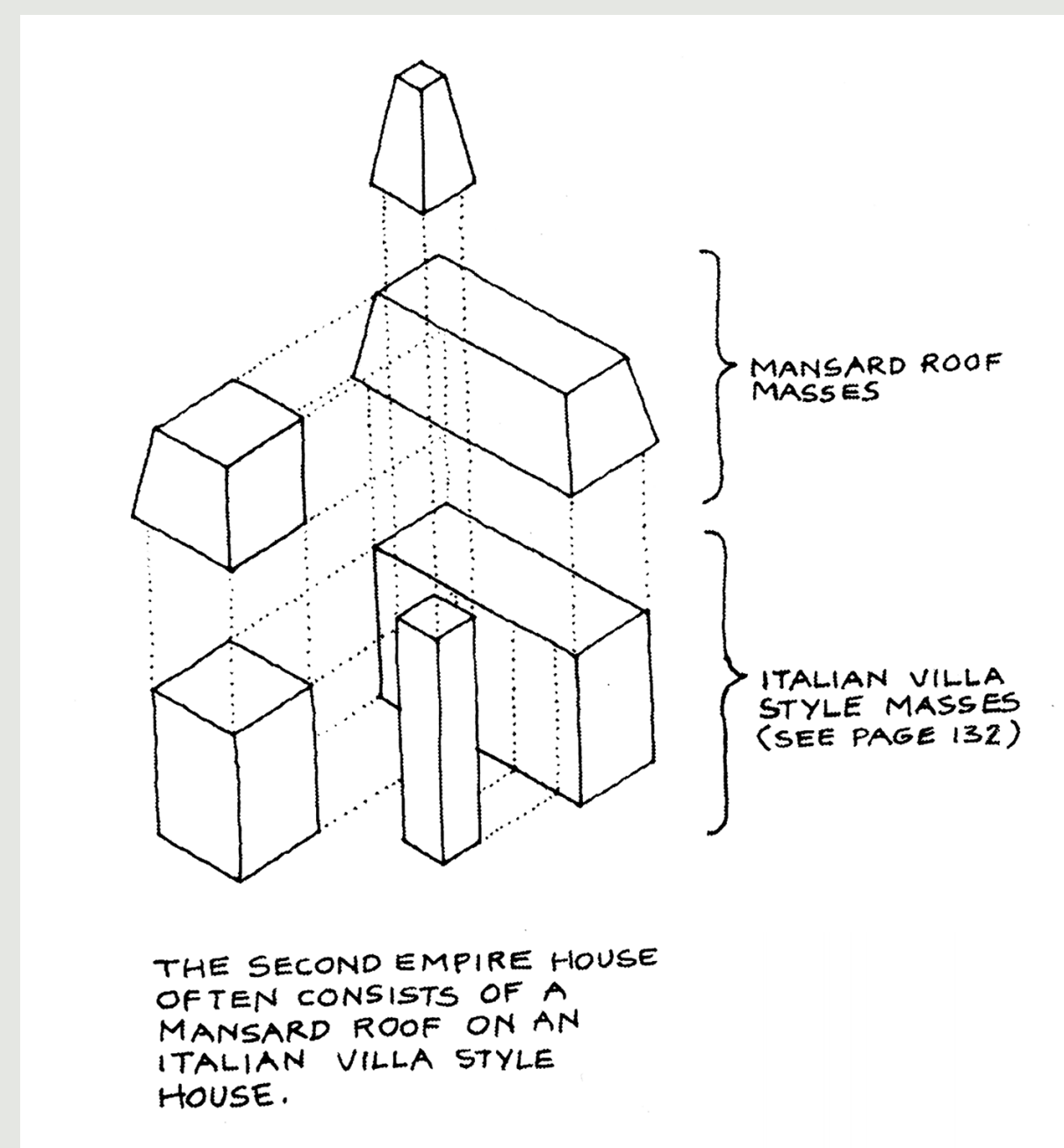


Illustration from Walker's *American Homes* (1996).

Location:
40 Main Street

National Register of Historic Places:
Recommended

The growth of global maritime trade in *ante bellum* New England led to a natural interest in exotic tastes and fashions. In the years following the Civil War, demand for sophistication and novelty became a sign of increased affluence. The Capt. Park House offers a perfect example—inside and out—of the appeal of both French architectural style, seen in the proudly hipped Mansard roof, and the exotic whiff of the orient, seen in the luxuriant furnishings within.



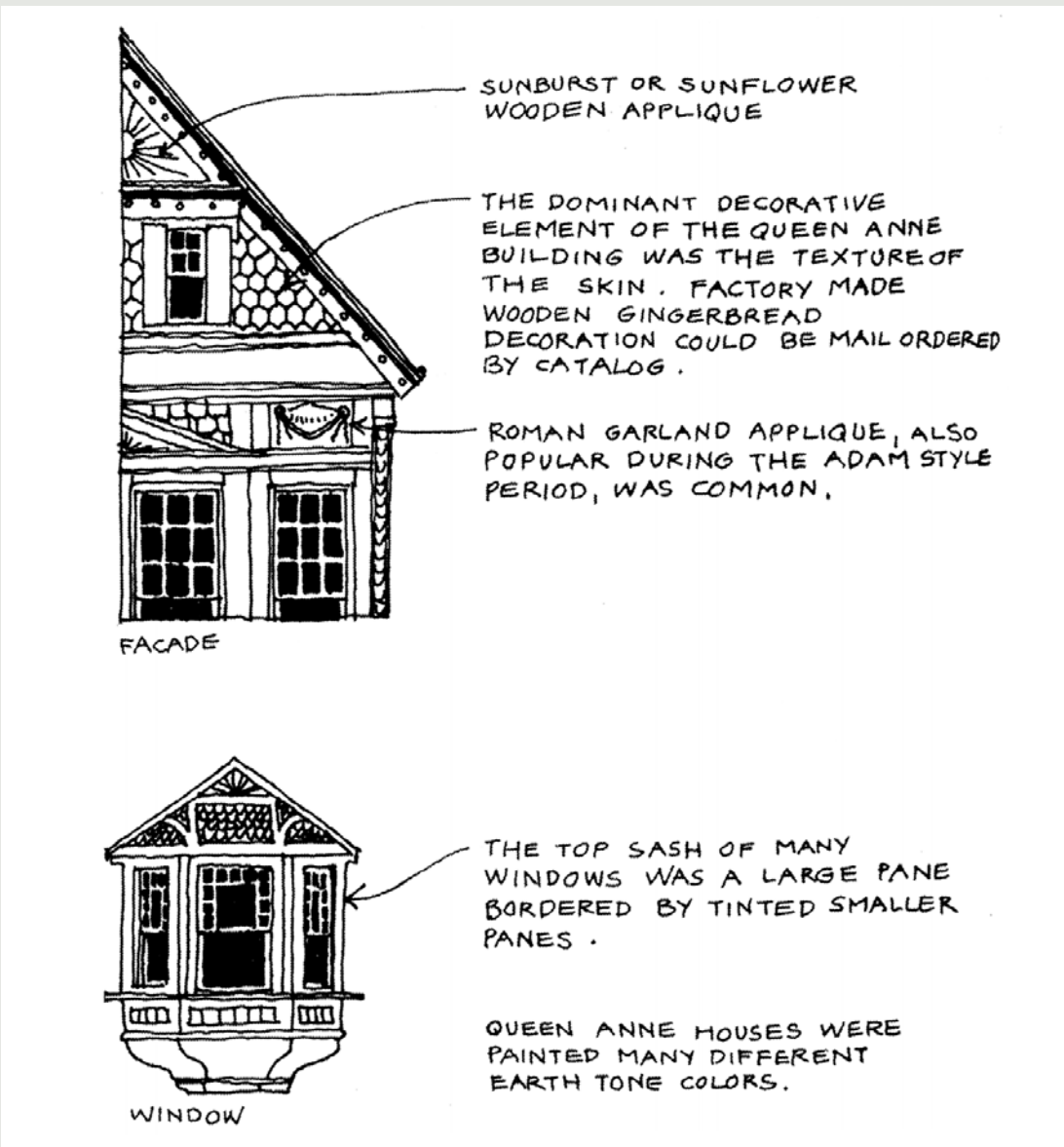
This rare period interior view of the Park House illustrates the Victorian fondness for displaying possessions as a sign of wealth and refinement. Because Capt. Park took many lengthy journeys at sea, it is not surprising to see an artfully arranged abundance of objects from the China trade along with a leopard skin rug, wall hangings, ship paintings and family portraits.

QUEEN ANNE

Capt. Isaac Bearse House (ca. 1890)



With its multitude of roof lines and intersecting surfaces, the Bearse House imparts the impression of being a small village in itself. Examples of beautiful carpentry are found in the workmanship of the porch, the window frames, and a variety of shingle treatments beneath the gables.



Illustrations from Walker's *American Homes* (1996).

Location:
109 Main Street

National Register of Historic Places:
Recommended

The Queen Anne style was an elaboration of tastes and tendencies that first emerged with the Picturesque Movement—enlivened silhouette, asymmetrical layout, charming projections such as porches and bay windows, all beautifully detailed and executed with fine craftsmanship. An English import, the Queen Anne style is immediately recognized by its elaborate and varied shingle work, light and airy volumes, and the tasteful mixing of materials. The Capt. Bearse House displays these features in great abundance.



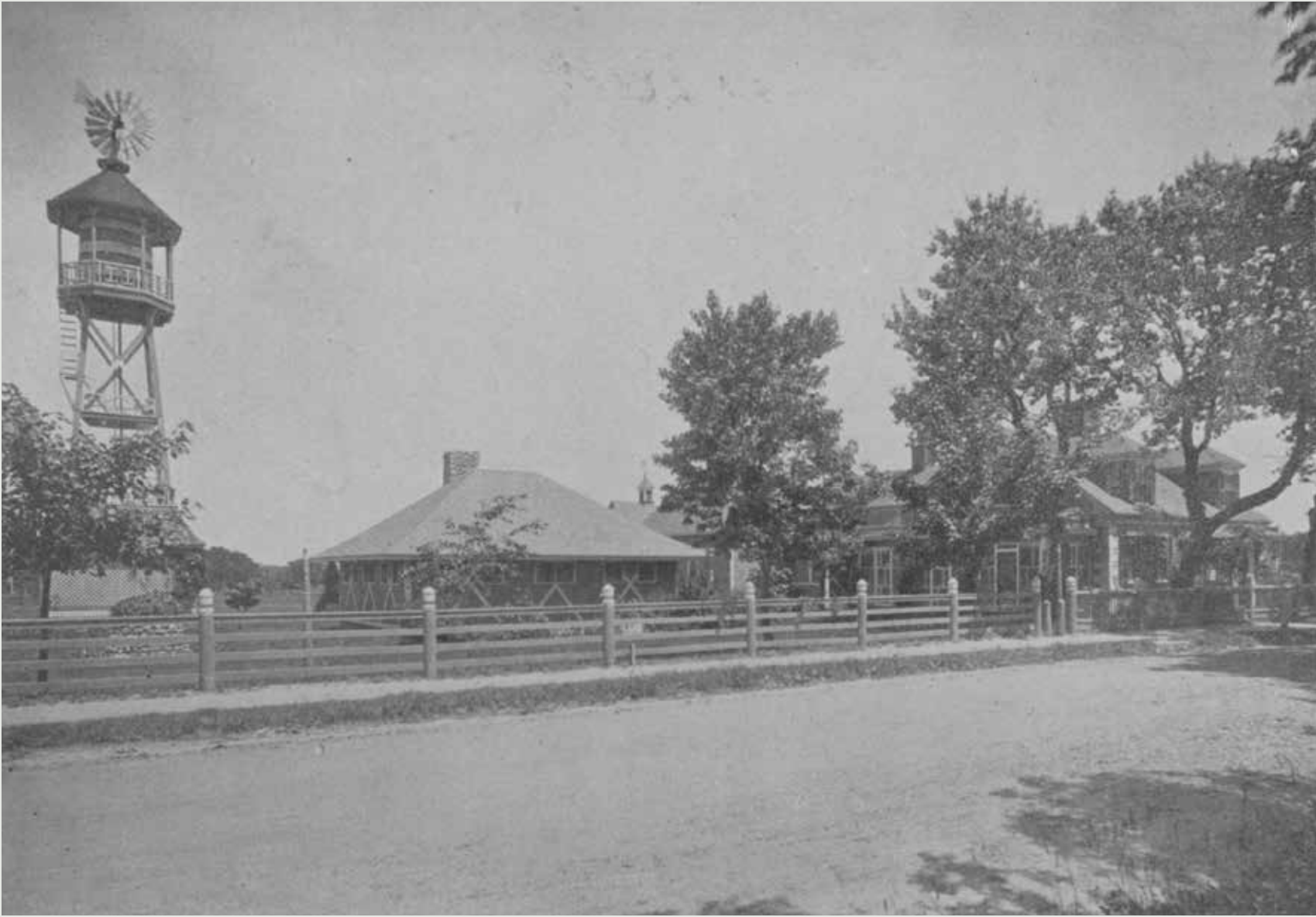
The property also features a handsome carriage house to the rear that has for many decades been operated as a gift shop. This vintage post card (ca. 1965) shows the elaborate fretwork beneath the central gable, beautiful shingling at the flared canopy above the doors, and a majestic hipped roof—all distinct characteristics of the Queen Anne style.

SHINGLE STYLE

Col. Caleb Chase House (1790/1908)



The Col. Caleb Chase House is lavishly illustrated in Perry's *Trip Around Cape Cod* (1898); one shows the main dwelling from the entrance, another the elaborate and powerful outbuildings, including stable and water tower. Currently, the Chase House is The Irish Pub.



View of the Chase property looking east (1898).

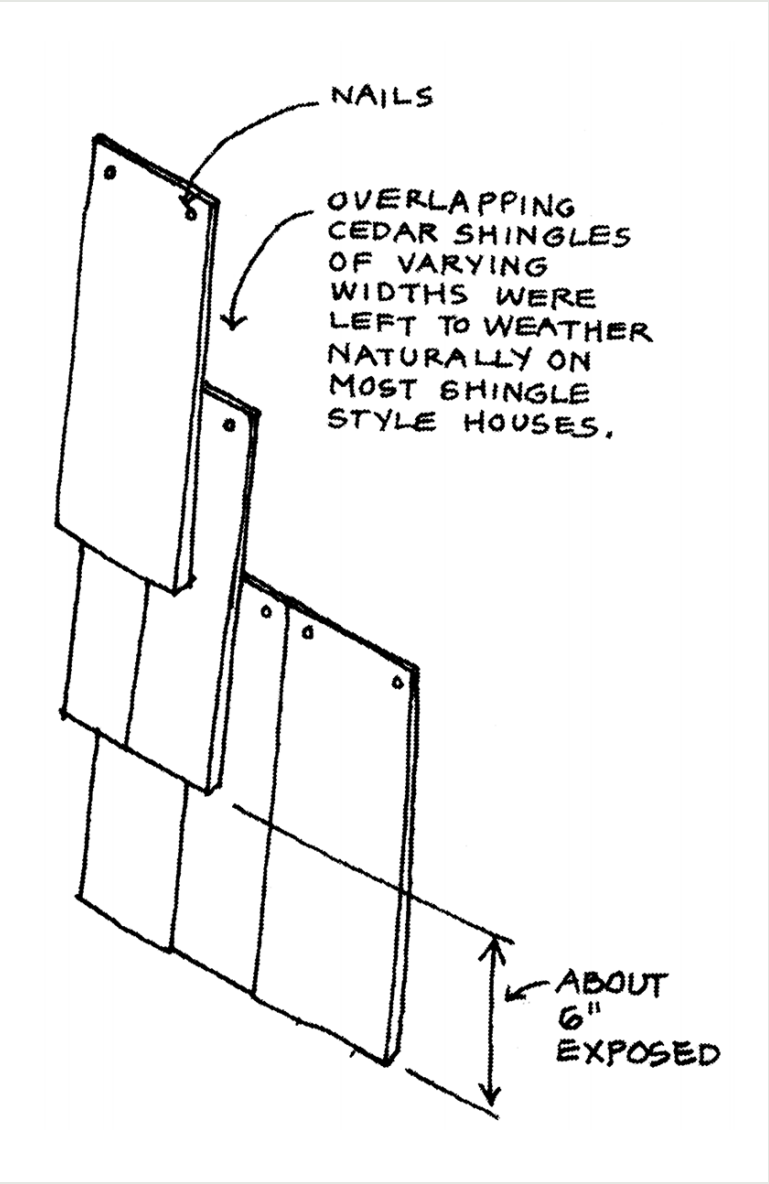
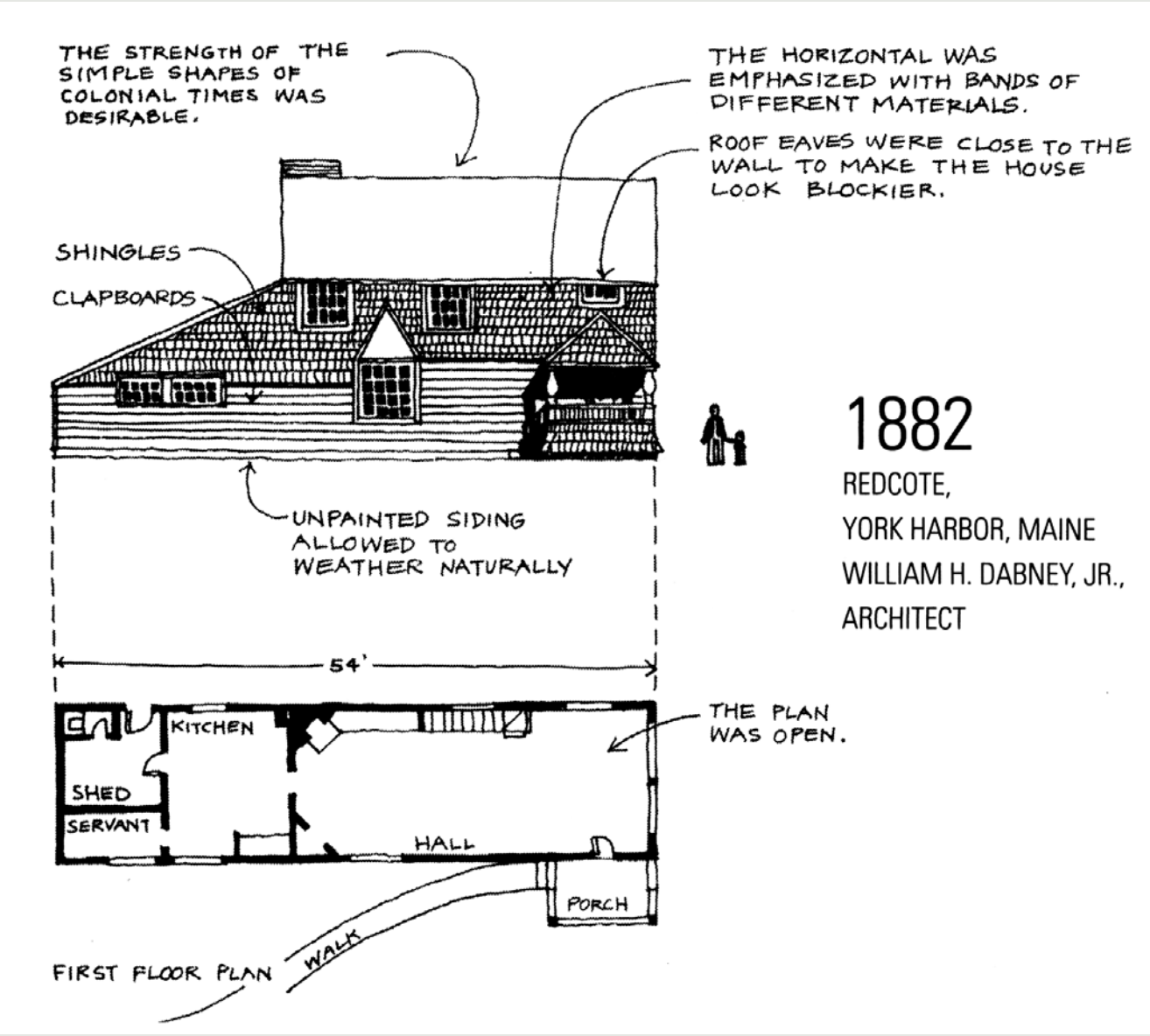


The astonishing variety of cedar shingle patterns is suggested by this contemporary photograph (2019) of a secondary structure behind the original *ca.* 1800 cottage.

Location:
126 Main Street

National Register of Historic Places:
Recommended

Originally built on the banks of the Herring River about 1800 as a Full-Cape cottage by Job Chase, Jr., the residence was inherited by his son Caleb after the Civil War. This unique compound comes down to us as a marvelous stylistic hybrid that reflects both Federalist pride and the new patriotic tone that took hold in the wake of the 1876 Philadelphia Centennial Exhibition. Caleb Chase (founder of Chase and Sanborn) refitted his ancestral home using the Shingle Style ethos that emerged in the 1880s. The outbuildings are especially fine examples of what had become the preferred style of America's resort destinations by 1900. The property eventually passed out of the Chase family and has been operated as a restaurant and pub since the 1940s. It is a fine specimen of a harmoniously nested series of generational changes to an original, colonial-era cottage. It remains one of the most photographed—and photogenic—houses in Harwich.



Illustrations from Walker's *American Homes* (1996).

Closing Triptych
Left Panel
30” wide x 40” high

Triptych panels are meant to be viewed as a unit (with or without space between them). These need some work, but I think you will understand the general concept happening here.

Shaped by the Past

In the mid-seventeenth century, the sweeping northward arc of the cow path that once connected Dennis to the Herring River was gradually settled. A spontaneous dialogue began to take shape between generations, expressed from one building to the next. Over the years, architectural gems dotted the landscape, expressing the circumstances, values, and aspirations of the homeowners. Each generation built harmoniously on the past with a clear respect for continuity.

Those who settled in West Harwich were sheltered from the harsh weather at the shoreline yet lived close enough to the tidal activity of the river to be in touch with nature’s elemental rhythms. Soldiers from colonial days, the Civil War, and later are all buried here. Sea captains and their families made their homes here, living their lives, travelling widely, and leaving behind a magnificent legacy.



1900



1902



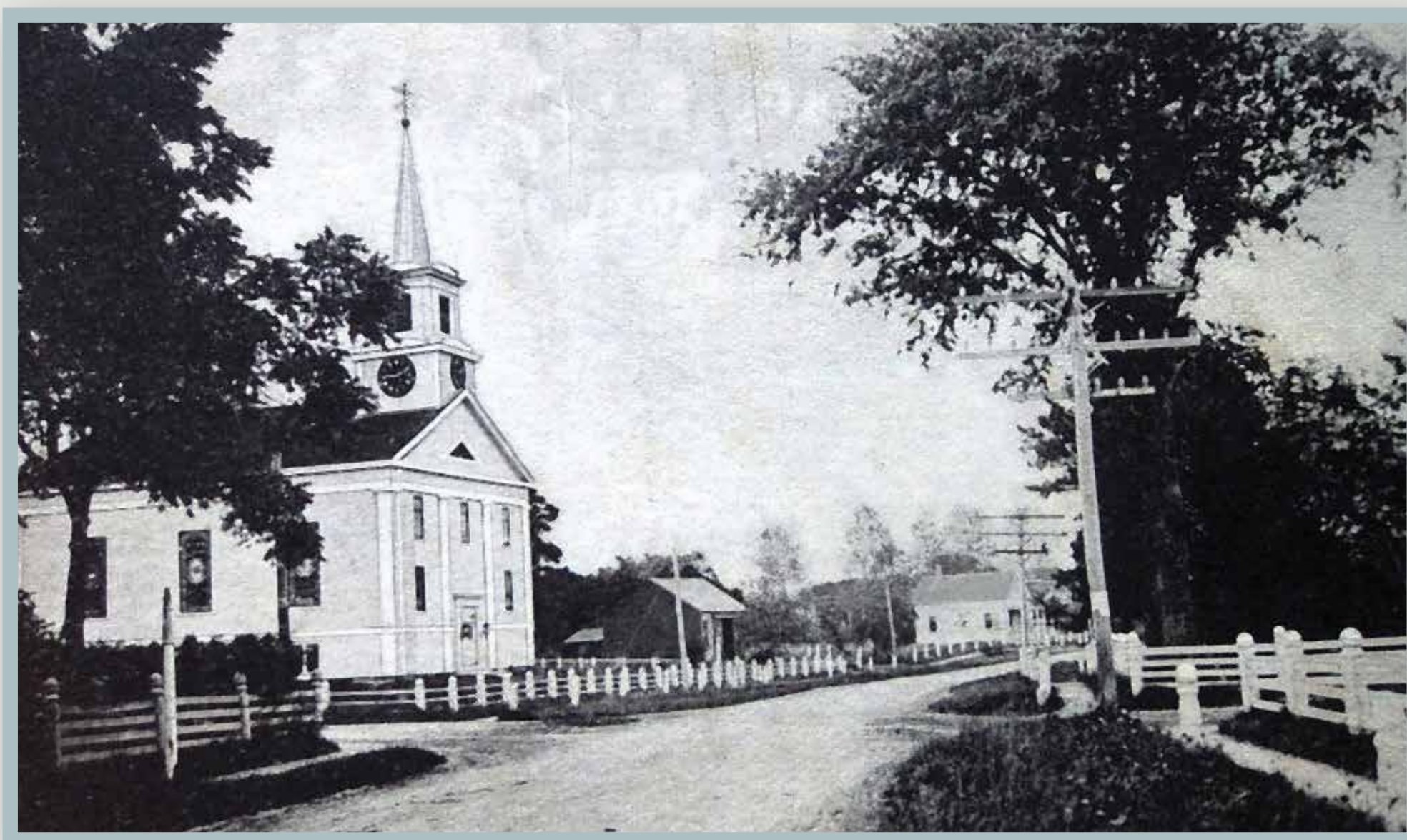
1920

Concerned for the Present

Prior to the arrival of the automobile and the tourist economy that soon followed, zoning laws were unnecessary—neighbors intuitively understood the aesthetic and civic virtue of continuous, undulating fence lines. Newly built houses fit in harmoniously alongside older ones.

While other stretches of Route 28 yielded to the economic pressures of Cape Cod’s seasonal economy, this one-mile stretch of West Harwich has remained miraculously intact. But we now face increasing pressure to surrender to forces blind to the gentle charm that makes this area unique.

We must ask ourselves, what do we want for our town? Shall we give in and let this stretch of landscape become indistinguishable from other thoughtlessly and haplessly developed stretches?



1920



1932



1926

Committed to the Future

This exhibition was organized by the Captains’ Row organization. We seek:

- (1) to educate Harwich residents in recognizing and appreciating the economic, cultural, and historic values embodied in our community’s magnificent architecture;
- 2) to assist the Town in realizing that commercial, real estate, and tax values are positively impacted when architectural treasures are maintained and aesthetic standards are followed;
- 3) to chart a path for sensible zoning and redistricting that rewards preservation of historic buildings, while setting reasonable aesthetic standards for new buildings, so that future generations can enjoy Harwich’s rich slice of American history.

The Harwich Historical Society and the Captains’ Row organization thank you for your interest and ask for your support.

Join us in our commitment to work together to preserve our precious heritage!

👍 Please follow us on Facebook at “Captains’ Row” and sign up for email updates at bit.ly/2IruF5N.



ca. 1980



ca. 2010



2019

Link to a YouTube Video created for the Captains' Row Historic District, West Harwich, MA in 2016 to show the historical significance of the area.

https://www.youtube.com/watch?v=RGAEiTd8MQ&feature=em-share_video_user

Link to the YouTube video of the one-hour Harwich Historical Society talk on “The Captains of Captains’ Row” from July:

<https://www.youtube.com/watch?v=r8Jsrx7O7IA>

Charleen Greenhalgh

From: Caleb Ladue
Sent: September 11, 2019 8:47 AM
To: Charleen Greenhalgh
Subject: FW: Form submission from: Contact Us

Hi Charleen,

Submitted to the website, thought you could pass along to Planning Board.

Thanks,
Caleb

-----Original Message-----

From: cmsmailer@civicplus.com [mailto:cmsmailer@civicplus.com]
Sent: Tuesday, September 10, 2019 5:22 PM
To: Caleb Ladue <cladue@town.harwich.ma.us>
Subject: Form submission from: Contact Us

Submitted on Tuesday, September 10, 2019 - 5:21pm

Submitted values are:

What does this comment regard: Town

Please include any questions or comments:

We are currently out of town - but would like to express to the Planning Board and the Selectmen our support for referring the West Harwich Captains Row area to the Cape Cod Commission, for consideration as a District of Critical Planning Concern.

Thank you,

Janet and Michael Lincoln

32 Ryder Road

Harwich, MA 02645

==Please provide the following information==

Name: Janet and Michael Lincoln

Email Address: mflincoln@comcast.net

Address: 32 Ryder Road

City: Harwich

State: Massachusetts

Zip: 02645

Phone: 508-367-7431

Organization:

Charleen Greenhalgh

From: Patricia Tworek <ptworek@comcast.net>
Sent: June 26, 2019 9:09 AM
To: Charleen Greenhalgh
Subject: Regional Impact of Harwich Reality LLC
Attachments: June 2019 capecodtimes_historic_preservation_20190601_20190626.pdf;
statepresplan20182022webversion.pdf

Good Morning, Charleen.

Please extend my sincere thanks to the members of the Planning Board for another evening of civil discourse and discussion regarding the West Harwich retail proposal.

I will be away for a week, so I wanted to try to offer two thoughts that may have potential benefit as the Board crafts their justification for LDR to the CCC. This morning I did an archive search of the Cape Cod Times only for the month of June (26 days). I searched "historic preservaton" and have attached several articles for review. All across the Cape towns are coming to realize that their past is also their future. Sounds regional to me.

Also attached is the MA Historical Commission's Preservation Strategic Plan. There are many phrases in there that could be used as key

words in the defense of the referral such as "thematic-industry based", "heritage tourism". Referral to the CCC helps the MA Historical Commission meet their own goals (listed at the far end of their plan). using their own language is generally a good way to catch their minds.

Just some thoughts for better or worse. Thank you, Charlene.

Enjoy your wedding!!

Pattie Tworek

Charleen Greenhalgh

From: SEBASTIAN MUDRY <sebastianmudry@comcast.net>
Sent: June 4, 2019 8:34 PM
To: Charleen Greenhalgh
Cc: sebastianmudry; mkalb@comcast.net; urbanosally@gmail.com
Subject: Dollar General proposal. I cannot attend the meeting on June 11, 2019, & submit this to The Town Planner & Planning Board.

Dear Town Planner Charleen Greenhalgh, and Members of The Planning Board:

I, Sebastian Mudry, 54 Smith Street, West Harwich,

submit this letter to The Town Planner and Planning Board for the record.

RE: The June 11, 2019 meeting:

Vote NO for the Dollar General proposal.

DENY a Dollar General eye-sore in West Harwich.

ANY location in West Harwich is unacceptable and unnecessary.

A Dollar Store exists just blocks away from the proposed Dollar General.

The Job Lot Plaza in Dennis, off Division Street and Upper County Road,
is its location.

West Harwich is not a "poverty pocket." We do not want our
neighborhood devalued and our property values depressed.

"Enough is enough:" to Mr. Chad Brubaker. The Lisciotti Development
proposal is rejected by us, the residents of West Harwich.

Signed,

Sebastian Mudry

54 Smith Street

West Harwich, MA, 02671

Charleen Greenhalgh

From: Caleb Ladue
Sent: August 27, 2019 3:14 PM
To: Charleen Greenhalgh
Subject: Fw: Form submission from: Contact Us

Hi Charleen,

This was submitted to the website.

Thanks,
Caleb

From: cmsmailer@civicplus.com <cmsmailer@civicplus.com> on behalf of SEBASTIAN MUDRY via Harwich MA <cmsmailer@civicplus.com>
Sent: Tuesday, August 27, 2019 1:13:10 PM
To: Caleb Ladue
Subject: Form submission from: Contact Us

Submitted on Tuesday, August 27, 2019 - 1:13pm

Submitted values are:

What does this comment regard: Town
Please include any questions or comments:
Re: Today's Agenda: III Public Meeting Item B: West Harwich Corridor
To: The Town of Harwich Planning Board
From: Sebastian Mudry, 54 Smith Street, West Harwich MA 02671
Dear Planning Board Chair and Board members, For the Record:
I believe you are doing everything in your power to save West Harwich's Captains' Row. I don't have an easy solution, but ask for a "time out" during which tear-downs stop.
One developer would tear down an 1878 Captain's to lay down a black asphalt parking lot. To destroy history for throwaways makes no sense. Imagine the visual impact upon visitors as they cross Division Street from Dennis to West Harwich, to be greeted by a row of nineteenth century classics. This exhilarates. The alternative is depressing, embarrassing. Our Planning Board and BOS have the will and the power to preserve our neighborhood, alongside the main artery from Dennis toward Harwich Port. Please act to protect us for generations. Chatham, Sandwich, and Provincetown historical structures are treated with respect, preserved. We too. We can apply their model.
Kindly prioritize to protect Harwich. I believe you can help to save our unique history.
With passion for our town and its preservation,
Sincerely
Sebastian Mudry
PS: This email serves as my voice. I cannot attend your meeting. Keep up the good fight.
cc: BOS, Mary and Bobby Albis

==Please provide the following information==
Name: SEBASTIAN MUDRY
Email Address: sebastianmudry@comcast.net

Address: 54 SMITH ST
City: West Harwich
State: Massachusetts
Zip: 02671
Phone: 5084320083
Organization:

The results of this submission may be viewed at:
<https://www.harwich-ma.gov/node/1980/submission/11803>

Charleen Greenhalgh

From: WALTER KOSLOSKI <wckosloski@comcast.net>
Sent: February 24, 2019 4:17 PM
To: Charleen Greenhalgh
Subject: Proposed Building Project Route 28, West Harwich

I would like to offer a few comments about the proposed project located at the corner of Depot Street and Route 28 in West Harwich. I'm not sure how the process for approving a project works (and I'm pretty sure I'm not the only one), but I can't see that tearing down yet another building to put up another "proposed business" can be of benefit to the neighborhood of West Harwich or to the town in general.

A ride down Route 28 from Harwich to Yarmouth shows a large number (I think) of empty retail buildings. Some are big (Benny's), some are half-occupied (Dollar Store in Dennisport) and some are small and just sitting there (Thistle Appliance). There's some new construction (Orleans Auto in Dennisport - which left an empty building in West Harwich) and some renovations to existing buildings (Mill Store, West Harwich). I even notice a number of unsung heroes have renovated homes on the same strip on road. Good for them. So, it can be done.

Anyone contemplating building any retail shop with 30 parking spaces needs to sit on Route 28 on a rainy day in the summer when the traffic is backed up to the Herring River going toward Dennisport. Or they can come sit on my porch on Willow Street and watch the big box trucks that don't want to wait in the traffic try to get around the corner from Belmont on to Willow. The intersection of Belmont and Route 28 is awful on a good day. I once watched a police officer come off of Belmont and turn his blue lights on just to get across Route 28. I'm so old, I remember when the West Harwich Post Office was located across from the Baptist Church. The town used to hire "summer cops" to help people across the street and direct traffic.

I live in a house that was built in the 1840's. I won't say it's been well taken care of, but it's more than livable. And, we are living in it! Renovating and taking care of these older properties is two fold. It would teach some of the younger generation how to preserve what they have and also provide housing. I'm grateful the generations before me thought that way.

Thank you for listening.

Cynthia Kosloski

33 Willow Street

West Harwich

(508) 430-1969

Charleen Greenhalgh

From: Foster Banford
Sent: February 20, 2019 1:58 PM
To: Charleen Greenhalgh; Elaine Banta
Subject: FW: Town

Charleen & Elaine,

Forwarding in case you don't get this from Caleb. This came from website comments.

Foster.

Foster Banford
Town of Harwich, IT Director
fbanford@town.harwich.ma.us, Phone 508-430-7570 Town of Harwich Website:
www.harwich-ma.gov

-----Original Message-----

From: cmsmailer@civicplus.com [mailto:cmsmailer@civicplus.com]
Sent: Tuesday, February 19, 2019 8:15 PM
To: Foster Banford <fbanford@town.harwich.ma.us>
Subject: Town

Submitted on Tuesday, February 19, 2019 - 8:14pm

Submitted values are:

What does this comment regard: Town
Please include any questions or comments:
TO: the Harwich Planning Board
From: Dennis Wysocki

With respect to item PB2019-03 on the upcoming Planning Board Meeting...

I own an adjacent property and am supportive of development in this area, but concerned that we will lose our privacy and be subject to potential safety risk. I am unable to attend the Feb 26 Planning Board Meeting in person, but I respectfully request that the town require the developer to take appropriate measures to ensure that our privacy and safety are maintained.

==Please provide the following information==

Name: Dennis Wysocki
Email Address: dwysocki8@aol.com
Address: 1574 Brookfield Rd
City: Newtown
State: Pennsylvania

Zip: 18940-9413
Phone: 6093043953
Organization:

The results of this submission may be viewed at:
<https://www.harwich-ma.gov/node/1980/submission/8573>

Charleen Greenhalgh

From: Charleen Greenhalgh
Sent: February 8, 2019 3:55 PM
To: Allan Peterson; CRAIG S CHADWICK (crawick@comcast.net); David Harris; Elaine Banta; Jim Joyce; Joseph McParland; Kathleen Tenaglia; Mary Maslowski
Cc: Matthew Bombaci
Subject: FW: Letter. Try this cut and pasted version

Below please find a letter from an interested resident.

Please do not reply all.

Thanks and have a good weekend!

Charleen Greenhalgh
Town Planner
Town of Harwich
732 Main Street
Harwich, MA 02645
508-430-7511
508-430-4703
cgreenhalgh@town.harwich.ma.us

NEW Town Hall Hours – Monday - Friday: 8:30am-4:00pm

From: sally milne [mailto:urbanosally@gmail.com]
Sent: February 8, 2019 3:44 PM
To: Charleen Greenhalgh <cgreenhalgh@town.harwich.ma.us>
Subject: Letter. Try this cut and pasted version

Sent from my iPhone

Begin forwarded message:

From: sally milne <urbanosally@gmail.com>
Date: February 8, 2019 at 3:42:28 PM EST
To: urbanosally@gmail.com

Hello Charleen and Planning Board Members.

On Feb 12th you will address a project for a retail store and demolition of the Historic home at 52. Rt 28 . My neighbors and I in West Harwich embrace change and we support and hope for business that can thrive. I do wish however that Harwich also consider a wholistic planning approach as to what type of place we want to become and not demolish our town in the process. Consideration of our history is one of many variables that can be profitable and healthy for

everyone. With no such guidelines currently in place our town's character and built environment will be negatively impacted. How do we see ourselves? Are we a quiet retirement town, a fancy tourist attraction or just a nondescript place? Are we proud of our history and want to incorporate it or just demolish and move on? We will need to have these discussions . So as you begin the process of approval for this project I would ask that you consider the following points regarding this project's impacts and design elements so that we might help create something that is an enhancement to the town and not just another retail store.

1. This project is in an area approved for becoming a National Register Historic District.
2. Mass Dot approved a TIP project for RT. 28 West Harwich that includes historically influenced design elements. Lighting. Post and rail fencing or brick inlay in the road bed.
3. Please evaluate scale and visual design of this project to help promote plans to fit within a National Register District and within an area of many private residences.
4. What traffic impacts will occur especially during summer and with a 6 house subdivision also being built behind #96 and #97 RT. 28?
5. How can this new retail store project become an enhancement rather than an intrusion?
6. The plume from the Dennisport dry cleaners will need to be addressed. Disturbance at the proposed project site could release the plume with detrimental health issues. Mass. EPA south Eastern Division for Site Cleanup has reported there are still pockets of the plume on Silver St. and Depot.
7. What type of retail is being planned? The approval of the project should be with specifics to the type of business proposed as design elements would vary.
8. And ideally, how can the historic home be incorporated into the plans in whole or in part? There is a one year demolition delay imposed so that conversations with the developer can seek alternatives to demolition. To date the developer has offered only one, that the community pay to have the building moved to another property.

I appreciate your efforts in this matter,
Sally Urbano

Sent from my iPhone

Charleen Greenhalgh

From: Susan Speakman <susan.speakman@digitas.com>
Sent: June 7, 2019 9:41 AM
To: Elaine Banta
Subject: RE: To the Harwich Planning Board

Friends and neighbors:

Please save the character and history of Harwich, by referring the Dollar General project to the Cape Cod Commission. Harwich residents want more for our town than a big box cheap crap store with Chinese goods that repels, rather than attracts tourists, and which will be a blight on the community and an eyesore to the neighborhood.

Current zoning laws were written in the 1970s, and are now obsolete and ill-equipped to deal with such a horrendous project and its multiple impacts, including all the unforeseen and unintended consequences that usually go hand-in-hand with such projects.

A discretionary referral of this project to the Cape Cod Commission would give our beautiful town time to finish zoning and other guidelines -- actions which are already being pursued.

Please: help us to preserve the character and heritage of our town.

Very sincerely yours,
Susan Speakman
Harwich

From: Charleen Greenhalgh <cgreenhalgh@town.harwich.ma.us>
Sent: Friday, June 7, 2019 9:37 AM
To: Susan Speakman <susan.speakman@digitas.com>
Subject: Automatic reply: To the Harwich Planning Board

I will be out of the office on Thursday, June 6 and Friday, June 7, with no access to email. If you need assistance please contact Elaine Banta at ebanta@town.harwich.ma.us or 508-430-7511.

Charleen Greenhalgh
Town Planner
Town of Harwich

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information that is intended for the addressee(s) only. If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution, retention or use of the contents of this information is prohibited. When addressed to our clients or vendors, any information contained in this e-mail or any attachments is subject to the terms and conditions in any governing contract. If you have received this e-mail in error, please immediately contact the sender and delete the e-mail.

Charleen Greenhalgh

From: Charleen Greenhalgh
Sent: June 17, 2019 12:21 PM
To: Charleen Greenhalgh
Subject: FW: Please distribute to planning board members.

From: sally milne [mailto:urbanosally@gmail.com]
Sent: June 16, 2019 7:31 PM
To: Charleen Greenhalgh <cgreenhalgh@town.harwich.ma.us>
Subject: Please distribute to planning board members.

Hi Charleen,

Would you please see that the planning board members get this, I think it's important.

Thank you

Sally

By K.C. Myers

With little leeway to block chain store, town officials seek regional review.

EASTHAM — A Dollar General store may be coming to Eastham, but not without a fight.

Some residents are so upset about the chain retail store in the town that calls itself the “gateway to the Cape Cod National Seashore,” they formed a Facebook page to fight it.

“Eastham Is Worth More Than A Dollar” has 183 likes on Facebook.

“Being in the heart of the Cape Cod National Seashore, we really strive to preserve this part of Cape Cod,” said Jamie Rivers, owner of the Pump House Surf Shop in Orleans and an organizer of the More Than A Dollar effort.

The community character “gets lost when you dilute it with corporate chains,” she said.

Dollar General has applied to the town’s building department to clear a 2.7-acre wooded lot next to Castaway Marine on Route 6 and put up a 9,100-square-foot store.

Rivers listed several reasons why no one she knows wants a Dollar General on Route 6: There is impact to local businesses forced to compete against a big chain; it will harm Eastham’s tourism industry, since people want to get away from box stores when on the Cape; and it will make bad traffic worse. Finally, she added, the \$1 plastic items will end up abandoned on beaches and in rental homes, leaving Cape Cod with even more trash.

The town, however, does not have a great deal of regulatory authority to block it. The store meets all zoning requirements, Town Planner Paul Lagg said. Dollar General is only asking the Zoning Board of Appeals for a special permit to reduce the parking requirement from 51 to 30 spaces.

The application also must go through the Planning Board's site plan review process. A July 19 public hearing before that board is scheduled.

The selectmen last week took the only action they could, board member Aimee Eckman said. They requested that the Cape Cod Commission review it as a Development of Regional Impact. This process would be triggered automatically if the store were 10,000 square feet. But the commission may, after review, do a discretionary DRI.

The DRI process is meant to consider regional outcomes of a particular project, Lagg said. That stretch of Route 6 is riddled with curb cuts, and since the store would be along the Cape's main highway it would have regional interest, Lagg said.

To provide technical assistance to Eastham, the Cape Cod Commission reviewed Dollar General's preliminary plan. Patty Daley, commission deputy director, stated the design was not consistent with the pedestrian-friendly, village style the town wants. It's more of "a strip style," she wrote.

The 70-foot-wide facade does not match the other buildings in that area, which are 25- to 35-feet wide, Daley added.

Dollar Generals sell lots of junk food "and crappy drugstore-type stuff," Eckman said. A Dollar General that Eckman visited recently featured lots of energy drinks and cigarettes, she said.

The Tennessee-based chain recently opened its first store on Cape Cod on Route 28 in West Yarmouth. That store is the same size as the one proposed for Eastham.

A representative from Dollar General did not return a call. The vacant lot is owned by the Dwyer Family Trust and assessed at \$658,900. The trustees could not be reached for comment.

Now that Eastham has municipal water, development is picking up, Lagg said. New businesses and housing developments taken together add up to traffic increases that need to be considered cumulatively, not individually, he said.

The Cape Cod Commission recently awarded Eastham a \$17,500 grant for a team from the Urban Land Institute to study and make recommendations on how to guide development along Route 6.

— Follow K.C. Myers on Twitter: [@kcmyerscct](https://twitter.com/kcmyerscct).

Regarding the Harwich Retail llc project.

Hello Charlene and Planning Board Members.

I had a conversation the other day with Sarah Korjeff the head of Historic Preservation at the Cape Cod Commission.

I'm sharing information I learned regarding referrals to the Cape Cod Commission in the hopes that you might consider referring this project.

Ordinarily an automatic referral to the Cape Cod Commission is generated with new projects that are 10,000 sq.ft. and above.

In this case we are dealing with a 7,000 sq.ft. project.

I learned that this project could still be referred in one of two ways. The first would be that as a board you refer this project to the Cape Cod Commission as a request for a formal discretionary opinion on the project.

The second approach would be for the planning board to request an informal review through the Director of the CCC. In this manner support services evaluate and give opinions on the impacts of the project. This could be directed towards impacts to historic character of the area, parking impacts, water resources etc. As a neighborhood group working towards a National Register Historic district, we would appreciate this type of input. Sarah Korjeff is well acquainted with the area after a site visit with the Massachusetts Historical commission.

I was absent at the first hearing but appreciate the considerations and time you are giving this project so that we can get the best possible outcome for Harwich.

Thank you
Sally Urbano

8 Joe Lincoln Road
West Harwich, MA 02671
June 2, 2019

Mr. James Joyce, Chair
Planning Board
732 Main Street
Harwich, MA 02645

Dear Mr. Joyce:

My name is Pattie Tworek and I attended the most recent Planning Board meeting on May 30, 2019. My purpose was to ensure that all present, both Board members and meeting attendees, were aware of the presence of a National Register of Historic Places recognized building one-tenth of a mile west from the site of the potential historic building demolition of the Captain George W. Baker house and the construction of retail space inconsistent with the village of West Harwich. That building is the Chase Library located at 7 Main Street. In addition, a second National Register of Historic Places structure is located one-tenth of a mile east of the site – the Captain James Berry House at 37 Main Street.

My takeaways from that meeting:

- The Planning Board recognizes that residents in West Harwich view their village as a historically significant area of the town worthy of mindful preservation planning.
- West Harwich residents believe saving the Captain Baker house is integral to saving their historically rich seafaring history and that the construction of retail space as planned is inconsistent with any hope of bringing that history to life.
- Within the scope of current Planning Board regulations and guidelines, the Planning Board can do nothing to stop the construction of new retail space.

That said, I do believe there is one last effort that the Planning Board could make. And that would be to refer the matter to the Cape Cod Commission under their discretionary referral guidelines. I do not see a risk for the Town in doing so. According to the Commission's representative at the May 30 meeting, there are no guarantees that the Commission would accept the referral. They would have to evaluate the nature of the request. (And I speculate that there are West Harwich residents willing to assist the Planning Board in defending a referral to the Commission.) If the Commission denies the request for review, there is nothing lost but time and effort. If they accept the referral, at a minimum that action would add additional time before the Baker home could be demolished. By my understanding, the Town would not be obligated to any specific action following the Commission's review, but Planning Board/Town decisions could not be less restrictive than those decisions laid out by the Commission. That is not a bad thing, but a good thing. Why would Harwich want to stand outside the parameters which the Cape Cod Commission deemed appropriate?

Visitors to the Cape and to Harwich come here precisely because we are unique both in our natural beauty and in our past. Think about why it is that US citizens travel to Europe. It is to not only become immersed in the natural beauty of a particular place, but also to become a student of its architecture, its history, the culture of its people. West Harwich can be part of what draws people to our already historically significant downtown. It only needs time, and the guidance of a professional preservationist to refine the vision, find the grants, and galvanize support from the entire community. I feel the short term economic gain of the type of retail seeking approval in West Harwich would irrevocably change the potential of the village and all that might be achieved.

I am asking that you send the matter to the Cape Cod Commission for discretionary referral. Thank you for all that you do for Harwich.

Sincerely,

Patricia A. Tworek

June 26, 2019

Mr. James Joyce, Chairman
Harwich Planning Board
Harwich Town Hall
732 Main Street
Harwich, MA 02645

RE: 48-52 Rt. 28—Referral to CCC for Regional Economic Impact

Dear Mr. Joyce and Planning Board Members,

Thank you for your great patience in listening to residents at the Planning Board meeting last night.

In addition to the various reasons discussed for referral to the Cape Cod Commission, we urge you to also consider making the referral based on regional economic impact.

As we pointed out in an earlier letter, there is a very strong probability that Lisciotti will install a dollar store at the 48-52 Rt. 28 site. Given this, not only would such a store affect businesses in West Harwich and Harwich Port, but also across the town line in Dennis. It isn't at all difficult to foresee a new Dollar General undermining both the Ocean State Job Lot and the Dollar Tree a quarter mile away and doing to them what they helped do to Benny's.

The incursion of dollar stores has created an economic blight throughout the country. Dennis Port does not need more empty buildings—nor does Harwich or the rest of the Cape.

Thank you very much for considering this.

Respectfully,
Bob Cohn and Marcia Caissey
29 Pleasant St.
Harwich Port, MA

CC: Ms. Charleen Greenhalgh, Harwich Town Planner
Ms. Elaine Banta, Harwich Planning Assistant

06/18/2019

Dear Mr. Joyce,

Please refer the Dollar General proposal to the Cape Cod Commission for a discretionary DRI. There are many factors to consider when introducing a business of that size on that stretch of Route 28.

First there is the historical character of this neighborhood. Lovely captain's houses and charming cottages line the road. The businesses that are there are small. For the most part. They blend into the landscape.

This is the entrance to a Harwich village. What kind of precedent is being set allowing a big box store like that. Just out on the historic and scenic Route 28 of Harwich.

A dollar store of that size would generate a great deal of traffic. Require a large parking lot. Have you considered the impact on traffic?

I am really baffled by the reluctance to refer the issue to the Commission. Please utilize this resource to ensure the best decision is made.

Thank you



Patricia O'Neill

Harwich Port, MA





July 24, 2019

Harwich Planning Board

Re: July 25, 2019 Planning Board Meeting

Captain George Winchell Baker House Property/Dollar General

By fax transmission only: (508) 430-4703

Dear Sir/Madam:

I would appreciate it if you would provide the following letter to the Planning Board for their review before the Planning Meeting on June 25th.

Thank you.

Suzanne Moody
8 Hawksnest Road
Harwich, MA

RECEIVED
JUN 24 2019
BY: _____

July 24, 2019

Harwich Planning Board

Re: July 25, 2019 Planning Board Meeting

Captain George Winchell Baker House Property/Dollar General

By fax transmission only: (508) 430-4703

Dear Board Members:

"Old Cape Cod" is a song recorded by Patti Page in 1957, and it epitomizes the vision most people think of when images of Cape Cod come to mind, especially those families who have lived here for generations, or those families who have been vacationing on the Cape for generations.

There's a reason why many of us who moved away years ago have returned to Cape Cod in our retirement; it's those happy memories of carefree days, where, even now, people's doors are unlocked and our children can go up the street to play with friends without adult supervision, (that's when we can get them off their computers or cell phones). This vision is what I think so many residents and visitors expect.

And while many of us have fond memories of our days growing up here, and there's that emotional element of wanting things as they were, I think we're all mature enough to know that things change. But the real and immediate question is: how much are we willing to allow our town to change and what effect will this change, this progress, have on those vacationers, whom the residents depend so much on for their very existence?

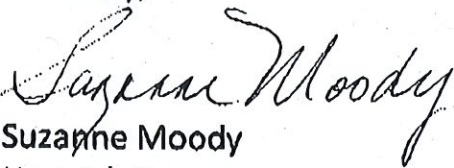
Once we go down that road of allowing businesses in our town, like Dollar General, we'll start seeing Souvenir Shops selling cheap trinkets made in China

and McDonalds on every corner. The fact is, the visitors to our town have plenty such places where they live and while we rely on many vacationers to spend at least an afternoon checking out our shops in Harwichport, down-town Chatham is always packed with shoppers, it's the little boutiques, art galleries, antique and artisan shops, that they can't find at home, that they are exploring. I always thought that the goal, especially for Harwich, was to keep big box stores and heavy commerce out so that they don't compete with the quaint mom and pop shops and boutiques, giving our town's people the ability to continue to afford to live here and provide quality, if not original, products for tourists and townspeople alike. Not having big competition would more likely encourage other small businesses and shops to our area. I think the over-whelming turnout of the people in our community who have come here to voice their concerns for the future face and soul of our community warrants that this matter should be referred to the Cape Cod Commission, which will give the people of Harwich the opportunity and time to consider changes to zoning and vote on how this and future matters of zoning should be handled, and also give them an opportunity to explore Historic District Protections. Some serious thought needs to go into how the town can encourage desirable businesses and investors to invest in these antique, neglected buildings and bringing them back to their former glory for a use that compliments the area. Sometimes it takes a situation like the one we find ourselves in now to wake-up the community to the results of their lack of involvement and failure, while working hard to make a living, to be involved in the decisions that are being made by the town officials, relying on these officials to know how they feel about and what they want for their community.

I think you've found, the townspeople are fully aware, at least to the issue that is before us and how we handle future zoning. Once we go down the road of allowing businesses like Dollar General, and denying the legitimate concerns of the community, whose interests you represent, an opportunity to explore

alternatives, there will be no turning back and we will lose the ambiance the townspeople desire and have worked so hard to maintain. We're probably all for progress, but not if it offends our sensibilities. Many of us remember when the Columns was a vibrant evening's destination showcasing amazing musical talent, and I spent many nights at Bishop's Terrace enjoying the entertainment, both places now shuttered and neglected. There is a renewed awareness of our responsibility as a town to find solutions to places like the Captain George Winchell Baker House, Bishop's Terrace and other historical buildings on Captain's Row and in Harwich, and I respectfully ask that you please refer this matter to the Cape Cod Commission.

Sincerely,

A handwritten signature in cursive script that reads "Suzanne Moody". The signature is written in dark ink and is positioned above the printed name.

Suzanne Moody
Harwich Homeowner

June 21, 2019

Mr. James Joyce, Chairman
Harwich Planning Board
Harwich Town Hall
732 Main Street
Harwich, MA 02645

RE: 48-52 Rt. 28, West Harwich

Dear Mr. Joyce and Planning Board Members,

We are writing to urge you to find a way to preserve the Capt. George Winchell Baker House and the historic character of West Harwich village.

It is overwhelmingly clear that residents do not welcome the proposed changes at 48-52 Rt. 28. It is also becoming clear that our zoning regulations are out of date and are failing the Town and the residents they are meant to serve.

While growth management and the preservation of Harwich's village character is central to the Local Comprehensive Plan, too often lately, the traditional character of our villages has been overlooked.

The development of a box store will be detrimental not only to the esthetics and cultural heritage of this particular site, but to the character and fabric of the surrounding neighborhood as well. It is likely that such a change would set the stage for and eventually lead to other, similar changes, contributing to a gradual erosion of our historic buildings and neighborhoods.

While Lisciotti Development has not disclosed its client, this appears to be a ruse it is lately using to avoid public scrutiny of its true aims. In fact, Lisciotti is the largest developer of Dollar General stores in New England, and it is naive and dangerous to believe that such a store is not in Lisciotti's sights.

Even assuming that Lisciotti is not developing a dollar store, none of its other clients are well-suited for West Harwich either. Take a look at the projects on [Lisciotti's website](#)¹: Chick-Fil-A, Best Buy, Dick's Sporting Goods, Target, Tractor Supply Company, Bed Bath & Beyond, TGI Fridays, Olive Garden, Five Guys, Kohls, etc.

None of these stores is remotely appropriate for West Harwich. Nor do they seem at all likely to be in Lisciotti's plans. This only underscores our reasonable belief that should Lisciotti's application be approved, a dollar store would be the most probable outcome.

In its fact sheet "[Dollar Store Impacts](#)"², the Institute for Local Self-Reliance (ILSR) states:

While dollar stores sometimes fill a need in cash-strapped communities, growing evidence suggests these stores are not merely a byproduct of economic distress. They're a cause of it.

In small towns and urban neighborhoods alike, dollar stores are triggering the closure of grocery stores, eliminating jobs, and further eroding the prospects of the vulnerable communities they target.

The dollar chains have thrived in part by taking advantage of lax land use policies. New dollar stores, which are generally smaller than 10,000 square feet, are often subject to little or no planning review or other permitting hurdles. . . .

Dollar stores are taking a toll on grocery stores and, in many cases, reducing people's access to fresh food. In small towns, which are often served by a single locally owned supermarket, a dollar store's arrival typically cuts sales at the supermarket by about 30 percent. In most cases, that's enough to put a local grocer out of business. . . .

Dollar store jobs are not only fewer in number but also low-wage and low quality. . . . Dollar stores worsen inequality by extracting wealth from vulnerable communities, leaving them to fall further behind.

An [article on Civil Eats](#)³ further states:

"There's very little money made on all kinds of segments of the [independent] grocery store, but where [grocers] do make their most money ... is in paper goods and dry goods. . . . That is really the heart of Dollar General ... and it's cutting into the largest profit area of the grocery store, that's the real challenge."

By sucking away this source of revenue, dollar stores tend to drive out the few independent grocers that remain, especially in rural areas."

An [article in the Huffington Post](#)⁴ adds:

"The problem is, an independent grocer, because margins are small, losing that 30 percent often puts them in the red and they don't have any resources to draw on," "There's only so long a grocery store can hold on losing money."

Dollar stores, by contrast, are owned by giant, profitable corporations with annual sales in the tens of billions. ... they can lose money at that new store for a year, two years, until that local grocer closes."

And an [article in Forbes](#)⁵ bluntly puts it:

Dollar stores are emerging as a silent killer of retail across the country. . . . Dollar stores are an "invasive species" threatening local economies.

A dollar store will not create new business in Harwich so much as siphon off business from existing retailers. It is not difficult to imagine that important community resources such as Shaw's market on Sisson Rd.—which already struggles with seasonal business fluctuations—could be negatively impacted and, if it lost 30% of its business, could potentially close.

The impact would likely be felt too by Harwich Port's CVS and Ace Hardware, along with numerous other smaller retailers.

Though Harwich is not economically distressed per se, because of the long offseason, its economy is fragile, and its businesses are vulnerable.

Dollar stores are net job subtractors. Their profits are not funneled back into the community, rather they are extracted from it. They debilitate local economies, and it is grossly unfair that such an outside mega-corporation should be allowed into our Town for no other reason than to prey on it.

Given current policies and regulations, it may be difficult to find a way to deny the Lisciotti application. But that is exactly what needs to be done, because it is the right thing to do for West Harwich and for the Town as a whole.

Though this single store may not be a regional matter, it is symptomatic of problems across the entire Cape—with historic buildings and neighborhoods under siege by outside, moneyed pressures. It is also similar to a case in Eastham (4615 State Highway; CCC #DR17013) which was successfully referred to the Cape Cod Commission by Eastham's Board of Selectmen. For these reasons, we believe that this project can also be referred to the CCC.

Finally, as the ILSR article points out, dollar stores take "advantage of lax land use policies," and perhaps the silver lining here is that this application has hopefully alerted the Town to shortcomings in its zoning regulations.

Residents rely on the Planning Board and the Town's planning professionals to represent us and provide guidance in establishing zoning policy. We hope that these discussions will spur prompt changes to bring our zoning up to date in order to protect all the villages and neighborhoods of Harwich.

Again, we urge you to find a way to preserve the site and West Harwich village. Thank you very much for taking the time to consider this.

Respectfully,
Bob Cohn and Marcia Caissey
29 Pleasant St., Harwich Port

CC: Ms. Charleen Greenhalgh, Harwich Town Planner
Ms. Elaine Banta, Harwich Planning Assistant
Ms. Cyndi Williams, Executive Director Harwich Chamber of Commerce
Mr. Larry Ballantine, Chair, Harwich Board of Selectmen

Referenced Links

- (1) Lisciotti website: <http://lisciotti.com/project/>
- (2) ILSR's "Dollar Store Impacts": https://ilsr.org/wp%20content/uploads/2018/12/Dollar_Store_Fact_Sheet.pdf
- (3) Civil Eats article: <https://civileats.com/2018/12/17/dollar-stores-are-taking-over-the-grocery-business-and-its-bad-news-for-public-health-and-local-economies/>
- (4) Huffington Post article: https://www.huffpost.com/entry/dollar-stores-small-town-businesses_n_5beefe6ae4b0f7192ca9342e
- (5) Forbes article: <https://www.forbes.com/sites/pamdanziger/2018/12/30/will-dollar-stores-be-the-end-of-local-american-retail-ilsr-seems-to-think-so/>

George I. Rockwood, Jr.
9 Bay View Road
Harwich Port, Massachusetts 02646
508-432-0231
girockwood@gmail.com

June 21, 2019

Dear Mr. Chairman and Planning Board:

As you consider the proposal of the Dollar General Store Corporation to convert a residential district at 48 - 52 Main Street, West Harwich to a retail store of the same character and market appeal as two well-established and successfully operated discounters only 400 yards west of that location, please realize that such a dramatic change can only degrade that part of the Cape both by eliminating an established and historic residential area, and by overcrowding a small space with too many discount stores. Both Ocean State Job Lot and the Dollar Tree store seem to be well-run businesses, in both of which I have shopped. And we all know, of course, that another Ocean State Job Lot is available only a few miles east at George Ryder Rd. in South Chatham. The addition of a third discount store to the small shopping area of the small town of Dennisport can only subtract from the appeal of all of them.

It is difficult not to notice that the large parking lot serving the existing stores at the intersection of Main Street, West Harwich, and Upper County Road, Dennisport, is very thinly occupied during most of every year, despite the growing population of the Mid-Cape.

I hope you will submit this proposal to the Cape Cod Commission and get their judgement on it. They should realize that a great many Harwich residents, for good reasons, oppose this development. Thank you.

Sincerely yours,

George I. Rockwood, Jr.

George I. Rockwood, Jr.

RECEIVED

JUN 21 2019

BUILDING DEPT

RECEIVED

JUN 21 2019

BUILDING DEPT

Dear Mr. Joyce and planning board,

I am writing against the demolition of the Sea Captain house and proposed Dollar General. These beautiful homes are a part of the history of Harwich village. We bought and live in a circa 1900 home in Harwich Port. These homes are a labor of love but I can't image tearing it down for an oversized box store in another beautiful neighborhood. Please send this to the Cape Cod Commission for a discretionary DRI referral.

Regards,

Laurel Beloin

Mary K. Albis
77 Smith Street
West Harwich, MA 02671

June 19, 2019

Mr. James Joyce, Chairman
Harwich Planning Board
732 Main Street
Harwich, MA 02645

RECEIVED
JUN 20 2019
BY: _____

RECEIVED
JUN 12 2019
BY: _____

Dear Mr. Joyce and members of the Harwich Planning Board,

I thank you and the Planning Board for listening to the concerns of Cape Cod residents over the proposed Lisciotti retail store in West Harwich. I am sure you will agree that this is a complicated issue that warrants careful consideration. We, the residents, maintain that the most responsible action at this point would be for the Planning Board to refer the proposal to the Cape Cod Commission for a discretionary review.

However, in the last Planning Board meeting on June 11, 2019, members of the Board and the Town Planner still remained reluctant to make this referral. I was extremely dismayed to hear one of the Planning Board members express concern that doing so "would take away control from the Board." I was also disappointed that one of my neighbors, who had not yet commented on this issue and who had been patiently standing at the podium for ten minutes waiting to speak, was told by you, the Chair, that she was not allowed to share her comments. This neighbor had pertinent information from the Cape Cod Commission concerning its role in Historic Preservation, which I provide for you in #3 on the next page.

Serving on a Harwich town Board is not about control or power or preserving one's reputation. It is about volunteering one's time because one truly desires to work tirelessly toward protecting the interests of the Harwich community, not the interests of major corporations.

I remind you of Harwich's Local Comprehensive Plan which guides the actions of all the Boards in town. On page 19, under number 5) GROWTH MANAGEMENT LOCATIONS, the plan reads:

"Harwich has much to protect – its natural environment, its village character, its scenic beauty and its varied population. As the community moves forward, it must balance protection of existing amenities with jobs, housing and other future needs. The task, frequently termed growth management, is one of the central components of the Local Comprehensive Plan."

One of the major concerns that the Town Planner and the Planning Board have expressed over a making a DRI referral is whether or not this proposal qualifies. The website of the Cape Cod Commission is extensive and comprehensive; it contains detailed information that should answer your questions, alleviate your concerns and help you move forward in sending this to the Cape Cod Commission.

For example:

1. *Discretionary Referral: (i) A Municipal Agency, including the **Board of Selectmen/Town Council, in the Municipality where the development is located, or the County Commissioners or the Board of Selectmen/Town Council in any other Municipality, may refer a proposed development.***

2. ***Section 12(b) of the Act.** The referring agencies listed above may make a full Discretionary Referral or may make a limited Discretionary Referral setting forth **one or more** issue areas of the RPP, such as Land Use, Water Resources, Economic Development, Transportation, Affordable Housing, Open Space Protection and Recreation, Energy, Wetlands, Wildlife and Plant Habitat, Waste Management, Coastal Resources, and/or **Heritage Preservation and Community Character.***

The location of this 7500 square foot retail store would be in the heart of the Captains' Row district in West Harwich. This area encompasses a district of significant historic character, not found on any other stretch of Route 28. Although not yet listed on the National Register of Historic Places or officially designated as a regional historic district, its two dozen historic captains' homes built one hundred or more years ago certainly can be termed "**a historic resource**" of Cape Cod. This alone should qualify as the reason to send the proposal to the Cape Cod Commission for a Discretionary Referral. Consider the following information from the Cape Cod Commission's "Historic Preservation" section of their website:

3. Cape Cod Commission: Historic Preservation

*Cape Cod has a wealth of historic resources, from its buildings and historic villages to its cultural landscapes and archaeological sites. Thousands of Cape buildings are listed on the National Register of Historic Places or located in one of the region's 22 local and regional historic districts. **Many more historic properties exist outside these protected areas. The Cape Cod Commission works to preserve the important historic and cultural features of the Cape landscape and built environment through a variety of means, including technical assistance, regulatory review of **projects impacting historic resources**, and educational programs.***

*Through its regulatory program, the Commission reviews Developments of Regional Impact (DRIs) and **seeks to preserve and protect the Cape's historic resources in the face of strong development pressures.***

It appears that the Planning Board may be reluctant to make the discretionary referral because it does not believe the proposal will have a **regional** impact. I urge all Board members to review the details of a referral from the Eastham Board of Selectmen to the Cape Cod Commission regarding a similar Lisciotti Development proposal in that town in 2017.

Here is the link from the Cape Cod Commission website:
<http://www.capecodcommission.org/index.php?id=618>

I am also attaching three letters from this Eastham referral for your convenience.

The first is a letter from Paul Lagg, the Eastham Town Planner, to Paul Niedzwiecki, the Director of the CCC. Mr. Lagg writes to request "technical assistance" from the Commission "to review this proposal for the following areas: Traffic Impact, Site Design, and Community Character."

The second is the CCC Deputy Director Patty Daley's detailed response to Mr. Lagg, indicating definite concerns about the proposed retail store and offering technical advice.


The third letter is from the Eastham Board of Selectmen to Mr. Niedzwiecki making a Discretionary DRI Referral (it was a unanimous decision) on the proposed retail store.

The Commission subsequently opened the public hearing period for a period of three months. At its public hearing on December 14, 2017, the Commission procedurally denied the project.

The Harwich Planning Board can learn much from this case and should move forward with a similar discretionary referral for the West Harwich Lisciotti retail store proposal.

Please remind yourselves of your charge as members of a Harwich town Board. First and foremost, it is your responsibility to protect and preserve the community character of all of the villages in the town of Harwich, as well as the interests of its many residents.

Sincerely,

A handwritten signature in black ink, appearing to read "Mary K. Albis", with a long horizontal flourish extending to the right.

Mary K. Albis



TOWN OF EASTHAM

2500 State Highway, Eastham, MA 02642
All Departments 508-240-5900
www.eastham-ma.gov

May 10, 2017

Paul Niedzwiecki
Executive Director
Cape Cod Commission
3225 Main Street
Barnstable, MA 02630

Via Electronic and Regular Mail

Dear Mr. Niedzwiecki:

I am writing to request technical assistance from the Cape Cod Commission as part of Eastham's local regulatory review process. The Eastham Zoning Board of Appeals has received an application to develop a 9,100 sf. retail building located on an undeveloped lot directly on Route 6.

The proposal requires a Special Permit from the Eastham Zoning Board of Appeals as well as Commercial Site Plan Approval from the Eastham Planning Board. The site is located within our main business district and is in close proximity to several other residential and commercial areas. I believe that taken in context with other recently approved and proposed land use activity in the surrounding area, this proposal may have a significant impact on the community. While this proposal does not directly qualify as a Development of Regional Impact (DRI), I believe a technical review provided by your staff would help us identify potential areas of concern and perhaps opportunities to improve infrastructure and connectivity in the area.

I am requesting technical assistance to review this proposal for the following areas:

- Traffic Impact
- Site Design
- Community Character

The Applicant is scheduled to appear before the Zoning Board on June 1 at 5:00 PM.
Thank you for your attention to this matter. Please let me know if you have any questions or would like further information.

Best regards,

Paul Lagg
Town Planner

cc: Jacqui Beebe, Eastham Town Administrator
Sharon Rooney, Chief Planner, Cape Cod Commission
Jonathon Idman, Chief Regulatory Officer, Cape Cod Commission

3225 MAIN STREET • P.O. BOX 226
BARNSTABLE, MASSACHUSETTS 02630



CAPE COD
COMMISSION

(508) 362-3828 • Fax (508) 362-3136 • www.capecodcommission.org

By Electronic Mail

May 31, 2017

Mr. Paul Lagg
Eastham Town Planner
2500 State Highway
Eastham, Mass. 02642

Re: Technical Assistance Request
Proposed Dollar General
4615 State Highway, Eastham

Dear Paul:

To assist with the town's permitting review of the above-referenced project, you requested technical assistance from Cape Cod Commission staff by letter May 10, 2017 on behalf of the town's zoning and planning boards.

The following are staff's preliminary comments on the initial permitting filings, which are relatively general in nature and focus on community character and transportation issues. Staff would be happy to provide additional and more detailed comment to support the boards as they continue their reviews.

In sum, as provided in greater detail below, Commission staff recommends that the project be more appropriately sited and designed to meet regional and local community character standards. The Town should also require the applicant to prepare and submit for permitting review a traffic impact study.

Cape Cod Commission staff are available and happy to discuss these comments.

COMMUNITY CHARACTER/ DESIGN

For several years, the town of Eastham has made efforts to guide the character of North Eastham center toward more pedestrian-oriented development. The design of the proposed new development is not consistent with the town's goal to transition the area from strip style development to pedestrian-oriented village style development. To advance the town's goals, improvements to the proposed building setback, parking location, building scale, landscaping and pedestrian amenities should all be considered.

The Cape Cod Regional Policy Plan (RPP) and regional design guidelines do not support the creation of single-use linear roadside 'strip' development, such as is proposed. The project is also inconsistent with other RPP community character design standards.

The applicant is proposing to construct a 9,100 s.f. Dollar General retail store on an approximately 2.8-acre site. The project site is located on U.S. Route 6, a regional roadway. The site is currently undeveloped and wooded with relatively flat topography.

The project includes a single rectangular building with parking in front and to the side of the building, with a large fenced infiltration basin for stormwater runoff from the building roof and parking areas. A walkway is proposed from the front of the building to the Route 6 frontage but does not connect to other walkways and no crosswalk is provided. Proposed landscaping is limited to small isolated shrub beds. The lot will be almost completely cleared of vegetation for the proposed development and stormwater drainage basins, and will be highly visible from this regional roadway.

The proposed project is located outside of the core area identified in the town's North Eastham Village Center concept. Smaller structures were envisioned for this area, but the proposed building is much larger than other buildings fronting the roadway. Other recently developed commercial structures in the vicinity have a residential scale and form, and most have a front façade width of 25 to 35 feet. The proposed building façade is roughly 70 feet wide and should be broken into smaller components that incorporate variation in the roofline and façade line consistent with traditional structures in the region.

The proposed site design, with the building set far back from the road and the parking located prominently in front, does not follow traditional regional development patterns or good design principles. The parking should be placed to the side or rear of the site where it is less visible and can be buffered by landscaping. The building should be moved closer to the front of the site, and improved landscaping and pedestrian amenities should be incorporated into the front yard area. The proposed site plan would eliminate nearly all of the existing wooded lot and does not include sufficient landscaping to help screen the building from the roadway. Proposed stormwater management does not address best management practices including Low Impact Development infiltration of stormwater. Roof and parking lot runoff is piped directly to a large infiltration basin that will be fenced and highly visible from the roadway.

The RPP does support reducing impervious parking coverage, and staff supports the applicant's special permit request seeking relief from the town zoning by-law's required parking count. However, staff recommends that the proposed parking areas should include landscaping to break up the parking fields.

TRANSPORTATION

A. Trip Generation

A memorandum dated April 28, 2017, prepared by Bohler Engineering, ("traffic memo") presents a trip generation analysis of the proposed redevelopment. As presented in the traffic memo, trip generation estimates were developed based on trip generation data in *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 9th Edition*, for ITE Land Use Code (LUC) 814 (Variety Store). This manual describes a Variety Store as "a retail store that sells a broad range of inexpensive items often at a single price." The manual further notes that these

stores “are typically referred to as “dollar stores.”” Commission transportation staff agrees with the characterization of the proposed use.

The traffic memo estimates the proposed project will generate 29 weekday 7–9 AM peak hour trips and 52 weekday 4–6 PM peak hour trips. Commission transportation staff, based on ITE data for a 9,100 square foot Variety Store, estimates that the proposed project will generate 35 weekday 7–9 AM peak hour trips and 62 weekday 4–6 PM peak hour trips. The estimates presented in the traffic memo appear to be approximately 17 percent less than would be expected based on ITE trip generation rates. It is unclear why the estimates do not appear to follow the trip generation analysis approach presented in the traffic memo.

The highest peak hour traffic generation for retail uses typically occurs during the Saturday midday peak hour period. Commission transportation staff suggests that an estimate of anticipated Saturday peak hour trip generation should be provided.

B. Traffic Impact

The traffic memo notes the ITE recommends a traffic impact study be performed “*whenever an increase in trips in any peak hour is greater than 100 trips per hour.*” The traffic memo further suggests that the proposed development “*will not have a negative impact on the surrounding street network nor merit a full traffic impact study.*”

As the only major route through Eastham and to the Outer Cape towns, Route 6 experiences significant traffic volumes, particularly in the summer months. On an average summer weekday, 25,000–30,000 vehicle travel along Route 6 in the vicinity of the project site. These volumes, across four lanes, makes turning out of driveways particularly difficult on this section of roadway. The Applicant is currently proposing full access (left and right turns) in and out of the site driveway.

The intersection 600–700 feet south of the intersection, Route 6 at Brackett Road, has a well-documented crash history. The addition of any significant volume of traffic through this intersection warrants careful analysis.

Commission transportation staff suggests that, given the location of the proposed project, a traffic impact study is warranted to provide the Planning Board an analysis of the operational and safety analysis of site driveways and regional roadways and intersections impacted by the project. Commission transportation staff notes that, for projects reviewed by the Cape Cod Commission, such an analysis is roadway links and intersections impacted by 25 or more new peak hour trips.

Without an appropriately detailed traffic impact study, Commission transportation staff cannot provide further insight on the anticipated safety or operational impacts of this proposed project.

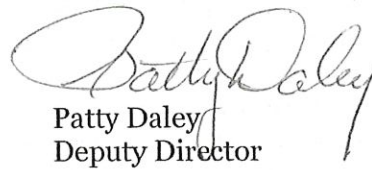
C. Site Design

Commission transportation staff suggests that limiting the site to one curb cut and providing a safe pedestrian connection to the building follow good access management principles. Commission transportation staff suggests that the curb cut appears wider than necessary for the anticipated vehicles using the site. Excessive curb cut width negatively impacts the safety of pedestrians crossing the site driveway.

Given the existing safety issues on Route 6 and the proximity to the intersection with Brackett Road, consideration should be given to limiting site access to right-turn-out, right-turn-out only.

Commission transportation staff are also interested in the status of the paper road, labeled Wiley Lane, on the site plan. If the applicant has rights to access this paper road and there is a potential that future development may occur on the paper road, there should be consideration given to avoiding a situation where there are ultimately curb cuts to both the site and the paper road.

Sincerely,



Patty Daley
Deputy Director

Cc: Project File
Joy Brookshire, Cape Cod Commission Representative, Town of Eastham



TOWN OF EASTHAM

2500 State Highway, Eastham, MA 02642-2544
All departments 508-240-5900 • Fax 508-240-1291
www.eastham-ma.gov

June 20, 2017

Paul Niedzwiecki
Executive Director
Cape Cod Commission
3225 Main Street
Barnstable, MA 02630

Via Electronic and Regular Mail

Re: Discretionary DRI - Proposed Dollar General Retail Store 4615 State Highway Eastham

Dear Mr. Niedzwiecki:

This letter is to inform you that at their meeting held on June 19, 2017 the Eastham Board of Selectmen voted unanimously in favor of a Discretionary DRI Referral to the Cape Cod Commission for the proposed "Dollar General" retail store. The site is located directly on Route 6 and is in close proximity to several other commercial properties as well as two nearby sites which are slated for Chapter 40B affordable housing developments. The site is also located within our Zone 2 Groundwater Protection District.

The Board of Selectmen believes that taken in context with recent land use activity in the area, this proposal may have a significant impact on the community. The Board believes a review under the DRI process will provide the appropriate level of analysis with particular attention to issues related to Traffic Safety, Site Design and Community Character.

Attached, please find a completed DRI Referral Form and a completed DRI Scoping Checklist.
Thank you for your attention to this matter.

Sincerely,

William O'Shea
Chair, Eastham Board of Selectmen

cc: Jonathon Idman, Chief Regulatory Officer, Cape Cod Commission
John Scribner, Liscotti Development
Matthew Bombaci, P.E., Bohler Engineering

Development of Regional Impact (DRI)
Referral Form

Please attach a copy of the original municipal development permit application or site plan review, subdivision, or other application showing the date on which it was received by the Municipal Agency. Receipt of this information via the U.S. Mail or delivered in person to the Cape Cod Commission constitutes a referral for purposes of Chapter 716 of the Acts of 1989, as amended.

Referred by:

Town and Agency Town of Eastham

Official William O'Shea, Chair, Eastham Board of Selectmen

☐ Mandatory referral

☒ Discretionary referral

☐ Limited Discretionary Referral (please see the back of this form)

Project Name Dollar General

Project Proponent Name Liscotti Development

Address 83 Orchard Hill Park Drive, Leominster, MA 01453

Telephone 978-466-6661

Brief description of the project including, where applicable, gross floor area, lots, units, acres and specific uses:

Proposed 9,100 s.f. retail store located directly on Route 6. Project site is an undeveloped 2.8 acre lot
located in the Retail Sales and Service Zoning District. The site is in close proximity to several other
commercial properties as well as two nearby sites which are slated for Chapter 40B affordable housing
developments. Project site is also located within the Town's Zone 2 Groundwater Protection District.

Project location:

4615 State Highway, Eastham MA

List municipal agency(ies) before which a municipal development permit is pending:

Eastham Zoning Board of Appeals - Special Permit to reduce required parking spaces

Eastham Planning Board - Site Plan Approval Special Permit

William O' Shea

Print Name of Authorized
Referring Representative

Signature

Date

Forward to:

Cape Cod Commission

3225 Main Street

Barnstable, Massachusetts 02630

For Limited Discretionary referrals only:

Municipal agencies may make limited discretionary referrals seeking Commission review of development proposals under one or more issue areas within the Cape Cod Regional Policy Plan, as set forth below. If a limited discretionary referral is accepted for review, the Commission will limit its review to those areas specified by the referring agency. The Commission will apply only those Minimum Performance Standards contained within the issue area(s) specified below by the referring agency. Minimum Performance Standards outside of the locally specified issue area(s) will not be applied in the Commission's review.

Prior to making a limited discretionary referral, you are strongly encouraged to contact Commission staff for information concerning the likely scope of Commission review under a particular issue area. This early contact will eliminate the potential for misunderstanding about the issues the Commission would examine.

Please specify one or more areas for Commission review by checking all that apply to this Limited Discretionary referral.

☒ Land Use/Growth Management

Natural Resources

☒ Water Resources

☐ Coastal Resources

☐ Wetlands

☐ Wildlife/Plant Habitat

☒ Economic Development

Community Facilities and Services

☒ Transportation

☐ Solid and Hazardous Waste Management

☐ Capital Facilities/Infrastructure

☐ Energy

☐ Affordable Housing

☐ Open Space and Recreation

☒ Historic Preservation/Community Character

Effect of referral on local board's time limitation to review an application:

For mandatory DRI referrals, the local review time clock is suspended immediately upon receipt of a DRI referral and resumes upon the Commission's vote to approve or deny the project. For discretionary referrals and limited discretionary referrals, the local review time clock does not stop unless and until the Commission votes to accept the discretionary referral for review, and it resumes upon the Commission's vote to approve or deny the project.

DRI.REF.FORM 2/22/95

**LIMITED DRI REVIEW - SCOPING CHECKLIST
NEW DEVELOPMENT**

Land Use	Question	Required Info	Yes	No
Compact Growth and Resource Protection	Is the project consistent with the land use categories and their characteristics? (check "Yes" if Town has not adopted a Land Use Vision Map)	RPP Regional Land Use Vision Map which shows project site	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Compact Growth and Resource Protection	Is the development clustered on the site?	Preliminary project plans, Local zoning	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Capital Facilities and Infrastructure	Does the project create new infrastructure?	Preliminary project plans	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Capital Facilities and Infrastructure	Does the project propose to construct a new wireless facility?	Preliminary project plans	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Rural Lands	Is the project site adjacent to rural landscapes or land under active agricultural production?	Staff consultation/Preliminary project plans showing prime agricultural lands	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Rural Lands	Is the land capable of sustained agricultural production as evidenced by recent use, soils, or adjacent land use?	Staff consultation/Preliminary project plans showing prime agricultural lands	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Water Resources	Question	Required Info	Yes	No
Drinking Water Quality and Quantity, Marine Water Embayments and Estuaries, Freshwater Ponds and Lakes	Is the project located in a Wellhead Protection Area, Potential Public Water Supply Area, Marine Water Recharge Area, or Fresh Water Recharge Area?	Site locus map showing watersheds described by Water Resources Classifications Maps I & II	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Public and Private Sewage Treatment Facilities	Is the project's wastewater facility an on-site septic system or private treatment plant?	Preliminary project plans	<input checked="" type="checkbox"/>	<input type="checkbox"/>
General Aquifer Protection	Does the project's nitrogen load from wastewater, stormwater and turf exceed 5 parts per million?	Nitrogen loading calculations per Technical Bulletin 91-001	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Stormwater Management	Does the project incorporate Low Impact Design stormwater treatment to the greatest extent possible?	Engineered grading, drainage, and erosion control plans that show existing and proposed conditions and stormwater design details	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Stormwater Management	Does the project have a comprehensive engineer-certified Operations and Maintenance Plan (Plan) that 1) demonstrates compliance with the Massachusetts Stormwater Policy & Guidelines 2) provides a schedule for inspection, monitoring and maintenance 3) identifies the parties responsible for Plan implementation and 4) includes an inspection and maintenance log	Copy of project's Stormwater Operation and Maintenance Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Coastal Resources	Question	Required Info	Yes	No
Protecting Maritime Industry, Character and Public Access	Does the project involve a new or expanded non-water dependent use within a working waterfront or within 250 feet of the mean high water line?	Preliminary project plans	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Protecting Maritime Industry, Character and Public Access	Does the project restrict or impede public access to the shoreline?	Preliminary project plans	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Protecting Maritime Industry, Character and Public Access	Does the project limit views of the ocean and/or shoreline from public ways, waterways, access points, and existing development relative to existing conditions?	Preliminary project plans	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Coastal Hazard Mitigation	Does the project involve any new construction or site disturbance in or within 100 feet of: land subject to coastal storm flowage, barrier beach, coastal dune, or coastal bank?	Preliminary project plans indicating flood zone boundary, and Resource Area Delineation through local Conservation Commission	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Preserving Coastal Water Quality and Habitat	Does the project involve any alteration of or propose new development in a coastal wetland or its 100 foot buffer zone?	Resource Area Delineation through local Conservation Commission	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Responses in the shaded boxes may be included in the scope of Commission review.
Consultation with Commission staff recommended.**

**LIMITED DRI REVIEW - SCOPING CHECKLIST
NEW DEVELOPMENT**

Wetlands/Wildlife & Plant Habitat	Question	Required Info	Yes	No
Wetlands	Does the project involve any alteration of a wetland that is greater than 500 square feet in size or to a vernal pool?	Resource Area Delineation through local Conservation Commission	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Wetlands	Does the project involve any alteration of a 100 foot buffer to a wetland that is greater than 500 square feet in size?	Resource Area Delineation through local Conservation Commission	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Wetlands	Does the project involve any alteration of a 350 foot buffer to a vernal pool?	Resource Area Delineation through local Conservation Commission	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Wetlands	Will the project result in any direct stormwater discharge within 100 feet of a wetland or waterbody of 500 square feet in size or a vernal pool?.	Preliminary project plans	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Wildlife & Plant Habitat	Will the project disturb or alter naturally vegetated areas?	Existing Conditions Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Wildlife & Plant Habitat	Is the project site mapped as Estimated or Priority rare species habitat by the Massachusetts Natural Heritage & Endangered Species Program (NHESP)?	NHESP Atlas	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Open Space Protection & Recreation	Question	Required Info	Yes	No
Open Space & Recreation	Is the project located outside an Economic Center? (Check "Yes" if Town has not adopted a Land Use Vision Map)	RPP Regional Land Use Vision map	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Open Space & Recreation	Is the project located within a Significant Natural Resource Area (SNRA)?	SNRA Map, Preliminary project plans	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Open Space & Recreation	Outside of SNRA, will the project disturb or alter more than 2 acres of land?	SNRA Map, Preliminary project plans	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Energy	Question	Required Info	Yes	No
Energy	Has the project been designed to meet LEED Certification?	Design information or LEED Certification Checklist	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Energy	Is the project Mixed Use as defined by the Regional Policy Plan?	Project description, RPP definition of Mixed Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Energy	Is the project located in an Economic Center? (check "No" if Town has not adopted a Land Use Vision Map)	RPP Regional Land Use Vision Map which shows project site	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Economic Development	Question	Required Info	Yes	No
Low Impact and Compatible Development	Is the project located outside an Economic Center or an Industrial Service & Trade Area? (check "Yes" if Town has not adopted a Land Use Vision Map)	RPP Regional Land Use Vision Map which shows project site	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Low Impact and Compatible Development	If located in an Industrial Service & Trade Area, will this project accommodate non-industrial uses as defined in the Regional Policy Plan? (check "Yes" if Town has not adopted a Land Use Vision Map)	Statement from Applicant	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Low Impact and Compatible Development	Is the project located in a resource-based economically productive area?	Existing Conditions Plan, Assessors Data	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Balanced Economy	Does the development involve Class III gaming?	Preliminary project plans	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Infrastructure Capacity	Will the project develop new infrastructure as defined in the Regional Policy Plan?	Preliminary project plans	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Affordable Housing	Question	Required Info	Yes	No
Affordable Housing (Residential Projects)	Does the project include 10 or more units/lots in a Town that has an affordable housing bylaw under which this project will be permitted?	Project affordable housing narrative, Local affordable housing bylaw	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Equal Opportunity	Does the project include 10 or more units/lots in a Town that has an affordable housing bylaw under which this project will be permitted?	Project affordable housing narrative, Local affordable housing bylaw	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Community Participation (Commercial Projects)	Does the project involve additional commercial development?	Preliminary project plans	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Responses in the shaded boxes may be included in the scope of Commission review.
Consultation with Commission staff recommended.**

LIMITED DRI REVIEW - SCOPING CHECKLIST
NEW DEVELOPMENT

Transportation	Question	Required Info	Yes	No
Congestion Management	Will the project generate more than 250 new daily trips?	ITE Trip Generation Manual	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transportation Balance & Efficiency	Will the project generate more than 250 new daily trips?	ITE Trip Generation Manual	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Safety	Does the project have direct access on or does the project directly abut a regional roadway?	Cape Cod Metropolitan Planning Organization functional classification	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Safety	Will the project generate more than 25 new peak hour trips at a high crash location?	State / Local crash data	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Heritage Preservation & Community Character	Question	Required Info	Yes	No
Historic Structures / Cultural & Archaeological Resources	Is the building and/or site listed on the National Register of Historic Places or within a National or Local Historic District?	Historic District Map	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Historic Structures / Cultural & Archaeological Resources	Is any part of the site known to be archaeologically significant or archaeologically sensitive, including areas within 100 feet of a wetland or water body?	Massachusetts Historical Commission consultation, Resource Area Delineation through local Conservation Commission	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Historic Structures / Cultural & Archaeological Resources	Is there a building or structure on the property, which is more than 75 years old or known to be historically significant?	Local Historical Commission / staff consultation	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Site & Building Design	Is the development proposed within a distinctive area, such as a historic district, along a scenic road, cultural landscape, regional road or shoreline?	Staff consultation	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Site & Building Design	Outside of distinctive areas, does the project consist of a single mass greater than 15,000 square feet?	Preliminary project plans	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Site & Building Design	Does the project incorporate site design and building design features consistent with the Commission's Design Manual and Design Manual Addendum guidelines?	Staff consultation	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Landscape Design	Is the project subject to habitat restoration requirements resulting from on or off-site disturbance of significant wildlife or plant habitat?	SNRA Map, Preliminary project plans	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Landscape Design	Is the project's landscape design consistent with MPS HPCC2.10 and does it include the use of site appropriate, non-invasive plantings to reduce water use and maintenance needs?	Preliminary project plans	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Exterior Lighting Design	Is the project's exterior lighting design consistent with MPS HPCC2.11 and the Exterior Lighting Technical Bulletin?	Exterior lighting information including fixture cut sheets and foot-candle plans	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hazardous Materials & Waste	Question	Required Info	Yes	No
Hazardous Materials and Waste Management	Does the project involve greater than household quantities of hazardous materials or hazardous wastes in an existing Wellhead Protection Area or Potential Public Water Supply	Project Inventory, RPP Map	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hazardous Materials and Waste Management	Does the project use, handle, generate, treat or store hazardous waste?	Project Inventory	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Solid Waste	Does the project involve greater than 25,000 square feet of new development?	Preliminary project plans	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Solid Waste	Does the project involve a significant amount of land clearing wastes or construction and demolition debris?	Estimate of amounts of land clearing and construction/demo wastes, Plan to address recycling and disposal of wastes	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Local Concerns	Question	Required Info	Yes	No
Town Concerns	Has the Town identified issues or concerns that should be addressed through DRI review?	Traffic, Site Design, Landscaping Groundwater Protection	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Public Comment / Concerns	Has the public identified issues or concerns?	Community Character, Traffic, impact on small business	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Responses in the shaded boxes may be included in the scope of Commission review.
Consultation with Commission staff recommended.

June 17, 2019

Mr. James Joyce, Chairman

Harwich Planning Board

Harwich town Hall

732 Main St.

Harwich, MA 02645



Dear Mr. Joyce,

I am writing to express my concerns about the proposed demolition of the Captain George Winchell Baker House and the building of a retail chain store (Dollar General) in its place. This seems to me to be a terrible idea. Historic homes are irreplaceable and their removal is part of the insidious destruction of a town's character. That only gets exacerbated when replaced by a chain store. While any chain store is problematic in these situations, Dollar General is probably one of the worst both for the generic, rather ugly exterior and the negative impact they can have on the local economy. Plus, there is one close by in West Yarmouth and a Dollar Tree right down the street in Dennisport.

I urge you to refer this proposal to the Cape Cod Commission for a discretionary Developmental Regional Impact study.

Sincerely,

A handwritten signature in black ink, appearing to read "W. Vranos", with a long, sweeping horizontal line extending to the right.

William Vranos

43 Sea St

Harwich Port, MA 02646

Ms. Barbara Wasserman
130 West 67th Street, Apt 14G
New York, NY 10023
June 17, 2019



Mr. James Joyce
Harwich Planning Board
Harwich Town Hall
732 Main Street
Harwich, MA 02645

Dear Mr. Joyce,

I have learned from relatives who live in West Harwich about the proposal by Lisciotti Development to build a 7,500 sq. ft. retail store (a Dollar General) at 48 and 52 Route 28 in the heart of the Captains' Row historic neighborhood in West Harwich. As a frequent visitor to Cape Cod and with family members who are permanent Cape Cod residents (a brother in West Harwich, another brother in Brewster, and a niece and two nephews in Chatham), I feel strongly that this proposal, if implemented, would be a tragedy. Large retail stores have no place in Cape Cod's historic villages.

A massive retail store in the heart of this beautiful historic village with its two dozen sea captains' homes dating from the 1740s to the 1940s is ill-advised to say the least. This retail store proposal also involves demolishing the former Captain George Winchell Baker House, built ca. 1870. A demolition delay protecting this historic site expires at the end of September 2019.

I understand that repeated requests by the residents of West Harwich that the Harwich Town Planner and the Planning Board make a discretionary referral to the Cape Cod Commission for a Development Regional Impact (DRI) on this project have been ignored. I am writing to ask that the Planning Board please reconsider and refer the Dollar General proposal to the Cape Cod Commission for a discretionary DRI.

Yours truly,

Barbara Wasserman

Barbara Wasserman

June 18, 2019

Mr. James Joyce, Chair
Town of Harwich Planning Board
Harwich Town Hall
732 Main Street
Harwich, MA 02645



Re: Liscotti Development proposal for corner of Route 28 and Depot Road, West Harwich

Dear Mr. Joyce and members of the Planning Board –

We would like to express our strong opposition to this project, for many reasons:

- traffic – a much more comprehensive traffic study, done of the specific area by an unbiased third party, needs to be done.
- safety – possibility of vehicle and/or pedestrian accidents (including in the parking lot of the proposed property itself – tractor trailer trucks, etc.) and diversion of traffic into surrounding neighborhoods.
- cultural heritage/historic value – related to the Captains' Row Historic District initiative to honor and revitalize this area of West Harwich. The Liscotti Development proposal will irreparably harm this effort.

We strongly urge you to refer this Liscotti Development proposal to the Cape Cod Commission for a discretionary review.

Sincerely,

Janet Lincoln and Michael Lincoln

Two handwritten signatures in blue ink. The first signature, on the left, appears to be "Janet Lincoln" and the second, on the right, appears to be "Michael Lincoln".

32 Ryder Road, P.O. Box 568

Harwich, MA 02645

508-367-7431 Janet cell / 508-873-4890 Michael cell

7 Lewis Lane
Harwich Port MA 02646
June 16, 2019

Mr. James Joyce, Chairman
Harwich Planning Board
Harwich Town Hall
732 Main Street
Harwich MA 02645



Dear Chairman Joyce,

Please see to it that a discretionary referral is made to the Cape Cod Commission for a Development Regional Impact (DRI) in reference to the proposed retail store construction and demolition of the Captain Baker House in West Harwich.

Such a massive and unnecessary retail store in the heart of West Harwich, and the demolition of a Captain's house in one of the remaining intact Captains' Rows on Cape Cod, would be an unmitigated disaster that would destroy the fabric of the West Harwich historic district and adversely impact what remains of 'Old Cape Cod'.

Thank you in advance for your attention to this most important matter.

Yours truly,

A handwritten signature in blue ink, appearing to read "Alfred Roberts Jr.", with a long horizontal line extending to the right.

Alfred Roberts Jr

Norma A. Kolakoski
1004 State Street
Brewster, MA 02631

June 19, 2019

Mr. James Joyce, Chairman
Harwich Planning Board
732 Main Street
Harwich, MA 02645

Dear Mr. Joyce,

I am a retiree and a year round resident of Brewster. I was greatly disappointed to read in the *Cape Cod Chronicle* about a large retail store (most likely a Dollar General) that is proposed in neighboring West Harwich. I have talked to no one in my age group, which is the largest demographic on Cape Cod, who thinks this is a good idea.

The face of Cape Cod is changing for the worse as more and more large corporations are allowed to build their huge unsightly buildings amidst the historic homes and tasteful small businesses in our towns. In my own town of Brewster, our beautiful stretch of Route 6A has been marred by a gigantic Cumberland Farms that towers over the other buildings. What was wrong with the old Cumberland Farms? It was just fine and fit in with the character of historic 6A.

And now in Harwich, you and the Planning Board seem to be on the verge of approving an even larger project in the form of a 7500 square foot trashy retail store. What's even worse is that this Dollar General store is proposed to be built on a piece of property right next to a historic captain's home, which Lisciotti Development will almost certainly demolish as soon as it can. Have you ever taken the time to walk down Captains' Row in West Harwich to marvel at all the captain's homes? What a historic resource! A Dollar General has no place there.

If you truly cared about preserving the community character of Harwich, which really is your job as the Planning Board, you would send the Lisciotti proposal to the Cape Cod Commission for a discretionary referral (DRI). I have read that the Commission has had much experience with cases like this one. I urge you to make that referral without delay.

Sincerely,



Norma A. Kolakoski

RECEIVED

JUN 20 2019

BUILDING DEPT

Robert V. Albis
77 Smith Street
West Harwich, MA 02671



June 17, 2019

Planning Board, Town of Harwich
732 Main Street
Harwich, MA 02645

Dear Members of the Planning Board:

Serving on a town committee is a large time commitment that often brings with it more aggravation than gratitude from the public being served. For that reason, I want to thank you for the time you devoted at last week's meeting to allowing so many residents of West Harwich to voice their manifold concerns about the proposed Lisciotti development.

There were three ideas expressed by members of the board or the Town Planner during the meeting, however, that gave me concern.

At times, the issue was characterized as being only about saving the Captain Baker house, and for that reason it could not be considered eligible for a discretionary referral to the Cape Cod Commission. (The developer also seems to think that donating the structure to the town will lessen the opposition to its project.) While many in West Harwich are passionate about saving that structure, perhaps more people are concerned about the effects on traffic and the integrity of the nearby Bell's Neck Conservation Area and the Herring River watershed. I imagine numerous businesses in Harwich and Dennis would also be concerned about the impact of the project on their businesses. These are regional issues.

Another sentiment that concerned me was related to this. One member of the board said something to the effect that since this is mainly about the Baker house and is not a regional issue, he did not see why the board should "give up its authority" to the Cape Cod Commission. Surely the Planning Board should view cooperation

with the Cape Cod Commission as a way to get assistance in serving the town, not as an abdication of responsibility. The Planning Board should protect Harwich, not its own authority.

Perhaps most disturbing was the sentiment that a good deal of time has been devoted to this issue already, and that a decision should be reached before there is a change in the membership of the board. This was even given as a reason for not making a discretionary referral to the Cape Cod Commission, in case the CCC did not accept the referral. This is not logical thinking. Whatever delays making a referral to the CCC might cause are brief indeed compared to the everlasting damage to the neighborhood that this project would entail.

I therefore urge the Planning Board at its next meeting to keep its focus on protecting the town of Harwich.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert Albis", with a stylized, flowing script.

Robert V. Albis

Francis L. Pugsley
2 Concord Drive
Harwich, MA 02645



June 17, 2019

Mr. James Joyce
Harwich Planning Board
Harwich Town Hall
732 Main Street
Harwich, MA 02645

Dear Mr. Joyce:

This letter is to voice my very strong opposition to the Town of Harwich Planning Board allowing the demolition of historic land sites and the destruction of historic buildings in the Town of Harwich for the purpose of new development projects such as that being proposed by Lisciotti Development at 48 and 52 Route 28 in the Captains' Row historic neighborhood of West Harwich.

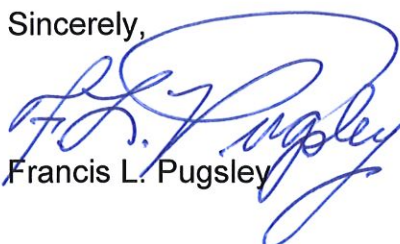
I believe construction of a Dollar General Store in the Town of Harwich with a similar dollar store less than a mile away in Dennis Port and another such store in Yarmouth is overkill to the nth degree. It certainly is not a resource that is needed in the town and, I believe, would just be a blight on that historical neighborhood.

I request that the Planning Board make a discretionary referral to the Cape Cod Commission for a Development Regional Impact on this proposed project.

I also question whether or not the Harwich Historical Commission has any input to such a decision and, if not, why not? It has been my experience that historical commissions in most towns in the Commonwealth strive to preserve the antiquity within their town and vigorously oppose the removal and/or destruction of sites that have historical significance that can never be replaced once destroyed. We have all witnessed the results of inadequate oversight and restrictions with historic buildings in the past with one example being an ongoing project right in the center of Harwich as we speak. I don't believe it is in the best interests of the town to compound mistakes of the past by perpetuating them into the future.

Thank you, Mr. Joyce, and the Harwich Planning Board for your consideration of my concerns.

Sincerely,


Francis L. Pugsley



Charleen Greenhalgh

From: Charleen Greenhalgh
Sent: June 13, 2019 2:13 PM
To: Charleen Greenhalgh
Subject: FW: Letter for tonight's meeting

Dear Mr. Joyce,

I would like to voice my concern over the possibility of allowing a large retail store to be built at the corner of Route 28 and Belmont Rd./Depot Rd. in West Harwich.

It would be a huge loss to the Town of Harwich to sacrifice the charm and historical importance of the special section of Route 28 known as "Captains' Row" - and for what gain? There is NO other stretch of road on Cape Cod that displays the collection of architectural styles, coupled with the history of probably 20 structures, as this West Harwich mile of Route 28 west of the Herring River does.

But possibly an even larger concern is the traffic problems this development would cause. This section of Route 28 has traffic backed up, sometimes 20 cars deep, on the west-bound lane of Route 28 in the summer months. With the addition of a large retail store and parking lot in this West Harwich location, the cars are likely to be stopped and inching along all the way to Harwich Port. Harwich will be avoided at all costs by visitors. And residents of Harwich will be greatly inconvenienced. And our precious Bell's Neck Conservation Land and dirt road will be assaulted by cars seeking alternate routes.

Please do not allow this development to be licensed. It is certainly large enough - and complicated enough - to be sent to the Cape Cod Commission.

Nancy Viall Shoemaker
Town of Barnstable Historical Commissioner
Historian, Barnstable Municipal Airport
Curator, Barnstable Historical Society

RECEIVED
JUN 13 2019

DOUGLAS KARLSON

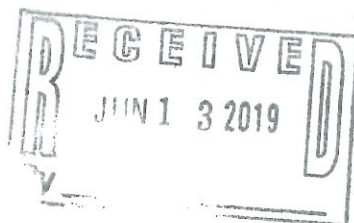
6-10-19

Dear Mr. Joyce,

I am writing to urge the Planning Board to refer the proposed demolition of the Capt. Baker House to the Cape Cod Commission.

The Town of Harwich has a great opportunity here to prevent

irreparable harm to the beauty and history of our town -
More must be done to preserve and improve Rt. 28 in West Harwich.

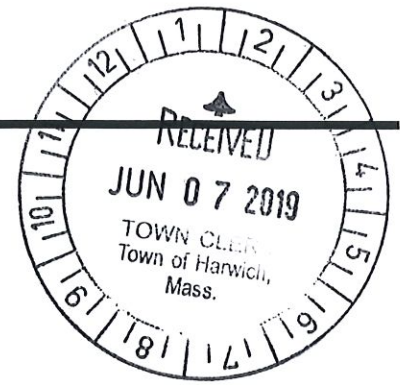


Sincerely,

Douglas Karlson

Elaine Banta

From: Susan Speakman <susan.speakman@digitas.com>
Sent: Friday, June 07, 2019 9:41 AM
To: Elaine Banta
Subject: RE: To the Harwich Planning Board



Friends and neighbors:

Please save the character and history of Harwich, by referring the Dollar General project to the Cape Cod Commission. Harwich residents want more for our town than a big box cheap crap store with Chinese goods that repels, rather than attracts tourists, and which will be a blight on the community and an eyesore to the neighborhood.

Current zoning laws were written in the 1970s, and are now obsolete and ill-equipped to deal with such a horrendous project and its multiple impacts, including all the unforeseen and unintended consequences that usually go hand-in-hand with such projects.

A discretionary referral of this project to the Cape Cod Commission would give our beautiful town time to finish zoning and other guidelines -- actions which are already being pursued.

Please: help us to preserve the character and heritage of our town.

Very sincerely yours,
Susan Speakman
Harwich

From: Charleen Greenhalgh <cgreenhalgh@town.harwich.ma.us>
Sent: Friday, June 7, 2019 9:37 AM
To: Susan Speakman <susan.speakman@digitas.com>
Subject: Automatic reply: To the Harwich Planning Board

I will be out of the office on Thursday, June 6 and Friday, June 7, with no access to email. If you need assistance please contact Elaine Banta at ebanta@town.harwich.ma.us or 508-430-7511.

Charleen Greenhalgh
Town Planner
Town of Harwich

Disclaimer The information in this email and any attachments may contain proprietary and confidential

April 21, 2019

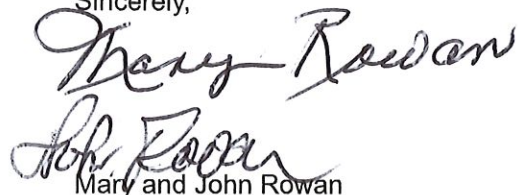
To Whom It May Concern:

My wife and I have lived and paid taxes at 37 Smith St., West Harwich for over 30 ears. We regret not being able to attend this important meeting but want our feelings known in regards to the proposal for a Dollar General store at the corner of Depot Rd and Rte 28. We feel very strongly that this is certainly not the best use of this parcel. This proposal is not in the best interests of West Harwich residents. The downtown Dennis Port area does not seem to be a priority to the administration of the town of Dennis. It seems to have been neglected for years and it certainly shows. We hope this mentality does not creep into Harwich via West Harwich. We are concerned this lack of interest would be detrimental to our neighborhood and the town.

This proposal would not be considered in Harwich Center or Harwich port....why West Harwich? There is a Dollar Store and Ocean State Job Lot within a quarter of a mile of this parcel. Do we need more of the same? Do you want a "dollar store" to define the our border between Dennis and Harwich border?

We appreciate the opportunity to express our views.

Sincerely,

The block contains two handwritten signatures in cursive. The top signature is 'Mary Rowan' and the bottom signature is 'John Rowan'. Both are written in dark ink.

Mary and John Rowan
37 Smith St.
West Harwich, MA

P.S. Please feel free to call John at 617-680-7152 or Mary at rowanmary54@gmail.com if there are any questions

April 18, 2019

**The Town of Harwich Planning Board, April 23, 2019
Harwich Town Hall
732 Main Street, Harwich, Ma.02645**

Dear Members of the Planning Board:

Two important issues concerning the proposed historic Captain's Row District in West Harwich, have come to my attention.

The first relates to the proposed retail space to be located at the site of The Captain Baker House. As you may be aware, the citizens of West Harwich were successful in obtaining a demolition delay for this house which is of architectural significance.

Now we learn that Harwich Retail LLC, is applying to build A Dollar General Store on the property. Within 2/10 of mile of this proposed retail chain, we have a Dollar Tree store and A Job Lot. Both retail chains. This type of store will have a negative impact on the efforts to preserve Captain's Row.

You have worked diligently with the owners of the suggested retail space in Harwich Center to ensure that the historic integrity is preserved in that section of town. The Patel's have listened to you and to the people of this historic district and have adjusted their architectural plans accordingly. Will a chain store such as Dollar General be as respectful to the Captain's Row Historic District?

My second concern relates to the application for a Weekday Entertainment License by Harwich Inn and Tavern, 77 Route 28, West Harwich, Ma. James Tsoukalas, Owner/ Manager. This application would seek indoor and outdoor amplified music from Noon to Midnight Monday through Saturday.

The residents of West Harwich have just put behind them the disturbing memories of loud music coming from the Claddagh located on this very property. It took years of pressuring the Board of Selectmen to get that situation under control. The town's elected officials and its residents cannot allow this scenario to repeat itself.

Thank you for your attention to these issues and for your efforts to preserve and protect the history of West Harwich and the well being of its residents.

Sincerely,

Virginia L. Doyle

Virginia L. Doyle

**48 North Road
West Harwich, Ma. 02671**

**Signed electronically on
April 18, 2019 at 9:53 p.m.**

From: **Beth Williams** beth@elizabethwilliamsdesign.com
Subject: West Harwich
Date: March 25, 2019 at 6:21 PM
To: Planning Board

March 26, 2019

My name is Elizabeth Williams.

I own the business and property directly across the street from this proposed Dollar General store.

I am here again to plead for my town and my village.

If you have any doubt that this is a Dollar General store all you have to is travel down Route 28 to West Yarmouth to see the exact same store designs being shown to us here.

There is a 711 convenience store that sells cigarettes and grab and go items barely a quarter mile away. There is a Dollar store across the street from that in Dennisport.

There is too much empty retail space in Dennis Port and West Harwich already. Also in East Harwich.

We do not want or need this big box store and parking lot in West Harwich.

The town of Eastham has rejected this store.

You would not put this business in Harwichport or Harwich Center, But in West Harwich this is considered because this historic building's owner has been allowed to practice wonton Demolition by Neglect thus threatening the fabric of our village.

(The owners of Bishops Terrace is being allowed to do the same).

This area of Route 28 is Harwich's front door.

Is this the face we wish to present to our visitors?

Is progress ripping up our neighborhood and destroying our heritage?

We need careful, thoughtful planning. Our village need help to go up, not down.

From: **Beth Williams** beth@elizabethwilliamsdesign.com
Subject: West Harwich
Date: March 25, 2019 at 5:33 PM
To: Planning Board



February 26, 2019

My name is Elizabeth Williams.

I am a 13th generation Cape Codder and Harwich native.

I am a business owner across the street at 45 Route 28 West Harwich.

For the past 20 years,
my husband and I have been restoring and maintaining the buildings there that date from 1827.

Cape Cod is a very unique place.

The country, as we know it, started here and many descendants of the original settlers still call it home and cherish that long history.

There are not many place in the US where generations have lived continuously for 400 years, and that so many of those homes from the 17th, 18th, and 19th century, both modest and grand, still stand and set the tone for the architecture throughout the Cape.

Whether you grew up here or have recently moved here, we are all the stewards of this history.

We owe it to our town and future generations to preserve what is uniquely ours.

The people of West Harwich are working hard trying to to preserve our heritage and the character of our village by establishing a National Register District.

This is largely a residential area with small businesses scattered in.

Many or the retail buildings that are here are empty as are many of the retail spaces in Dennis Port less than a half mile away.

We have reached out to the owners of of 52 Route 28 to see if the home, even partially could be saved.

They were not interested in meeting or working with us.

Our history and heritage doesn't matter.

It can all be swept away for cheesy dollar stores and strip malls without even a conversation.

Why can't we have thoughtful planning that would support our village?

Regarding the Harwich Retail llc project.

MARCH 25

Hello Charlene and Planning Board Members.

I had a conversation the other day with Sarah Korjeff the head of Historic Preservation at the Cape Cod Commission.

I'm sharing information I learned regarding referrals to the Cape Cod Commission in the hopes that you might consider referring this project.

Ordinarily an automatic referral to the Cape Cod Commission is generated with new projects that are 10,000 sq.ft. and above.

In this case we are dealing with a 7,000 sq.ft. project.

I learned that this project could still be referred in one of two ways. The first would be that as a board you refer this project to the Cape Cod Commission as a request for a formal discretionary opinion on the project.

The second approach would be for the planning board to request an informal review through the Director of the CCC. In this manner support services evaluate and give opinions on the impacts of the project. This could be directed towards impacts to historic character of the area, parking impacts, water resources etc. As a neighborhood group working towards a National Register Historic district, we would appreciate this type of input. Sarah Korjeff is well acquainted with the area after a site visit with the Massachusetts Historical commission.

I was absent at the first hearing but appreciate the considerations and time you are giving this project so that we can get the best possible outcome for Harwich.

Thank you
Sally Urbano

March 9 2019

Charlene Greenhaigh,

Re: the razing of Captn. Winchell Baker house.

Really? The "Dominos" plaza is barely alive, There is an empty retail space next to the church. The "carpet" plaza is run down, Empty? And then there is the fallow bank/door hardware structure across the street. Also there is another empty retail space at ocean state, next to a "dollar tree" numerous half dead, empty structures along Rt. 28 including Bennies right next door in Dennis port. So you think a retail space will work there? Ludicrous!

Restore the building. Maybe 2 apartments 1st and 2nd floor? Or create retail on the first floor? Coffee shop? A kitsch' general store? Have this structure be an anchor for the newly created "Neighborhood". Shop for a developer who can create "X" amount of residential structures/condos in a Greek revival style. To fit that lot. Imagine, As you approach the area travelling west on 28. You would see (depending on the design) alternating gable ends of the structures, detailed entryways w/stoops. And tree lined side walk's. "Walking distance to shops and restaurants" Make it a destination, not another parking lot with a concrete building and neon lights. That is not planning.

So many people would like a place on the Cape. Give them that opportunity. Plus the tax revenue is greater than a commercial property that will eventually go under and then lie vacant. Guaranteed! Maybe partner with Dennisport and help bring back their retail? Again, create the Destination.

There is plenty of unused commercial space. We don't need anymore.

Regards,



William Kwaak
Main st. Harwich MA
Designer/Draftsman
Rick Roy Construction
Harwich MA
508 241 8305



Tuesday, March 26, 2019

Hello Mr. MacGregor and Mr. Lisciotti,

Can you name the sea Captain from West Harwich who worked for Teddy Roosevelt. Can you name the Sea Captain and boat builder who in the 1700s was known around the world or are you curious about the founder of the Chase and Sanborn coffee company? These are a few of the stories of the villagers who lived in the historic area of West Harwich along rt. 28 Main St.

Of course by now you are wondering why you should care. In establishing a retail business in our neighborhood we were hoping to have conversations with you because if we are losing a historic home and face the creation of a new retail store within our National register district area we want that business to succeed. Currently there are many failed businesses and abandoned spaces.

In Harwich the town's financial status is highly influenced by tourism. West Harwich has the smallest year round population in town. I suggest you are missing your sales target by ignoring the use of historical influences that could impact your bottom line. The world of retail is changing, make sure it doesn't leave you behind. Take a look at the program called Main St USA, a program that works with developers and uses the historic built environment along that Main st. Look at spending statistics regarding tourism and you will find the largest and growing category is travel for Cultural Heritage tourism.

What are the Five Principles for Successful and Sustainable Cultural Heritage Tourism?

- Collaborate
- Find the Fit
- Make Sites / Programs Come Alive
- Focus on Quality and Authenticity
- Preserve and Protect

While the target for a dollar store is for those that make \$40,000 or less, those visitors traveling for Cultural and Historic tourism have a higher income, will stay longer and spend more.

And in case you are unaware, reuse of Historic buildings for housing or a business qualify for Federal and State tax incentives.

Of course you may disregard any of these ideas, or demolish the Historic Captain Baker home as is your right. However what is your responsibility to your neighbors in West Harwich and to the town? The recent withdrawal of Amazon from NYC development suggests that perhaps the voice and concerns of the townspeople should be considered. Even more so because the area of Rt. 28 Main St., in which your project is proposed, has been accepted into the program for becoming a National Register Historic district. This is an honor and important to the history of our nation. It will be highlighted across the country. Can you bear the responsibility for the diminishing effect you will be inserting into the middle of this district? A creative effort on your part in the beginning of this project could pay off financially. The draw to retail in historic buildings creates an invitation to enter, to be grounded to the experience of the neighborhood in an authentic way and to reflect on the passage of time. Even a new retail store can be designed in a way that is interesting and fits within the character of our neighborhood. While you have the legal right after the planning Board's direction to do as you wish, I suggest you have some responsibility to the town and especially to our area of West Harwich. Thank you for your consideration.

Sally Urbano

March 9 2019

Charlene Greenhaigh,

Re: the razing of Captn. Winchell Baker house.

Really? The "Dominos" plaza is barely alive, There is an empty retail space next to the church. The "carpet" plaza is run down, Empty? And then there is the fallow bank/door hardware structure across the street. Also there is another empty retail space at ocean state, next to a "dollar tree" numerous half dead, empty structures along Rt. 28 including Bennies right next door in Dennis port. So you think a retail space will work there? Ludicrous!

Restore the building. Maybe 2 apartments 1st and 2nd floor? Or create retail on the first floor? Coffee shop? A kitsch' general store? Have this structure be an anchor for the newly created "Neighborhood". Shop for a developer who can create "X" amount of residential structures/condos in a Greek revival style. To fit that lot. Imagine, As you approach the area travelling west on 28. You would see (depending on the design) alternating gable ends of the structures, detailed entryways w/stoops. And tree lined side walk's. "Walking distance to shops and restaurants" Make it a destination, not another parking lot with a concrete building and neon lights. That is not planning.

So many people would like a place on the Cape. Give them that opportunity. Plus the tax revenue is greater than a commercial property that will eventually go under and then lie vacant. Guaranteed! Maybe partner with Dennisport and help bring back their retail? Again, create the Destination.

There is plenty of unused commercial space. We don't need anymore.

Regards,



William Kwaak
Main st. Harwich MA
Designer/Draftsman
Rick Roy Construction
Harwich MA
508 241 8305



Elaine Banta

From: Elaine Banta
Sent: Tuesday, February 19, 2019 1:09 PM
To: 'Pollock, Patrick'
Cc: Charleen L. Greenhalgh
Subject: RE: PB2019-03 Harwich Realty LLC Staff Report packet

Hi Patrick,

Thank you for email. I will present the email for review and consideration.

I would like to clarify that after a cursory review of the plan on the day we spoke I stated that the plan doesn't show a fence or landscape plan at border where your two properties meet and that the 'way' is NOT an abutter.

Kind regards,

Elaine Banta
Planning Assistant
508.430.7511

New Town Hall hours: Monday – Friday: 8:30 AM – 4:00 PM

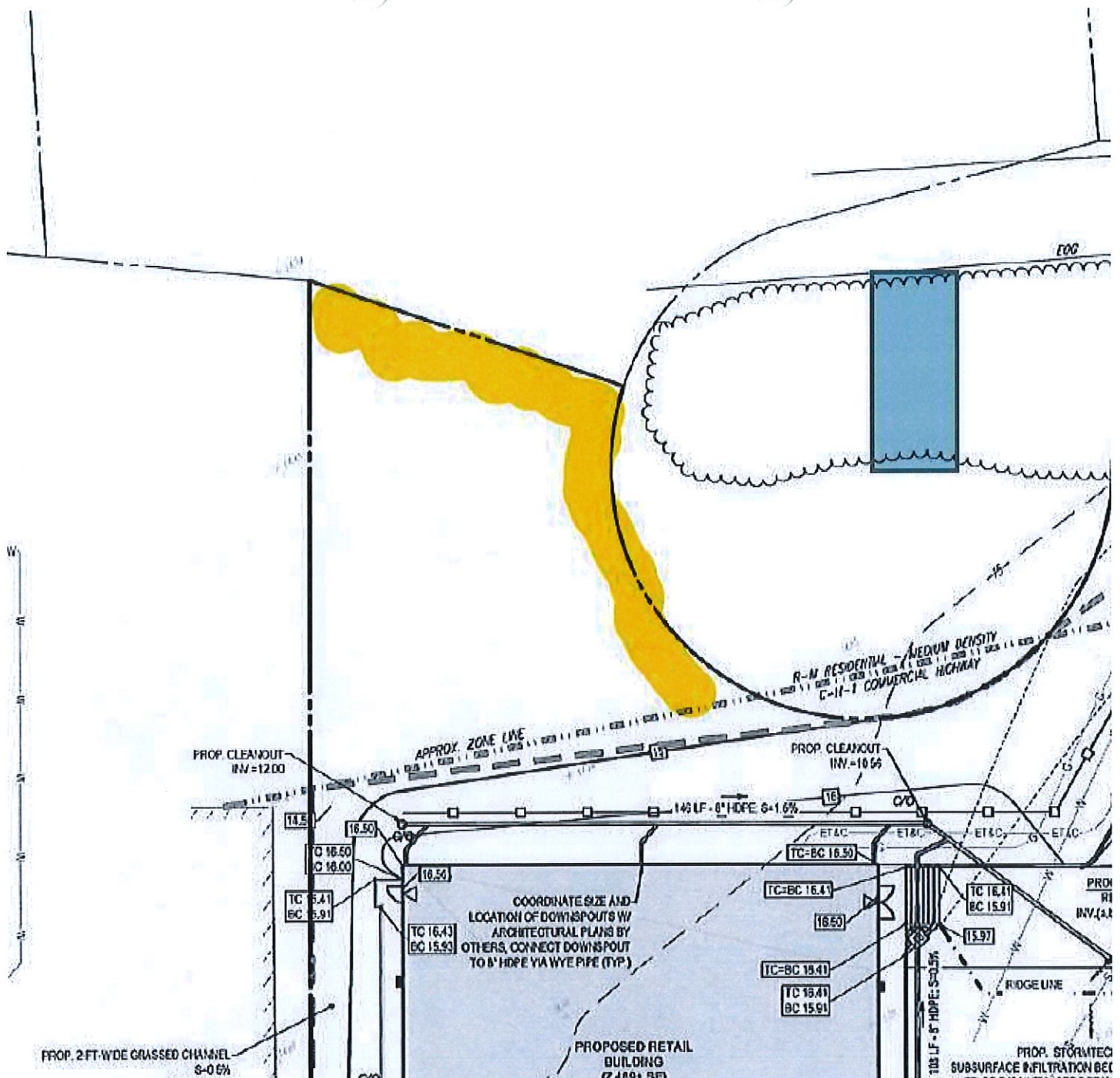
From: Pollock, Patrick [mailto:PPollock@StateStreet.com]
Sent: Tuesday, February 19, 2019 10:56 AM
To: Elaine Banta <ebanta@town.harwich.ma.us>
Cc: Pollock, Melissa J <melissa.pollock@uhc.com>
Subject: RE: PB2019-03 Harwich Realty LLC Staff Report packet

Information Classification: ●● Limited Access

Hi Elaine,

Thanks for sharing the depth of information I was looking for related to this project. I wanted to highlight a few concerns I had. A part of the "woods" rendering is currently a clear path opening that is about a car length in width where I have shaded the blue box. My point is that under current state there is a clear path opening or access during all seasons that my property would be exposed to both noise and curious customers from this future establishment. Would additional trees be planted or can we come up with a fencing solution? You have stated that there are currently no plans to put up a fence on or near my abutting lines. You also stated that the town way is the actual abutter but as you can see below there is a portion of my line that will be left open. I would like to request a fencing solution at minimum where I have shaded in yellow.

I will be vacationing in Florida until Feb 26th, which is when the hearing is set for. Please let me know what my options are to share and communicate this request w/ the concerned parties.



Thanks,
Patrick Pollock
781.879.6526

-----Original Message-----

From: Elaine Banta [<mailto:ebanta@town.harwich.ma.us>]
Sent: Friday, February 15, 2019 1:41 PM
To: Pollock, Patrick
Subject: PB2019-03 Harwich Realty LLC Staff Report packet

Hello Mr. Pollock,

As the plan set is large I have attached a site development plan, floor plan, narrative, staff report, etc.

If you require others please let me know.

Kind regards,

Elaine Banta
Planning Assistant
508.430.7511

New Town Hall hours: Monday - Friday: 8:30 AM - 4:00 PM

Charleen Greenhalgh

From: Harwich Health
Sent: February 20, 2019 8:17 AM
To: Charleen Greenhalgh
Cc: Elaine Banta
Subject: FW: Town

Please see comments below regarding an upcoming Planning Board hearing.

Thanks!

Jen

-----Original Message-----

From: cmsmailer@civicplus.com [mailto:cmsmailer@civicplus.com]
Sent: Tuesday, February 19, 2019 8:15 PM
To: Harwich Health <health@town.harwich.ma.us>
Subject: Town

Submitted on Tuesday, February 19, 2019 - 8:14pm

Submitted values are:

What does this comment regard: Town
Please include any questions or comments:
TO: the Harwich Planning Board
From: Dennis Wysocki

With respect to item PB2019-03 on the upcoming Planning Board Meeting...
I own an adjacent property and am supportive of development in this area, but concerned that we will lose our privacy and be subject to potential safety risk. I am unable to attend the Feb 26 Planning Board Meeting in person, but I respectfully request that the town require the developer to take appropriate measures to ensure that our privacy and safety are maintained.

==Please provide the following information==

Name: Dennis Wysocki
Email Address: dwysocki8@aol.com
Address: 1574 Brookfield Rd
City: Newtown
State: Pennsylvania
Zip: 18940-9413
Phone: 6093043953
Organization:

Feb. 5, 2019

Charlene Greenhalgh
Town Planner
Town of Harwich
732 Main St.
Harwich, MA 02645



Dear Ms. Greenhalgh,

I am unable to make it to the Feb. 12th planning board hearing because of work, so I would like to take this opportunity to make a few observations about the proposed demolition of the Captain Baker House at the corner of Rte. 28 and Depot St.

First of all, I am a resident of Pleasant Lake, and I am not directly connected with the Captain's Row Historic District. Nevertheless, I approve of doing the utmost to maintain all historic structures in all the villages of Harwich. This house has architectural beauty. Other than broken windows and overgrown shrubbery and peeling paint, from the exterior it looks sound with a straight roofline which indicates structural integrity. I have no doubt that it would be cheaper to tear it down and build something new than to restore it. I have restored cottages in Harwich that would have been easier and cheaper to tear down and rebuild, so I understand the economics involved in restoration. Yet the houses that I restored, have all the charm they ever had and meet current building codes. It was expensive, but worth it because that is what people come here for, to see "Olde Cape Cod."

If every time an old house needs repairs and restoration the owner is allowed to tear it down, then what sense is there in having historic districts and an historic commission to oversee neighborhoods? It was said in a recent Chronicle article that the building "is structurally unsound and presents a life-safety issue and needs to be demolished." Well, a few old boards on a staircase could be a life safety issue. The planning board should be told specifically what needs to be repaired.

If the proposed building has been designed with 30 parking spaces and is anticipated to be a low traffic generator, then why hasn't the type of retail store been disclosed to the planning department? That makes me suspect they plan to have a store that will be controversial in the neighborhood.

There is another major concern that was not mentioned in the article. What about the toxic plume from the old dry cleaning establishment that is underneath that proposed store. Demolition and excavation for a basement area are activities that would potentially stir up the plume making the new structure unsafe. This is certainly something that town officials should be looking into and making public.

Thank you for reading this and considering all different aspects of this proposed demolition.

Sincerely,

Anne Stewart
518 Pleasant Lake Ave.
Harwich, MA 02645

An Open Letter To Harwich

Editor:
Our town is rich in history: 325 years of community development, culture and commerce. Today, West Harwich needs your support.
Route 28 in West Harwich has over 20 buildings identified by the Massachusetts Historical Commission as potentially eligible for state registry listing, individually or collectively. These include many sea captains' homes. Two buildings are already on the National Register of Historic Places.
A property owner on Route 28, whose parcel contains an identified historic building, plans to sell the land to a development corporation. The outcome: a 7,400-plus-square-foot retail building of undisclosed nature, likely a Dollar General. Imagine a Dollar General dropped into your residential neighborhood! Imagine the impact upon your traffic safety, the traffic congestion on your local roadways!

Harwich's current zoning bylaws and planning board rules and regulations cannot stop this.
The retail development could be halted for a time if the planning board referred the matter to the Cape Cod Commission for review. Harwich would have to justify the referral but it could be done.
The planning board will likely decide referral at their meeting on June 25, at 6 p.m. at town hall. Come. Express your support for this referral, the only way to halt the development and maintain the character of West Harwich.
One town. Seven villages. West Harwich is at a crossroads today. It could be your village in the future. Let's create our town's future, celebrating the unique character of each village.

Pattie Tworek
West Harwich

Rip-off Of The Century?

Editor:
Time to complete the Empire Sate Building in N.Y.C.: 14 months.
Time to complete the West Chatham Improvement Project: 24 months.

Does anyone not believe this to be the biggest rip-off in Chatham's history?

Peter Barnes
Harwich Port

A Cry To Save Old Buildings

Editor:
Our current 18-month demolition delay bylaw keeps the wrecking balls in wait for the eventual demise of Chatham's antique homes and history. Wealth's untethered dreams is consuming. Sprawling, sometimes unattractive manses, display their power to do so.
Pristine vistas toss away and rob our history, stories, and view of the past. In place money demonstrates what money can do with or without taste with little regard. Morris Island is an example with the loss of our antique Coast Guard building.

Our community is at risk as these homes remain unoccupied the greater part of the year. Families struggle to find affordable space, our aging population is at risk of being underserved, and school enrollment wanes while our town's fabric moves on to more thriving communities.
We need an alliance for combined action to save our antique buildings in Chatham. Is there anyone willing to join this cry?

Janet Whittemore
Chatham

Doing Something About Alzheimer's

"One of my most challenging aspects around my husband Bob's Alzheimer's disease was fear of the unknown," says Pat Bertschy, who cared for her husband at home for four years before he passed on peacefully in 2017.
"I wanted to understand what he was going through and what kind of behavior to expect. I wanted him to live better, but I didn't understand the disease and how to help him communicate."
Bob was among the more than 10,000 Cape Codders currently diagnosed with Alzheimer's. The varied forms of this disease profoundly impact the lives of family members and caregivers, many of whom have the same kind of fears and hopes Pat expresses.

YOU
GUEST
IT
by
Melissa
Roberts
Weidman

respite services, and social and cultural events. All are offered completely free of charge because of the generous support of local philanthropic organizations, businesses and individual donors. AFSC is an independent 501(c)3 non-profit established four years ago, based in Brewster and serving the entire Cape, with 85 percent of all funds raised going directly to services.
Teepa Snow is renowned as a dynamic expert presenter who can make a life-changing impact on her audience. Past attendees have said her training was the most help they've received for understanding their loved one's behaviors. The skills learned made them better able to understand their person's state of mind so they can be less frustrated as caregivers.
"These same skills can also help first responders, assisted living and home health staff members, town services,

medical office or retail and hospitality workers," says Perdue. "Because of our older population here on Cape Cod, many of us frequently interact with people with memory impairment. Imagine if we all learned how to conduct these interactions in the most supportive and least stressful way possible? That could truly make us a more dementia-friendly community."
To register for the AFSC's John Levin Memorial Conference "A Positive Approach to Dementia Care" featuring Teepa Snow, with guest host Mindy Todd of WCAI's "The Point," go to www.alzheimerscapecod.org or call 508-896-5170. Continuing Education credits for first responders, mental health professionals, social workers, RN's, and activities directors are available, also free of charge. Lunch and a noon-time reading and book signing by Cape Cod author Greg O'Brien are included in the day-long event.
Melissa Roberts Weidman is director of community engagement at the Alzheimer's Family Support Center.

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Family Medicine
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Laura Anthony, MD
Family Medicine
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Adolescent Medicine
Accepting patients ages 13+

Outer Cape Health Services
710 Route 28, Harwich Port
Registration & Scheduling:
(508) 905-2888
outercapc.org



Opinion

Corporate monoculture imperils Harwich charm

Posted Jun 22, 2019 at 3:01 AM

Late last year, the town of Deerfield's Planning Board rejected an attempt by Dollar General to build a store in that town. Longer ago, but closer to home, the town planner, Planning Board and the Board of Selectmen of Eastham cooperated with the Cape Cod Commission to keep Dollar General out of that town.

Harwich is currently in a similar position. Lisciotti Development is seeking to build a nearly 8,000-square-foot structure in the village of West Harwich on the site of the historic Captain Baker House. It is almost certainly intended to be a Dollar General, though - perhaps because of recent rebuffs to this organization in Massachusetts - Lisciotti refuses to confirm this.

This development would clearly be disastrous for West Harwich and beyond. It would permanently disfigure the historic character of the village, exacerbate already considerable traffic problems on the Harwich/Dennis Port line, and likely have a negative impact on nearby conservation areas and the Herring River watershed.

Those who feel strongly that Harwich should follow the example of Deerfield and Eastham in opposing the encroachment of corporate monoculture on our communities should attend the next Planning Board meeting, which will be at 6:30 p.m. Tuesday at Town Hall.

Robert V. Albis

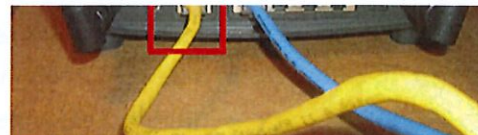
West Harwich

Historic districts dot the Cape Cod landscape, and for good reason; the area is fortunate to have many intact pieces of our collective past that have been cared for down to the present day. At the same time, many parts of the Cape, although they contain historic structures, have also grown and changed over the years, with markedly different architectural styles and new uses altering the character of the area.

Now, a group of residents along a one-mile stretch on Route 28 in West Harwich is working diligently to have their extended neighborhood designated as a special planning district as part of a larger effort to both recognize the past and stem future development in their neck of the woods. What officials need to weigh, however, is when is the past so far gone that it is no longer worth preserving.

The Cape Cod Commission describes a District of Critical Planning Concern as "a powerful tool that allows a town or a group of towns to impose a moratorium - a 'time out' - on certain types of development or activities in a specified area, to plan for and adopt special rules and regulations that will protect natural, coastal, scientific, cultural, architectural, archaeological, historic, economic, or recreational resources or values of regional, statewide, or national significance."

The Harwich neighbors pushing for this designation mostly live along the one-mile stretch of Route 28 earmarked for this enhanced level of protection. This mile includes more than two dozen homes and barns that are at a minimum 100 years old and carries the moniker Captains Row because, according to local historians, either 17 or 18 local sea captains built their homes here between 1820 and 1890.



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There has been talk in the past about seeking special protection for this stretch of road, but the town did not act on it. In 2013, neighbors derailed an effort to raze a house dating back to the 1850s. Then, last year, the owners of the Captain George Winchell Baker House at 52 Route 28 requested permission to tear down the dilapidated structure to make way for a parking lot and a retail store that was later revealed to be a Dollar General. The town's historical commission ordered a one-year demolition delay, which expires next month.

This past week, Harwich selectmen voted to send the district concept to the planning board for review, and advocates hope that the board will make a recommendation soon enough that the two boards can request that the Cape Cod Commission create a District of Critical Planning Concern before the September deadline comes and goes.

There is, of course, a value to preserving a community's past. It is important to understand that which you come from if you are to have any hope of understanding who you truly are. At the same time, when there is a significant delay in making an effort to safeguard that tradition, it is difficult to know where to draw the line.

There have obviously been a significant number of changes along this one-mile stretch of road since the 19th century, including the development of several newer retail establishments that have little or no historic value. In addition, not all of these historic buildings remain in anything close to pristine condition. The Captain George Winchell Baker House, for example, has fallen into such disrepair that it is now emblazoned with a giant red X, a sign that the town's fire department has determined that it is hazardous. In fact, it is one of at least two buildings along this stretch that feature such a marking.

Even if the designation were put in place and the Captain Baker House were spared the wrecking ball, it is unclear who would step forward to restore it to its former glory. After all, no one bothered to make such an effort in the decades that it sat vacant, crumbling under the weight of neglect and time. No one who wants to save it now bothered to purchase and preserve it when it went on the market. And it seems more than coincidental that this enhanced level of concern for the past arose once Dollar General expressed an interest in setting up shop, an interest that has now passed.

We hope the Planning Board and Board of Selectmen will take their time and not cave in to the artificial urgency of the moment and make a decision based more on expediency than on actual historic value. A District of Critical Planning Concern is no small matter, and the potential impact on this or any stretch of Cape Cod should be carefully weighed.



CAPE COD TIMES

Opinion

Worth saving?

Posted Aug 29, 2019 at 3:01 AM

Historic districts dot the Cape Cod landscape, and for good reason; the area is fortunate to have many intact pieces of our collective past that have been cared for down to the present day. At the same time, many parts of the Cape, although they contain historic structures, have also grown and changed over the years, with markedly different architectural styles and new uses altering the character of the area.

Now, a group of residents along a one-mile stretch on Route 28 in West Harwich is working diligently to have their extended neighborhood designated as a special planning district as part of a larger effort to both recognize the past and stem future development in their neck of the woods. What officials need to weigh, however, is when is the past so far gone that it is no longer worth preserving.

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There has been talk in the past about seeking special protection for this stretch of road, but the town did not act on it. In 2013, neighbors derailed an effort to raze a house dating back to the 1850s. Then, last year, the owners of the Captain George Winchell Baker House at 52 Route

28 requested permission to tear down the dilapidated structure to make way for a parking lot and a retail store that was later revealed to be a Dollar General. The town's historical commission ordered a one-year demolition delay, which expires next month.

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There have obviously been a significant number of changes along this one-mile stretch of road since the 19th century, including the development of several newer retail establishments that have little or no historic value. In addition, not all of these historic buildings remain in anything close to pristine condition. The Captain George Winchell Baker House, for example, has fallen into such disrepair that it is now emblazoned with a giant red X, a sign that the town's fire department has determined that it is hazardous. In fact, it is one of at least two buildings along this stretch that feature such a marking.

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Opinion

West Harwich residents just want to have a say

Posted Sep 5, 2019 at 3:01 AM

I write regarding your Aug. 29 editorial "Worth saving?" regarding the classification of our West Harwich neighborhood.

Where was the Times all these months meetings have been held? Were you aware this whole Dollar General issue was clothed in secrecy, with never a mention of who the client was? Did you bother to check the traffic issues that would have arisen?

The section of Route 28 from Depot Road to the light at Division Street is totally backed up any day in summer - which would mean people looking to avoid it and taking shortcuts through the neighborhood. There is already a Dollar Tree store about two blocks away, and a totally vacant strip mall in Dennis Port would support a store like Dollar General.

Unfortunately, the people pushing for this venture wanted to build it, so they were not interested in available properties.

Your editorial reminded me of all the well-meaning Monday-morning quarterbacks adding their 2 cents. We know we will never save all the properties in this neighborhood - we just want to have a say on what gets granted approval.

By the way, Habitat for Humanity has started clearing land for six new homes on Route 28; that is what this town and neighborhood need.

Pat Marchand

West Harwich

Controversial West Harwich Project Withdrawn

West Harwich

by William F. Galvin

HARWICH — The proponents of a controversial retail development project proposed in West Harwich withdrew Tuesday evening as the planning board was poised to vote on a limited discretionary referral to the Cape Cod Commission.

Chad Brubaker of Liscotti Development has been the major proponent of the 7,489-square-foot retail outlet proposed along Route 28. He read a letter at the start of Tuesday evening's session requesting the project be withdrawn without prejudice. Planning Board member Joseph McParland offered a motion to allow the request and the board approve it.

"That's good news," West Harwich resident Elaine Gray said of the action.

"Right now there is no plan for coming back," Brubaker told The Chronicle after the project was withdrawn. However, a withdrawal without prejudice allows the proponents to file another application with the board for a development.

Brubaker said any such decision will require conversations with the party interested in developing the property.

There has been a lot of energy exerted in West Harwich over the past few years to preserve the historic setting of the village and establish a Captains' Row Historic District. Community character and cultural heritage have been focal points of the initiative.

Protests against the proposed development have been building during the six months it has been before the

Continued on **Page 27**



Chad Brubaker of Liscotti Development informs the planning board Tuesday evening the Harwich Retail LLC retail outlet development proposed for Route 28 in West Harwich was being withdrawn. WILLIAM F. GALVIN PHOTO

Controversial West Harwich Project Withdrawn

West Harwich

Continued from **Page 1**

planning board. The development was proposed on two lots, owned by Harwich Retail LLC and containing

lives across Route 28 from the proposed development, has been a prime mover in the establishment of a Captains' Row Historic District along that stretch of Route 28. After 150 people came to a planning board meeting in June to protest the project, Berry said it was wonderful to

has been identified by staff of the Massachusetts Historical Commission as meeting the criteria for listing in the National Register for its historic and architectural significance.

"The proposal raises concerns about the protection and



Janet Lincoln prepares to send the planning board a

63,295 square feet, one of which presently holds the historic Captain George Winchell Baker House. The old house is in disrepair could have been demolished to make way for parking for the development.

Residents of the area made it clear they do not want a retail structure in the village and expressed dissatisfaction with the architectural design of the building. Residents were frustrated with local zoning regulations which allow locating retail structures to be approved without identification of the type of operation.

Given the ties project proponent Liscotti Development has with Dollar General, a discount outlet, there has been much speculation that the Harwich Retail development would be a Dollar General or similar store. Residents argued against the need given a Dollar Tree outlet and Ocean State Job Lot are located a quarter mile away in Dennis.

"I feel great about it at the moment, but we have a lot of work to do," project opponent Sally Urbano said of the decision to withdraw.

"My understanding is it will constitute a temporary victory, allowing us to buy time. They can file an

have so many neighbors throughout the community involved. He praised the social media outreach, saying three posts this past week engaged 1,800 people.

"We have to see if there is the political will of the board of selectmen to refer a district of critical planning concern to the Cape Cod Commission," Berry said of one step in the action plan. "We have the finances and there are political milestones we need to realign and community relationships to build." Berry said he has been meeting with Town Planner Charleen Greenhalgh to discuss the potential for a new zoning district or an overlay district in the neighborhood. He also said the group has begun working with an attorney and finalizing a relationship with a historic preservation consultant. It was the community voice in the last session that convinced the planning board to consider a limited discretionary referral to the Cape Cod Commission, which has wider regulatory authority. But the board wanted first to identify the provisions under which the project could be referred. Greenhalgh had prepared a referral package for the board to act on Tuesday night that relied on community design, cultural heritage,

preservation of significant cultural and historic values and resources, particularly the protection of layouts, scale, massing and character defining features of historic resources, including traditional development patterns of the village and neighborhood," Greenhalgh's report reads.

The proposal raised concerns about the protection and preservation of significant cultural and historic values and resources, including traditional development patterns of the village and neighborhood, it concluded.

"Route 28 serves as a transportation connection between Harwich and Dennis and towns beyond (Orleans to Falmouth)," according to the document. "The proposal raises concerns about safety and traffic impacts on Route 28 and the surrounding neighborhood roads." The planning board believes additional retail of the size proposed could have regional economic effects given the uses and development in the greater West Harwich/Dennis Port area, according to Greenhalgh's report.

"Further, the planning board has not been able to begin to analyze the potential regional

message on the Harwich Retail LLC project before the start of Tuesday's meeting, but the project was withdrawn without prejudice. WILLIAM F. GALVIN PHOTO

application in the future and start all over again," said Duncan Berry, another opponent of the project. "It means for us we will have to get our action plan together in the next week." Berry, who

transportation and the economy as provisions that would have a regional impact and warrant review by the commission.

The area from the Herring River to Chase Library

economic issues involved given the review constraints under the zoning bylaw, and is not even able, given the zoning constraints, to confirm, who or what the exact retail business proposed is," she wrote.

Historical Society Lecture Features The People Of Captains' Row

Captains' Row

by William F. Galvin

HARWICH — What do Squanto, Henry David Thoreau, Teddy Roosevelt and General Motors have in common? They've all dealt with the movers and shakers who came from the one-mile stretch from the Herring River to the Dennis town line, known as Captains' Row.

The old Indian or cow path that drew some of the first settlers of the town in the mid-17th century soon became the home to mercantile giants, ship builders and sea captains, and as wealth grew primarily through maritime trade, it was manifested in the unique architectural characteristics of the homes they built, said Duncan Berry, an architectural historian and a descendant of one of those families.

An exhibit at the Harwich Historical Society this summer focuses on many of these homes, their architecture, and the story that is told by the history of the village. "The Houses of Captains' Row" exhibit is the work of West Harwich resident Berry, the people who have been working alongside him to preserve the structures, and the historical society. Berry, who has a Ph.D. in architectural history from Brown University and has taught at the Rhode Island School of Design and Roger Williams University, will speak about Captains' Row at the historical society's lecture series at the Brooks Academy Museum on Sunday at 2 p.m.

Over the past couple of years, there has been a lot of

Continued on **Page 31**



Duncan Berry will make a presentation on the sea captains of Captains'

Row sponsored by the Harwich Historical Society on Sunday, July 21 at 2 p.m. at the Brooks Academy Museum. The historical society has an exhibit on the historic homes this summer. Berry said his lecture will focus more on the people, the sea captains, than about the architectural gems in that West Harwich village. WILLIAM F. GALVIN PHOTO

Historical Society Lecture Features The People Of Captains' Row

Captains' Row

Continued from **Page 1**

energy directed at preserving the captains'

"The exhibition is about the architecture and the houses, and the talk is about the people, the sea captains," Berry said. "The homes are actually the witnesses of this unfolding conversation in time." A Captains' Row historic district would

heritage and the ambitions of their owners. "Altogether this epitomizes an old Yankee colonial village," Berry said. "It's an unusual slice of history." The exhibit focuses on eight specific historic homes along Captains' Row, each in

hack out a living," Berry said of the West Harwich settlement.

"I'd like to thank the people of the Harwich Historical Society for bringing this material forth in such an important and critical time," Berry

homes and other historic buildings in the corridor through a National Register Historic District. Interest in changing zoning with that goal intensified following a proposal to demolish the circa 1878 Captain George Winchell Baker's House and construct a retail outlet at the corner of Route 28 and Depot Street. Proponents withdrew the plan a week ago, but a demolition delay moratorium is due to expire on the Baker House in September.

Berry said he'd like to address historic preservation through zoning and a District of Critical Planning Concern via the Cape Cod Commission, and he hoped some steps toward that end can be taken by the end of August. Berry said he agrees with Winston Churchill's quote that "We shape our buildings, and afterwards our buildings shape us." He is a 12

th generation Cape Codder, and there have been a number of sea captains in his family. He lives in the Captain James Berry Jr. House along Captains' Row, built circa 1850, and he believes the voice of community history is told through these structures.

make sure those conversations continue.

Conversations about the captains and their families personalizes the stories, he said. There are log books, family photographs, letters, family silver and artifacts to help bring to life these stories, which have a global reach and touch on heroism and the romance of seafaring families.

At the opening of the exhibition the family of Captain Gustavus V. Crowell gave him the captain's log book. Captain Crowell's house is listed as one of the 23 houses considered significant structures on Captain's Row. Berry said all of the houses in the corridor have been inventoried at the Massachusetts Historical Commission. Two dozen have been identified as core historic structures and have been recommended to be placed on the National Register of Historic Places.

Berry said the houses built between 1740 and the 1940s represent a veritable catalog of American domestic architecture. The exhibit focuses on a handful of these and reveals the deep cultural

differing architectural styles, most built by sea captains in the mid to late 1800s. But there are even older homes, such as the Kelley House, a half Cape built circa 1740 and the Colonel Caleb Chase House originally built by Job Chase Jr. circa 1800, later inherited by his son, Caleb Chase (of Chase and Sanborn Coffee) and refurbished in the shingle style.

There is the Job Chase Sr. House, a Georgian design, circa 1780, which once served as the Bishop's Terrace restaurant, but now sits abandoned. Job Chase bought the stretch of land from the Herring River to Dennis in the 1770s and used the lumber to build coastal schooners along the river.

Berry's lecture will focus on the sea captains who lived in the homes. Of the 23 structures considered historically significant, a dozen of them were built by sea captains. Over 150 years this was an area of merchandising, commerce, ship building and herring fishing.

"It became a place where people could settle and

said. "This is a role the historical society can play as an impartial advocate through civil discussions to protect the future of our town."

On Sunday, July 28 at 2 p.m., Berry will lead a walking tour of Captains' Row. He said the gathering spot for the walk is the parking lot of the historic Baptist Church, circa 1840, on Route 28 in the village.

"The exhibition is about the architecture and the houses, and the talk is about the people, the sea captains.

The homes are actually the witnesses of this unfolding conversation in time."

DUNCAN BERRY

Thursday, 07/18/2019 Page .01

Planning Board Balks At Harwich Retail Referral

Planning Board

by William F. Galvin HARWICH — The planning board came close Tuesday night to pulling the trigger on sending the Harwich Retail LLC project to the Cape Cod Commission as a limited discretionary referral for a development of regional impact review. Board members agreed, however, that more definition of the reasons for the filing was necessary before taking a vote. Approximately 150 residents filled the large hearing room in town hall, most displaying signs urging the planning board to send the 7,489-square-foot project proposed for 48 and 52 Route 28 in West Harwich to the Cape Cod Commission.	The planning board has held several meetings over the past six months on the plan to construct the retail facility on the 2.25-acre lot at the corner of Depot Street, where the historic Captain George Winchell Baker House, built in 1878, is located. The proposed retail project has generated a firestorm of opposition in West Harwich, where there is an effort afoot to create a Captains' Row Historic District. The Baker House could be demolished as part of the project, but the proponents said Tuesday night they would donate \$20,000 to the town or a nonprofit organization to use to rehabilitate the house. An exact corporate entity that would occupy the	proposed building has yet to be identified. Many residents, however, say proponent Lisciotti Development has connections to a discount outlet, and with similar outlets just across the line in Dennis, they questioned the need for one at this location. The project proponents Tuesday night urged the planning board to approve the site plan review special permit for the project and allow the developer to move forward. Chad Brubaker of Lisciotti Development Corp. said general retail use is permitted by right at the location under the town's zoning. He said they have addressed staff comments and there are no outstanding issues.	Brubaker said while the board has no formal authority to request architectural changes, an effort has been made to improve the design based on feedback. He also said the Continued on Page 39
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Planning Board Balks At Harwich Retail Referral Planning Board Continued from Page 1 requirements of the Massachusetts Department of Transportation relating to traffic have been met, and MassDOT is prepared to	have been communicating with the Cape Cod Commission and her sense is the commission would take a limited discretionary referral. Duncan Berry said the Captains Row has historical value to the community and is important for retaining the village character. He said it is	neighboring town of Orleans. That Dollar General project never got off the ground. Joyce said the board is capable of making a referral to the commission. He praised the efforts of the group in attendance, and called use of posters urging the project be sent to the	there should be one vote for the referral, which includes the criteria and the regional impact justifying it. The board eventually concurred. McParland withdrew his motion and Maslowski withdrew the second. The planning board agreed to address
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issue a permit. Brubaker said the developers strongly believe the project has no regional impacts justifying sending it to the commission.

A number of people took issue with the placement of a "box store" in West Harwich, arguing it would have an adverse impact on the neighborhood and would be in violation of the zoning bylaw.

"Does this enhance the community or not?" Lou Urbano asked the planning board. "Look at the community. We all want the best. Give us reasons how this is going to enhance the town of Harwich. This is a death knell."

"I don't want to lose the character of my town," Judith Blatchford said. "I wish you'd refer it to the Cape Cod Commission."

"What is the down side to referring it to the Cape Cod Commission?" Mary Albis asked the board.

"Let's assume it goes to the Cape Cod Commission and they turn us down. What do we do?" responded Planning Board Chairman James Joyce. "We come back and we have to make a decision."

"I think we're willing to take that chance," Albis said.

like "an unfolding dialogue, generation to generation." Residents who developed the village interacted with presidents and corporate titans, he said.

"We need a stopgap so we can get our ducks in a row," Berry said.

Bob Nickerson said he looked at the commission's website and it stated part of its mission is to "Keep a special place special."

There was a clear message to the planning board that steps must be taken to improve zoning. Berry said he would like to see the same protections as in Harwich Center and Harwich Port.

The board had four options, Town Planner Charleen Greenhalgh said. One was to vote to approve the application; another is withdrawal; a third is referral to the commission as a limited discretionary review; or refer for a technical review.

Board member Mary Maslowski wanted to know the details of a technical review.

Greenhalgh said it is similar to sending it to the town departments for a review, but it's done by commission staff. She said that was the way Eastham started the

commission a "most civilized" way of communicating their message. Planning board member Craig Chadwick said from what he read in the commission's regional policy plan and from what he heard from the commission's chief regulatory officer, Jon Idman, the project does not meet the criteria for a referral. He said he has heard that it's buying time to change zoning and he does not think that is the thrust of what the commission should be doing.

But Joyce said he did not think the board had anything to lose by sending the project to the commission; it would provide a time out and another set of eyes to review the proposal. He said the basis for the referral could be community design, cultural heritage and transportation issues.

There was sentiment among the board in support of a referral. Member Joseph McParland made a motion to refer the matter to the Cape Cod Commission as a limited discretionary referral, with Maslowski seconding the motion. The discussion then veered into procedures.

Maslowski said the board needs to provide regional impact documentation under the criteria for the

the referral issue at its July 9 hearing.



Residents have challenged the need for the potential of having another "Dollar" type retail store along Route 28 in West Harwich when there are similar stores just a quarter of a mile down the road in Dennis.
WILLIAM F. GALVIN
PHOTO

Sally Urbano said
neighbors

review process on a
Dollar General proposal,
which eventually led to
traffic concerns which
had a regional impact in
the

filing. Greenhalgh said
she would provide that,
and the board could vote
at the July 9 meeting.
Maslowski warned

Planning Board Gets Commission’s Pitch On DCPCs

Planning Board

by William F. Galvin

HARWICH — The planning board received a detailed presentation on the use of a district of critical planning concern to buy time to make zoning adjustments by Cape Cod Commission historic preservation staff member Sarah Korjeff last week.

There has been a focus on using the tool to protect historic characteristics along what has become known as Captains’ Row, a section of Route 28 in West **Harwich** extending from the Herring River to the Dennis town line.

Newly appointed planning board member Duncan Berry has been very active in the movement to protect the character of Captains’

Row and the many 19th century captains homes along that stretch. Berry has also been active in the battle to keep a large **retail** store, possibly a Dollar General, from locating in the area, as well as the demolition of the Captain George Winchell Baker house, built circa 1878. The house is in poor condition and was to have been on the land where the development would take place.

Planning Board member Craig Chadwick suggested Berry should recuse himself from the board’s DCPC discussion. Chadwick pointed to a statement made by Berry before selectmen a few weeks ago calling the invocation of a DCPC for Captain’s Row a “no brainer.” Chadwick said the planning board’s handbook states that no board member “predisposed” should participate in

discussions. “I’ve been an advocate for it and would like to have influence in shaping the board's position,” Berry said.

Members of the board said Berry will receive no financial gain from a DCPC. If Berry got paid to make that statement, it would be a different situation, noted member David Harris. Town Planner Charleen Greenhalgh said there is not enough substance for Berry to recuse himself. Member Mary Maslowski suggested if Berry felt comfortable sitting that was fine. Board chair Joseph McParland said it was Berry’s decision to make.

Berry said he wanted

to be present while information is disseminated. The board agreed Korjeff would speak to the specifics of how a DCPC functions and not to the specifics of Captains' Row. The DCPC is a planning tool within the Cape Cod Commission act through which boards can identify an area of a community

Continued on **Page 24**

Planning Board Gets Commission’s Pitch On DCPCs

Planning Board

Continued from **Page 1**

is established the town will adopt implementing regulations. She suggested board members look at the DCPC established along Route 6 in Eastham, which blocked a Dollar General

pointing out Eastham’s DCPC took nine months. Greenhalgh wanted to know if the commission sees such a district generating interest in other areas of a community.

to avoid a challenge. She said the commission can help with such regulations. Greenhalgh said there may be areas here that

where there are resource or economic development concerns, Korjeff said. Any board can nominate a DCPC to put in special regulations to protect an area.

Selectmen recently voted to forward the DCPC nomination to the planning board for its review and recommendation. Greenhalgh pointed out the planning board has not received a written request from selectmen.

There is a specific process laid out, Korjeff said. The more boards and committees that support a nomination the better the chance for a Cape Cod Commission approval, she said. If accepted by the commission, there is a moratorium from development, though work can continue on single-family residences.

This provides the town with time to develop planning regulations without the pressure of development, Korjeff said. If the DCPC

project, which had issues similar to the **Harwich** situation.

She emphasized the need to meet with various boards and the Massachusetts Department of Transportation about impacts along the highway and stressed the importance of a robust public process.

There are about a dozen DCPCs on the Cape, including the Six Ponds Special District in East **Harwich**. Korjeff suggested the board look at one for Craigville and Centerville, where zoning focused on the form of development sought for the future.

When a town makes a nomination, it sets the boundaries of a district and what the interests are, such as natural resources protection, community development and types of development.

Board members wanted to know how long the process takes. It can be less than a year, she said,

"Towns do benefit from the additional focus and they can take the regulations and apply them to another part of the community," Korjeff said.

Maslowski wanted to know if grandfathering can occur during such a moratorium. Korjeff said while regulations and district boundaries are established, uses in existence

are not affected, but new plans seeking protection under the existing zoning will not be protected.

Chadwick wanted to know how specific the regulations can be; could the town say no dollars stores but allow a seashell store?

"It wouldn't be allowed in Massachusetts, you can't be so specific," Korjeff said.

There has been a lot of discussion about franchise prohibitions, she added. That can be discussed and best approaches examined

shouldn't be zoned as they are right now.

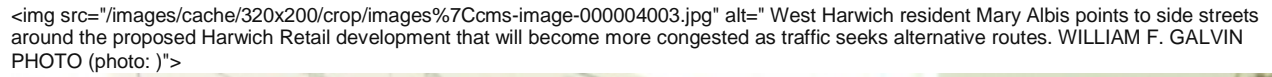
"One in particular. I'm concerned about the clock running on the demolition delay bylaw," Berry said. "There is a sense of urgency, that's why it's a 'no brainer'."

"We agreed not to talk about specifics. We need to proceed cautiously and specifically," Chadwick said.

McParland said the board has to decide if it wants to make a referral. Board members agreed they should examine a DCPC and develop a recommendation to the board of selectmen. They agreed to put the issue on the agenda in the near future.

Residents Speak Out Against West Harwich Development 12 June 2019

By: William F. Galvin

 West Harwich resident Mary Albis points to side streets around the proposed Harwich Retail development that will become more congested as traffic seeks alternative routes. WILLIAM F. GALVIN PHOTO (photo:)



West Harwich resident Mary Albis points to side streets around the proposed Harwich Retail development that will become more congested as traffic seeks alternative routes. WILLIAM F. GALVIN PHOTO

HARWICH — Harwich Retail made two presentations on Tuesday on its plans for property on Route 28 in West Harwich, one to residents of the community and the other to the planning board, but in both sessions residents made it clear they do not want the 7,489-square-foot retail store the company is proposing located in their village.

The project proponents held a 4 p.m. meeting in town hall with 20 people in attendance, followed by a meeting with the planning board that drew even higher attendance. Ultimately no decisions were made, with the planning board deciding to continue its hearing until June 25.

Chad Brubaker of Liscotti Development said the meeting was called to obtain additional feedback on the architectural and general design of the project. He also said the owners will try to save the historic Captain George Winchell Baker House located on the property where the new retail structure is proposed, offering to donate it to the town or another local organization. A two-tenths of an acre parcel could be set aside upon which

the historic structure would remain. He also said the developers would make a donation toward the rehabilitation of the building, but the town would need to issue a 10-space parking waiver to effectuate a land swap.

Among those present there was not a lot of interest in the details of saving the house. The discussion focused more on not allowing the development of the retail outlet. The main concerns were related to traffic and safety, not just along Route 28 but with on side streets where some feared GPS would direct vehicles to avoid the congestion.

Resident Mary Albis raised questions about the traffic study conducted by the developer. Matthew Bombaci, the project engineer, said the study was acceptable to Massachusetts Department of Transportation. When Albis asked if a more comprehensive, unbiased study could be conducted, Bombaci and Burbaker said time constraints in the hearing process prevented that.

The study indicates 25 vehicle entering and leaving the site per hour, one vehicle every two minutes. Bombaci said MassDOT has a \$5 million Route 28 road improvement project planned for 2024 along that stretch which will further reduce traffic congestion.

Albis and several other residents pushed to learn more about the type of retail operation planned for property, located at 48 and 52 Route 28. There were repeated references from attendees to a Dollar General store. Attendees pointed out there is a similar store just over the line in Dennis, and they questioned the need for another retail building when there are so many vacant ones in that area.

"We have certain confidentiality agreements and I'm not in a position to reveal it. We deal with multiple national corporations," Brubaker said about the building's occupant.

"I came here today hoping there would be serious cooperation," Albis said. "I don't care what your building looks like, I don't want it in my town." Those were sentiments expressed repeatedly in the session.

Sally Quinn said if the project is approved she can see this type of development march down Route 28 to Harwich Port. The project should be referred to the Cape Cod Commission, she said.

"The Cape Cod Commission hates the people who live here. I can't imaging what they'd do to you guys," resident Mac McKennie said.

The project proponents and residents went back and forth for an hour and a half. There was little discussion about the architecture of the proposed building or preserving the Baker house. The focus instead was on not having the project in the village at all.

Later Tuesday evening the proponents went before the planning board. The session drew approximately 50 people with many speaking against the project. Brubaker explained efforts to save the Baker house and said he has met with Town Administrator

Christopher Clark about the town's interest in the structure. He also spoke to architectural changes made so that the new building will blend in with the historic aspects of the village.

Bombaci told the board of concerns expressed earlier about traffic from the development and called that issue a "greater global problem."

Planning Board member Joseph McParland said nobody is talking about the property, which is zoned for the proposed use. If people aren't happy they can change the zoning, he said.

Sally Urbano urged the board to refer the project to the Cape Cod Commission, which would provide time for zoning to be changed. Karen Horn said the decision not to move forward with a more comprehensive traffic study should serve as "a red flag."

Planning board member Craig Chadwick said it would be difficult for the board to refer the project to the commission. The applicant appeared willing to work with the board, he said. Other members cited the provisions of a limited discretionary referral that requires the board to identify a regional impact.

Town Planner Charleen Greenhalgh said in her communication with Sarah Korjeff, historic preservation specialist with the commission, the preliminary initiative in getting the historic structures in the proposed Captains' Row Historic District might be enough to have the commission accept a referral.

Duncan Berry, one of the prime movers in the Captains' Row initiative, urged the planning board to get creative and help with their efforts.

"Captains' Row was born of commerce and there are spectacular buildings here," Berry said. "This fabric, if you puncture a hole in it, it won't be the same fabric. Get zoning laws right. Were dropping a cinder block into a puddle here."

Captains' Row DCPC Sent To Planning Board

Captains' Row DCPC

by William F. Galvin

HARWICH — Selectmen made it clear Monday night they support a referral of the Captains' Row area of West Harwich to the Cape Cod Commission as a district of critical planning concern, but they held off requesting a pending a recommendation from the planning board.

Residents of the area have come together in support of protecting the historic structures, many built by 19th Century sea captains, along a stretch of Route 28 running from the Herring River to the Dennis town line. Efforts are underway to create a historic district there.

But the initiative escalated when a plan was filed with the historic district and historical commission to tear down the Captain George Winchell Baker House, built circa 1878, to make way for a new retail complex. The commission issued a one-year demolition delay which will expire in mid-September.

Harwich Retail, LLC, a proposed developer of the site, spent six months pursuing permits from the planning

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Captains' Row DCPC Sent To Planning Board

Captains' Row DCPC

Continued from **Page 1**

board to construct a 7,489-square-foot retail outlet on the property, which was met by protests from residents of the area. The Captains' Row group called for the town to refer the development proposal to the Cape Cod Commission. The project proponents withdraw the application, but Town Planner Charleen Greenhalgh said the board could refer the project for review as a district of critical planning concern (DCPC) based on criteria that includes community design, cultural heritage, transportation and the economy.

and the selectmen then following up with their support. It would be a stronger request when coming from both the planning board and selectmen, he said.

Howell offered a motion to ask the planning board to refer a potential DCPC in West Harwich to the commission and have them get back to selectmen with a recommendation.

Selectman Michael MacAskill noted that the planning board was not invited to the selectmen's session. Ballantine said he was concerned something might happen before the planning board could act. Selectman Stephen Ford said he hoped the planning board is an

types of development or activities in a specific area to plan and adopt special rules and regulations that will protect natural, coastal, scientific, cultural, architectural, archaeological, historic, economic, or recreational resources or values of a regional, statewide, or national significance," Berry read from commission documents.

"I think this is a no-brainer," Berry said.

"This is a great opportunity when you can't do a zoning provision or a historic district."

Selectman Ed McManus said the town needs a precise description of the area. Howell said it was not on the agenda in a

fire and police personnel from Harwich and Dennis were called to the Baker House on a report of smoke coming from the building. Fire Chief Norman Clarke said there were homeless people inside cooking dinner.

"I think this is a no-brainer. This is a great opportunity when you can't do a zoning provision or a historic district."

Duncan Berry



Fire and police departments were called to the Captain George Winchell Baker House on Route 28 in West

Board of Selectmen
Chairman Larry
Ballantine said the
planning board is the
primary committee to deal
with the DCPC issue.

Selectman Donald Howell
said selectmen should
refer the matter to the
planning board. He said
he has had a discussion
with Cape Cod
Commission staff about
the use of a DCPC and
they would be willing to
consider it. The town
could institute new
zoning, but a project there
could be grandfathered
before new zoning is
implemented, he added.
That opportunity goes
away with a DCPC.

Howell suggested the
board initiate discussion
with the planning board
about submitting a
referral

integral part of the
process.

Duncan Berry, one of the
prime movers of the
Captains' Row initiative
who was also appointed to
the planning board
Monday, encouraged
selectmen to make sure
this gets referred to the
Cape Cod Commission.
He pointed out the DCPC
that stopped a Dollar
General store from being
built in Eastham was filed
by that town's board of
selectmen.

"A DCPC is a powerful
planning tool that allows a
town or a group of towns
to impose a
moratorium—a 'time
out'—on certain

way that allowed
selectmen to make that
decision, but he agreed
with McManus that the
board has to define what
they want to protect.

The board voted to refer
the matter to the planning
board for a
recommendation. The
next meeting of the board
will be early in
September.

Under the previous
proposal, the Baker House
was to be removed and
become parking. There
was support from the fire
department for having the
derelict building removed;
it is marked with a red X
indicating it is unsafe for
firefighters to enter. On
Monday evening
approximately an hour
before selectmen were to
convene the meeting,

Harwich Monday evening
after receiving a call
about smoke coming out
of the building.
Trespassers had entered
the unoccupied structure
and were cooking food.
The historic structure has
been the center of
discussion about
preserving historic
captains' homes along
Route 28 in West
Harwich. WILLIAM F.
GALVIN PHOTO

Thursday, 08/15/2019 Page .01

West Harwich Nomination

STUDIES/REPORTS ADDRESSING DISTRICT NEED

(g)

2015 Community Development Strategy for the Town of Harwich

The 2015 Community Development Strategy for the Town of Harwich begins with the vision of the 2011 Local Comprehensive Plan:

Our vision has efficient and effective delivery of Town services as the top priority. It directs us to optimize the economic potential of all Town owned assets. Safety and security for all is paramount. We must have a superlative educational system for our students and rewarding activities for our seniors. We cannot fail to recognize, protect and enhance the vitality of our cultural, recreational and natural assets that are so essential to our residents, non-resident taxpayers, and seasonal guests alike.

To be effective, Harwich must be supported at the County, State and Federal levels. Harwich officials are charged with ensuring that the Town receives fair and equitable treatment and with pursuing legislative remedies when needed.

Pursuit of this vision pays homage to our unique coastal environment and vibrant New England traditions of independence and self-determination.

To implement this vision, the Town of Harwich pursues a variety of strategies related to employment, housing, population, protection of open space, and growth management. Strategies are detailed in the 2010 Housing Production Plan (HPP), 2010 Open Space and Recreation Plan (OSRP) and 2011 Local Comprehensive Plan (LCP).

Employment

Harwich faces unique challenges with its beautiful natural setting and a population dominated by retired residents, second home-owners and seasonal visitors. Though property values are high, the 2009 median Harwich household income of \$53,607 is well below the state average of \$64,496 (LCP p5). Many residents rely on retirement income and social security rather than jobs (LCP p6).

The character of Harwich as a seasonal and retirement community is well-documented. The 2010 year-round Harwich population of about 12,200 more than doubles to a summer population of almost 30,000 (LCP p5). The percentage of age 60+ residents in the total population was 38.5% in 2008, and projections by the Council on Aging indicate that this percentage will increase dramatically in the next decade (LCP p4). The seasonal and retirement nature of the community creates jobs, particularly in the construction and service sectors – landscapers, painters, repairmen, restaurant workers, retail clerks, etc. However, younger workers are challenged to raise families on income from jobs that often are less than year-round. Much of the public sector's focus is on jobs that will pay higher wages and will provide full-year employment.

Technological improvements, such as the Open Cape Telecommunication Infrastructure project (LCP p40), seek to attract both companies that will choose to locate in our beautiful setting and individuals who can conduct business via computer connections from their primary or second home.

Housing

The Commonwealth of Massachusetts has established a 10% housing affordability goal for each town. A Subsidized Housing Inventory (SHI) lists housing units that meet eligibility standards. Through November 2013, the Massachusetts Department of Housing and Community Development (DHCD) certified 326 total SHI units, or 5.33% of the town's total of 6,121 year-round housing units.

In accordance with Massachusetts guidelines, the town's Housing Production Plan was approved by Massachusetts DHCD in January 2010. As stated in the summary, a major goal of the HPP is to eventually meet the state's 10% affordability goal. However, another important goal is to serve the range of local housing needs, even if a housing initiative does not result in additional SHI affordable units. Examples include promotion of "workforce housing" (defined as housing for those earning between 80% and 120% of area median income) and accessory apartments.

The Housing Production Plan offers a wide range of housing strategies. The HPP states, "It is important to note that these strategies are presented as a package for the Town to consider, prioritize, and process, each through the appropriate regulatory channels" (HPP p9).

Recognizing that housing strategies evolve from year to year, the 2011 Local Comprehensive Plan established three priorities to be pursued initially (LCP p28):

- 1) Encourage re-use of existing housing stock rather than development on vacant land. In a weak housing market, more opportunities exist to buy or rent existing housing units at a reasonable price.
- 2) Encourage development of village housing rather than in outlying areas. If new housing units are created, it is preferred to locate those units in established villages. Techniques may include accessory apartments or higher density. Current limitations of wastewater treatment capacity may hinder new village development in the short term. However, if development is proposed for outlying areas, it should be directed away from sensitive resources.
- 3) Provide rental assistance rather than subsidized home ownership. A far greater number of residents may be assisted by vouchers and other rental assistance than by large subsidies to individual homebuyers. Seasonal workers and year-round residents with modest incomes are common in Harwich and would benefit from rental assistance.

Population

Harwich's community development strategy focuses on a wide range of population sectors. The predominance of seniors in the year-round population is noted above in the employment section. The Local Comprehensive Plan emphasizes standards for providing essential emergency medical and other public safety services that are of particular importance to seniors (LCP p10). Equally important is provision of senior services and activities both at the Community Center and through outreach programs. A study is now underway to consider expansion of the Community Center and the services it provides to the entire range of age groups (LCP p12).

Another important focus is support of families. The town's vision of a "superlative" educational system has led to formation with Chatham of the Monomoy regional school district. Voters in both towns approved a new high school, and construction of the facility across from the Community Center on Oak Street is now complete. A further emphasis is support of youth services. Recognition

is given to the combined efforts of Harwich schools, library, Community Center, recreation and Youth Services Committee. Action item 2.5.1 (LCP p11) recommends a coordinated effort by all Town entities currently providing youth services to jointly prepare a plan of activities, facilities, staffing and funding sources.

A major element of family support is provision of adequate and affordable child care. For many years, the town has provided its own funds and has sought outside funding to assist families in need in obtaining regular child care. In combination with employment opportunities and affordable housing, the provision of child care is one of the key components to allow families to live and grow in Harwich.

Protection of Open Space

The Town of Harwich contains 20.93 square miles (13,395 acres) of land area and 10.9 miles of tidal shoreline. As documented in the Open Space and Recreation Plan, the town includes extensive Town-owned land and other open space:

Owner/Manager	Parcels	Acres	Per Cent
Board of Selectmen	188	670	5.0%
Conservation Commission	172	958	7.2%
Other Town Departments	50	683	5.1%
State of Massachusetts	36	266	2.0%
Conservation Trusts	94	347	2.6%
TOTAL	540	2924	21.8%

The Open Space and Recreation Plan describes a number of environmental challenges: (1) protection of water quality and habitat in the Pleasant Bay watershed, a designated Area of Critical Environmental Concern, (2) soil erosion and/or accretion along the shoreline of Nantucket sound, (3) impact from new development and a move toward public sewerage and treatment of wastewater, (4) protection of critical habitats – coastal plain ponds, cedar swamps, salt marshes, barrier beaches and vernal pools, and (5) protection of wildlife habitats and corridors including fish runs.

The initial 1998 Open Space and Recreation Plan focused heavily on acquisition of open space land. Use of Cape Cod Land Bank and Community Preservation Act funds enabled the town to acquire significant land between 1998 and adoption of the latest Open Space and Recreation Plan in 2010. Many of the goals and objectives of the new plan are related to management of town-owned open space land (LCP p16). In the past two years, the Town has actively followed Action item 3.4.1 (LCP p17) by preparing a number of land management plans including the top two priority town-owned parcels – Bells Neck and Island Pond Conservation Areas (OSRP p58).

Along with a new focus on land management, further purchase or other acquisition of open space remains important. Action item 3.5.1 (LCP p17) calls for a review of parcel rankings and other criteria for land acquisition. A recent focus of the Real Estate and Open Space Committee is to identify priority areas of town and specific parcels that would contribute to the town's open space goals.

Growth Management

Harwich's growth is village-based. Complete descriptions of the town's seven villages are available at the Town of Harwich website. A broad-based community planning effort is seeking to strengthen

village qualities in East Harwich with compact, pedestrian-friendly, mixed-use development surrounded by lower density clustered residential development and open space. Recent planning efforts in Harwich Port seek to take full advantage of beach and harbor amenities and to provide stronger links between these amenities and the village center. Village planning in Harwich Center has focused more on cultural and historic strengths complemented by moderate commercial activity (LCP p19). A new grass roots effort in West Harwich is focusing on revitalization of the Route 28 corridor including historic aspects of what citizens refer to as “Captains Row”. Renovation of the West Harwich School House as a maritime museum is recommended as an impetus to revitalization efforts in the village. The Chase Library in West Harwich was recently added to the National Historic Register.

Growth must be supported by appropriate infrastructure. A major planning effort is completion of the Draft Harwich Comprehensive Wastewater Management Plan. The plan includes: (1) evaluation of water quality in Harwich estuaries/watersheds, (2) review of potential sites for wastewater treatment/recharge, (3) review of shared use of Chatham wastewater treatment facilities, and (4) evaluation of other measures to address excessive nitrogen loading, e.g. increasing the diameter of a culvert under Route 28 to increase tidal exchange between Muddy Creek and Pleasant and providing natural attenuation at the Bank Street bogs.

Recent improvements to transportation infrastructure include reconstruction of Route 137 which improved vehicular traffic flow, provided shoulders for shared bicycle use, and added new sidewalks for pedestrian travel to and through the center of East Harwich. The West Harwich citizens group is working with the Town and State to provide sidewalks and similar amenities along Route 28 in West Harwich.

Recent attention has focused on bicycle paths and sidewalks, intending to enhance Harwich’s character as a bicycle and pedestrian-friendly community. A 2011 study reviewed safe and effective pedestrian and bicycle facilities between the rail trails and Route 28 with a specific focus on a connection between Harwich Center and Harwich Port.

Another recent effort has focused on two of the town’s key assets, Saquatucket and Wychmere Harbors in Harwich Port. A study is looking at ways to upgrade and reorganize the harbors to meet the existing needs of commercial fishermen, passenger/tour boats and recreational boaters along with accessibility improvements for the general public.

Implementation

The 2011 Local Comprehensive Plan is focused on implementation efforts. A series of goal statements and objectives are further defined by approximately 50 action items, all listed in an Implementation chapter and assigned to a “responsible party” – board, commission, department, etc. (LCP pp 41-43). Planning Staff has provided several implementation progress updates to the Planning Board since adoption of the Local Comprehensive Plan in May 2011.

One of a variety of implementation strategies is pursuit of outside funding sources such as CDBG grants. The selection of Harwich Center as a target area served Harwich well for many years, but it is now time to choose a new area. West Harwich has many homes in need of rehabilitation, and a focus on this area would complement the effort to revitalize Route 28.

In addition to the economic benefits, the development of a residential component in the Town's Village Centers could lead to a broadening of the available housing opportunities in Harwich.

Currently, the town has a limited number of affordable units available to a non-elderly population, and several areas of the town where there is almost no affordable housing. The Town's Housing Plan approved in 2010 sets a number of goals, including the creation of 29 affordable units each year (with 70% of those units being rental housing), through new construction or acquisition of existing dwellings; the development of funding sources and income streams to support affordable housing development; and the continuing review of by-laws and other regulations to facilitate the development of affordable housing.

While non-Town entities have been responsible for all affordable housing developed in recent years, all of the housing has been developed by private and quasi-public not-for-profits. The Town currently lacks incentives through zoning and other means for the development of affordable housing by private developers. The town's successful effort to secure funding for a housing rehabilitation program through a DHCD CDBG grant, has inspired additional programs in the target area. The housing rehab program is designed to rehabilitate existing housing stock with serious code violations. Childcare subsidies will assist our large number of single parent households return to the workforce.

Massachusetts Sustainable Development Principles

The 2014 Community Development Strategy for the Town of Harwich is compatible with the Massachusetts Sustainable Development Principles:

1. Concentrate Development and Mix Uses - Harwich's historic development and growth planning is village based. In particular, planning for East Harwich encourages mixed-use development.
2. Advance Equity – The 2010 Open Space and Recreation Plan and 2011 Local Comprehensive Plan describe efforts to advance affordable housing and child care programs, provide services to the elderly, and communicate with all sectors of the population.
3. Make Efficient Decisions – Efficiency of government is a high priority for Harwich as evidenced in Chapter 2, Delivery of Town Services, and Chapter 4, Intergovernmental Relations, of the 2011 Local Comprehensive Plan.
4. Protect Land and Ecosystems – Beginning with the vision statement of the 2011 Local Comprehensive Plan, protection of Harwich's natural assets permeates the town's planning documents and implementation efforts. Establishment of wetland buffers, protection of drinking water, management of public lands, and protection of critical habitats are just a few of the many town actions.
5. Use Natural Resources Wisely – More than 20% of land in Harwich is protected by public ownership and conservation restrictions. Village growth planning, resource protection districts, and environmental development standards all provide further contributions to protection of natural resources.
6. Expand Housing Opportunities - Harwich's efforts to provide affordable and workforce housing are well documented in the 2010 Housing Production Plan and 2011 Local Comprehensive Plan.
7. Provide Transportation Choice – Two public bus routes are in operation through Harwich. The State-funded improvements to Route 137 in East Harwich include new sidewalks and shoulders suitable for bicycle travel along the entire length of the corridor.

8. Increase Job and Business Opportunities – Harwich’s efforts at providing employment opportunities are documented in an earlier section of this report.
9. Promote Clean Energy – Harwich has supported solar energy projects at the landfill, public services building, and at other town facilities. The landfill solar project, one of the largest in the state, is now in operation and is reducing the amount of externally-generated electricity that the town must buy.
10. Plan Regionally – Growth planning for East Harwich considers impacts on the abutting towns of Brewster, Chatham and Orleans. The lead option for wastewater management is connection to the existing sewer plant in Chatham. Harwich has joined regional dispatch services and a regional e-permitting system.

Priorities

1. In the area of wastewater management, complete negotiations for lease of the Chatham wastewater treatment plant, acquire a recharge site in East Harwich, and develop a town-wide cost recovery program.
2. Revitalize West Harwich via renovating the West Harwich School House as a maritime museum, pursuing Route 28 streetscape improvements, gaining historic recognition of the Route 28 corridor, and seeking funding to rehabilitate historic buildings.
3. Continue the resurgence of Harwich Port via improvements to downtown parking, provision of a pedestrian link to Saquatucket Harbor, and continued focus on branding and marketing efforts.
4. Finish preparation of zoning regulations for East Harwich and agree on one proposal to be brought to Town Meeting for approval.
5. Continue efforts to protect natural resources including restoration of Hinckley’s Pond and pursuit of land management programs at Thompson’s Field and other town properties.
6. Support efforts to provide year-round employment, housing and child-care for all segments of the population.
7. In the area of housing, support rental assistance and rehabilitation of existing housing stock.
8. Continue provision of facilities and services for the growing senior population.
9. Maintain the quality of existing transportation facilities and pursue new and upgraded facilities for pedestrians, bikes and motor vehicles.
10. Maintain and improve public amenities, notably beaches and harbors that provide enjoyment for residents and attract visitors to Harwich.



TOWN OF HARWICH LOCAL COMPREHENSIVE PLAN

Adopted May 3, 2011 STM, Article #22

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VISION STATEMENT

We the people of Harwich have come together to create this vision statement for the 2011 Local Comprehensive Plan which will direct the energies of the Town's employees, volunteers and elected officials for the next five years.

Our vision has efficient and effective delivery of Town services as the top priority. It directs us to optimize the economic potential of all Town owned assets. Safety and security for all is paramount. We must have a superlative educational system for our students and rewarding activities for our seniors. We cannot fail to recognize, protect and enhance the vitality of our cultural, recreational and natural assets that are so essential to our residents, non-resident taxpayers, and seasonal guests alike.

To be effective, Harwich must be supported at the County, State and Federal levels. Harwich officials are charged with ensuring that the Town receives fair and equitable treatment and with pursuing legislative remedies when needed.

Pursuit of this vision pays homage to our unique coastal environment and vibrant New England traditions of independence and self-determination.

INTRODUCTION

The 2011 Local Comprehensive Plan (LCP) for the Town of Harwich describes the process of achieving the town's vision. In this plan, we summarize the most important issues facing the town for the next five years. The plan identifies important issues, recommends actions to be taken to address them, and assigns actions to responsible town entities. Where appropriate, measures of success are provided.

This plan has evolved over a two-year period from initial discussion by the Planning Board in May 2009 to presentation at Town meeting in May 2011. At the outset, the Planning Board made clear its intention to create a focused plan that would omit long descriptions and would detail specific actions to be pursued over the next five years. A vision statement sets the tone of the document. The first four sections of the plan – population, town services, town assets, and intergovernmental relations - are organized in accordance with the words of the vision statement. Additional required elements of a local comprehensive plan are presented in the next two sections on growth management. The next section addresses communication and technology, themes that run throughout the entire plan.

With a focus on specific actions, this plan repeatedly follows a process of ideation, study, debate/evaluation, consensus, and ratification. Throughout, plans must be developed and agreed upon before funding and other implementation techniques are identified and pursued. Repeatedly, the Board of Selectmen and Planning Board are listed as responsible parties. Often the role of these two boards is to provide guidance while many others are involved in plan development and implementation. All recommendations in this plan are advisory, but the Planning Board believes that the town will be well-served if these recommendations are pursued.

With the goal of producing a plan that is readable and usable, the main body of the document has been kept at about 40 pages. For those readers who seek more detailed information, several appendices are available. Appendix A provides a list of hyperlinks to other resources. Appendix B describes the planning process used to develop this plan. Appendix C contains important review comments by other parties that the Planning Board did not include in the main body of the plan. Appendices D and E contain two recently approved plans that offer extensive policy direction for the town – the Housing Production Plan and the Open Space and Recreation Plan. Appendices F and G contain two items required for regional certification of the plan – Consistency with Regional Plan Goals and Build-out Study.

As directed by the Town Charter, the Planning Board will report annually on the status of the master plan. Guidance for short-term and longer-term actions is provided in the implementation section. Implementation efforts, led by the Board of Selectmen and Planning Board, should begin immediately after approval of the plan. The annual review will address the status of high priority actions and will highlight new or continuing priorities for the next year.

1) POPULATION BEING SERVED

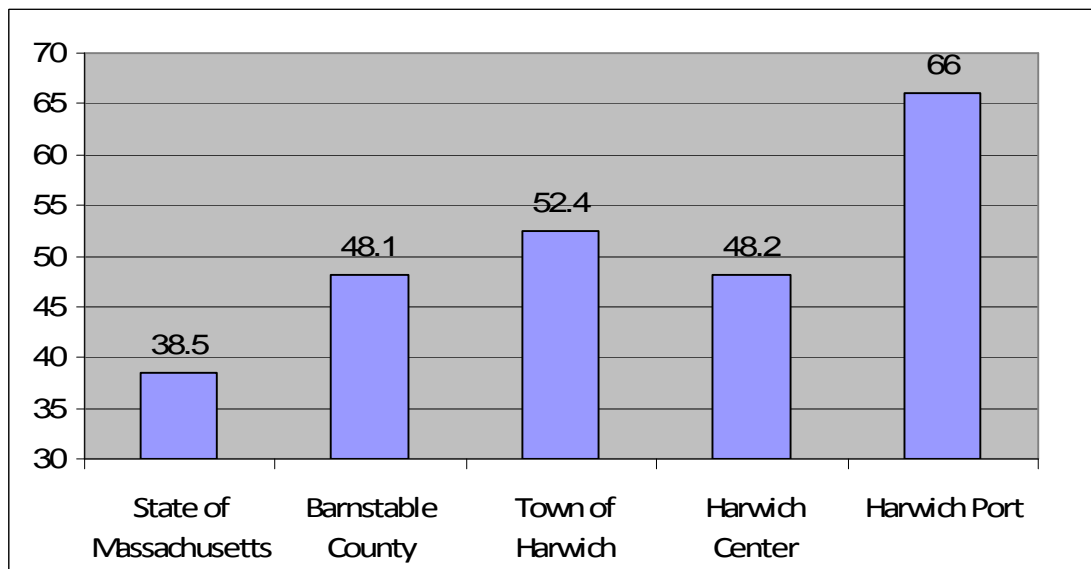
“We the people of Harwich have come together ... ”

A plan for the future of Harwich begins with an understanding of its people. This section describes several characteristics of the town’s population and trends that are likely to affect the need for town services in the near future. Responses to trends, such as actions relating to affordable housing and economic development, are provided in subsequent sections of this plan.

Aging Population

With a year-round population of 12,316 in 2009, Harwich is the largest of 8 towns on the lower and outer cape. One of the most striking demographic elements of Harwich is the age of its population. Figure 1 compares the median age of Harwich and two of its villages to the county and state.

Figure 1: Median Age, Year 2009
Town, County and State



Source: US Census 2005-2009 5-year estimates

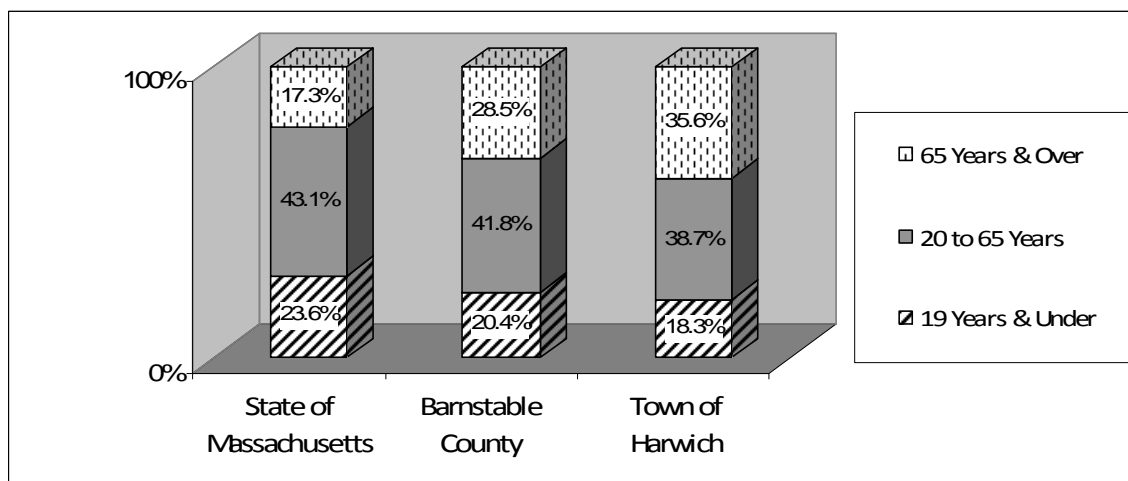
Note: Harwich Planning Staff questions the 5-year estimate of 66 as the median age for Harwich Port, noting that it represents a significant increase from 58 in the 2000 census count. This figure should be updated as soon as the 2010 census count is available.

Figure 2 further demonstrates the characteristics of Harwich as an older community. The percentage of seniors (age 65 and above) is higher than both county and state while the percentage of children and teenagers (up to age 19) is lower. Other statistics show that the percentage of young adults, age 20 to 30, in the total Harwich population is even lower when

compared to Barnstable County and Massachusetts. Many young people leave Cape Cod to pursue post-high school education, government service or other activities. More of them would return if year-round employment opportunities were greater.

The aging of Harwich is likely to be a continuing trend. By 2008, the percentage of age 60+ population had increased to 38.5%, a moderate increase from the year 2000 percentage of 35.6%. The [Council on Aging Strategic Plan, 2009-2019](#) estimates that the percentage of seniors will exceed 60% of the year-round population of Harwich by year 2020. The Strategic Plan also notes the different programs and services needed for segments of the senior population that may be differentiated by level of activity (active vs. sedentary) or by age (60-70 vs. 71-85 vs. 85+).

Figure 2, Population by Age Group, Year 2009
Town, County and State



Source: US Census 2005-2009 5-year estimates

Declining School Population

School systems, dependent on the number of schoolchildren in calculating State education aid, are very familiar with the trend towards fewer children. In mid-2009, the Director of Demographic Forecasts for New England Economic Partnership gave a presentation to school officials on demographic trends and impacts on lower and outer cape public schools. Declines in school enrollment from 2000 to 2008 included:

- Pre-K and K - 6% decline
- Grades 1-5 – 25% decline
- Middle school – 21% decline
- High school – 6% decline

Declining school enrollments cause greater difficulty in running a school district at a reasonable cost and in offering a wide variety of educational and extra-curricular activities, especially at the high school level. In response to these difficulties, the Town of Harwich voted in December 2010 to form a regional school district with Chatham (see Section 2).

The decline in the number of children and young adults combined with the rapid increase of those in the 55 – 64 age group will likely result in lower labor force growth and a long-term shift in state funding priorities from public education to elderly services.

Summer vs. Winter Population

Harwich's population fluctuates greatly from summer to winter. Seasonal population includes household occupants, second-home owners or renters, and "transient" renters of hotel/motel rooms. Table 1 gives the Harwich Planning Department's estimate of summer vs. year-round population, based on input from the Harwich Chamber of Commerce and the Harwich Assessing Department.

Table 1, Summer vs. Year-Round Population

	Year-Round Population	Summer-Only Household Population	Summer Transient Population	Total Summer Population	Year-Round % of Summer Population
2000	12,386	13,991	1,291	27,668	44.77%
2005	12,593	14,542	1,150	28,285	44.52%

Source: Harwich Planning Department

The lower cape is becoming more of a retirement community. This trend is described in the UMass Donahue Institute "2008 Survey of Cape Cod Second Home Owners" which found that 25% of second home owners on the lower cape say they intend to occupy their home as their primary residence within the next 15 years. Likely economic implications, according to this study, include:

- increased purchasing of local goods and services – clothing, household goods, recreation equipment, banking, insurance, etc.
- increased use of cultural venues – theatre, music, museums, etc.
- decreased availability of seasonal rental units
- some employment expectations of new residents.

A competing observation is that the majority of home purchases, at least initially, are for seasonal use. Newly-purchased older homes often are upgraded to make them capable of year-round living. However, the actual conversion to year-round use may be delayed for a decade or more. In short, the percentage of year-round residents has not increased yet (see Table 1), but the likelihood of a greater retirement trend bears watching.

Income Sources

According to the US Census, the 2009 median household income in Harwich was \$53,607 per year, well below the State median income of \$64,496. Nationally and in Massachusetts most income (approximately 80%) is derived from work earnings. In contrast, only 64.6% of Harwich residents derive their income from work. Many households in Harwich

rely on retirement income and social security. Fortunately, for the many elderly residents who rely on retirement rather than earned income, property taxes are relatively low. Most homeowners are able to continue living in their homes despite very modest incomes.

Future Growth

The focus of this section has been on key population characteristics in Harwich, such as an aging population and seasonal/retirement trends, rather than on future growth. Total population in Harwich is not anticipated to grow quickly. As noted in the 2010 Open Space and Recreation Plan, the rate of growth slowed from a 58% increase in population between 1960 and 1970 to a 21% increase between 1990 and 2000 and an almost level population in the 2000s. Regardless of the growth rate, Harwich must plan for growth that may occur. This topic is discussed further under Growth Management in Sections 5 and 6.

2) DELIVERY OF TOWN SERVICES

“Our vision has efficient and effective delivery of Town services as the top priority. It directs us to maximize the tax base and optimize the economic potential of all Town owned assets. Safety and security for all is paramount. We must have a superlative educational system for our students and rewarding activities for our seniors.”

Fiscal Challenges

Over the years, Harwich voters have supported a generous level of programs and facilities. Major departments with large budgets include police, fire, public works and schools. In addition to basic town functions, we also have an impressive Community Center that houses the Council on Aging, Channel 18 TV, and the Recreation and Youth Department. Other worthwhile services not found in every town include the Albro House for youth services, Harwich Junior Theater, shellfish lab, beaches, harbors, and municipal golf course. The challenge, in our current difficult fiscal environment, is to maintain the level and quality of these services.

In better fiscal times, the Town created infrastructure and rewarded town employees with longevity and other annual increases in salaries and benefits. Now, infrastructure must be maintained or replaced. With a positive vote in December 2010 on school regionalization, plans are proceeding for construction of a new high school in Harwich and renovation of the Chatham middle school with an estimated \$2,000,000 annual debt service for Harwich taxpayers. Even greater costs are likely to be associated with new wastewater treatment infrastructure.

The Planning Board urges that special attention be given to the issue of wastewater infrastructure. Multi-million dollar estimated construction costs will impact the ability to live and work in Harwich. Wastewater treatment options and their associated costs will influence how and where growth in the town will proceed.

Several challenges related to Town income sources should be recognized:

- State aid has declined dramatically in recent years, and this trend is not likely to reverse in the near future.
- Grants have been used to fund road projects, police officers, building improvements, and other projects. Additional grants may be explored for such items as harbor infrastructure, bikeways/sidewalks, and wastewater treatment.

- The Board of Selectmen has asked Town departments – e.g. Harbormaster and Recreation and Youth - to consider fee increases to ensure that users pay the appropriate share of services provided by the Town.
- Harwich property taxes are the 23rd lowest of 328 approved tax rates in the State. Despite low tax rates, an increase in property taxes would place a significant burden on certain segments of the population – families who have lost one or more wage earners, seniors who wish to remain in their homes but have limited income, etc.

Other challenges exist in relation to expenses:

- Employee salaries represent 65% of the municipal budget and 75% of the school budget. Adequate compensation is important to motivate employees to continue to provide quality public service, but it also must be affordable
- Proposition 2½ limits the annual increase in property taxes to 2.5% plus the amount attributable to taxes from new real property unless voters approve an override, debt exclusion or capital outlay exclusion.
- The 2.5% annual limit does not reflect greater rates of increase in important expense categories such as health benefits.
- In recent years, the Board of Selectmen has attempted to limit override requests, often causing departments to reduce services so that budgets will stay within the 2.5% limit.

This Local Comprehensive Plan recognizes that fiscal decisions are made by the Board of Selectmen, reviewed by the Finance Committee, and ultimately accepted or rejected by voters at Town Meeting. In making fiscal decisions, the town must first ensure that all essential services are provided along with sufficient funding levels. Beyond providing annual essentials, fiscal policy makers must also prioritize policy goals and future needs such as those described below.

The [FY2012-2018 Capital Plan](#) includes major expenses that will be financed largely by debt exclusions, will have substantial impact on taxes, and will necessitate rigorous cost containment by the Town:

- Dredging of the Allen Harbor basin (\$2.9m in FY2012)
- Expansion of the East Harwich fire station (\$2m in FY2012)
- Wastewater construction (\$5m annually beginning in FY2014).

Many of the recommendations of this Local Comprehensive Plan have expenses associated with them:

- Action 2.5.1 – Provide facilities and staffing for youth service activities
- Action 2.6.1 – Determine timetable and funding sources for construction of facilities for seniors
- Action 5.6.1 - Provide at least one direct route, suitable for pedestrian and bicycle travel, between Harwich Center and Harwich Port
- Action 5.7.2 - Pursue acquisition of the Downey property adjacent to Saquatucket Harbor

- Action 5.9.1 – In Harwich Center, pursue local parking and wastewater treatment options to assist local businesses
- Action 6.2.1 – Identify projects and funding sources for affordable housing
- Action 6.4.3 - Explore opportunities for remote parking lots and shuttle bus service for harbors, beaches and other sites
- Action 6.5.1 - Select a proposed wastewater management plan that is technically sound and cost effective
- Action 7.1.1 - Employ a webmaster to make organizational and accessibility improvements to the website

The significant challenge facing the town is to accomplish planning goals, capital projects and other actions requiring town expense in a fiscally responsible and sustainable manner. Establishment of priorities and determination of funding approaches will be an on-going effort that is central to town government.

GOAL: Provide municipal services at a reasonable cost.

OBJECTIVE 2.1 Determine appropriate standards for baseline municipal services and efficient means for delivering those services.

ACTION 2.1.1 Determine baseline services for all municipal departments and prepare annual budgets needed to deliver those services.

Responsible Parties – Department heads, Town Administrator

Timeline/Measures of Success – Annual completion of draft budgets for presentation to the Board of Selectmen.

ACTION 2.1.2 Explore options for delivering services more efficiently including advances in technology, adjustment of job responsibilities, cost-sharing, regionalization of services, and use of contract services.

Responsible Parties – Internal - department heads, Town Administrator; external – board members, study committees and other individuals.

Timeline/Measures of Success – Annual review prior to completion of Action 2.1.1.

OBJECTIVE 2.2 Determine desired additional municipal facilities and services and their impact on the municipal budget.

ACTION 2.2.1 Prioritize new facilities and services based on coordinated review of the Capital Plan, Local Comprehensive Plan, and other available sources. Determine start-up and on-going costs. Whenever possible, seek use of outside grants, user fees and other revenues not related to property taxes. Where other funding sources are not available, encourage town meeting votes on desired facility upgrades and expanded services via budget overrides, debt exclusions or capital outlay exclusions.

Responsible Parties – Board of Selectmen, Finance Committee, Capital Outlay Committee, Planning Board.

Timeline/Measures of Success – Prior to and during the annual budget process.

Municipal Services – Target Areas

GOAL: Target efforts towards those segments of the Harwich population that are in need of specific municipal services.

Safety and Security

Fire, emergency and police services are of particular importance to Harwich because of the nature of the Town's population. With retirement trends likely to increase, a greater percentage of Harwich's population will be over age 60; and a significant number will be in the very old or other high-needs categories. The Town must continue to provide appropriate levels of service to meet the needs of this population.

OBJECTIVE 2.3 Determine standards for providing essential emergency medical and other public safety services and efficient means for delivering those services.

ACTION 2.3.1 Police and Fire Departments shall monitor the type and frequency of emergency medical calls and other public safety services. Reports shall be provided regularly to the Town Administration and the Board of Selectmen and shall serve as a basis for determining departmental funding levels.

Responsible Parties – Police Department, Fire Department, Town Administrator's Office, Board of Selectmen.

Timeline/Measures of Success – Reports shall be provided at least annually prior to the budgeting process.

Education

Our plan calls for a "superlative" educational system. As noted in Section 1, declining school enrollments have posed a significant challenge in meeting that goal. Recognizing that challenge and with urging from the Massachusetts School Building Authority, voters in Chatham and Harwich authorized a study of combining the two town school systems into a single regional district. After an intensive 3-year study, the two towns voted in December 2010 to regionalize. Additional details are available at the [Chatham-Harwich Regionalization website](#).

An intensive effort by educators in both communities will be required over the next few years. Current projections are that a new high school will open in Harwich in September 2014 and a renovated middle school will open in Chatham one year later. Elementary schools will continue to operate in each town.

Fiscal challenges will not diminish with regionalization of the school systems. The transition period will pose its own unique challenges. School officials must meet early and often with the Town Administration and Board of Selectmen to determine appropriate allocation of limited resources.

While most future education decisions will be made by regional educators, town hall officials must respond to the important challenge of reuse of existing school property no longer needed for town educational purposes after regionalization. In particular, the middle school building is a valuable structure that could be used for housing, education or other purposes.

OBJECTIVE 2.4 Determine appropriate reuse of the middle school after regionalization.

ACTION 2.4.1 Appoint a committee to study opportunities for reuse of the middle school building.

Responsible Parties – Board of Selectmen, School Department

Timeline/Measures of Success – A committee should be appointed in 2011.

Youth and Community

Harwich's schools provide structured activities for its youth, including both academic and extra-curricular programs. However, a significant amount of time for many teenagers and pre-teens is not filled with organized activities. Some programs and facilities are currently available in Harwich. Brooks Free Library provides a safe environment and attracts many young people for homework assistance, computer access and free social and recreational programs every weekday afternoon. Extended weekday early evening hours allow parents to pick up youth after work. The Community Center is a multi-purpose facility suitable for many functions. The Youth Services Committee has sponsored teen nights, movie nights, dances and other safe events in the community for youth between the ages of 12 and 18. However, greater effort is needed to identify activities, provide staffing, and maximize use of available facilities.

Examples of youth activities that may be considered are:

- "Cadet corps" for high-school kids to learn Emergency Medical Training. Cadets may be trained by American Red Cross or other suitable agency to do minor first aid, help with gurneys, and perform other support activities.
- "Conservation corps" to participate in environmental protection efforts.

OBJECTIVE 2.5 Provide safe, enjoyable activities for youth that will minimize boredom and the more serious problems of substance abuse and criminal activity.

ACTION 2.5.1 Conduct a coordinated effort by all Town entities currently providing youth services. Jointly prepare a plan of activities and needed facilities and staffing. Identify funding sources - including Town funds, fundraising activities, and user fees. Implement additional activities and monitor use.

Responsible Parties – School Department, Recreation and Youth Commission, Youth Services Committee, Community Center Staff, Brook Free Library Staff.

Timeline/Measures of Success - Complete the plan and funding needs prior to the next Town budget cycle. Begin additional activities in the next fiscal year. Provide reports on levels of use on a regular basis.

Seniors

The Council on Aging has an important presence in the Community Center for many of its programs and services for seniors. Suggestions have been made regarding the expansion of facilities, including renovation of the basement level of the building and construction of a swimming pool. Equally important are the various outreach programs provided by the Council of Aging that enable seniors to continue living in their homes.

OBJECTIVE 2.6 Provide appropriate expansion of facilities for seniors.

ACTION 2.6.1 Establish a subcommittee with representation from all Town entities involved in providing senior services and managing facilities. Review facility needs including population served, construction costs, funding sources and maintenance costs. Determine timetable and funding sources for construction of facilities.

The work of the subcommittee should specifically include study of a swimming pool and should consider the entire range of age groups that may be served. It also should consider all potential locations including the Community Center and the new regional high school.

Responsible Parties – Community Center Facilities Committee, Council on Aging, Friends of the Council on Aging, School Department

Timeline/Measures of Success – Establish a subcommittee in 2011 and provide a report to the Board of Selectmen in early 2012.

OBJECTIVE 2.7 Continue to provide essential services under the direction of the Council on Aging and explore costs and benefits of expanded services.

ACTION 2.7.1 In accordance with its *Strategic Plan, 2009 – 2019*, the Council on Aging shall continue and expand efforts to provide meals, nursing care and other services.

Responsible Parties – Council on Aging

Timeline/Measures of Success - The Council on Aging shall determine annually the type and level of services to be offered in time for budget presentations to the Board of Selectmen. Success will be achieved if provision of senior services and communication with individual seniors has a preventative impact on the need for emergency services.

Other Services

The Town offers many other services including those described below. Individual departments have developed their own descriptions of activities and future plans.

The [Public Works Department](#) oversees highways and sidewalks; the transfer station/recycle center; street tree plantings; and maintenance for buildings, vehicles, parks, cemeteries, and beaches. Major upcoming projects are reconstruction of Route 137 from the Brewster Town Line to the Chatham Town Line and reconstruction of Route 124 from Headwaters Drive to the Brewster Town Line. Both projects include new sidewalks and widened shoulders for vehicle safety and bicycle use. Other highway projects are listed in the [Five Year Road Maintenance Plan](#).

The [Recreation and Youth Department](#) oversees parks, fields, beaches and recreation programs. Identified needs are listed in Appendix I of the [2010 Open Space and Recreation Plan](#). The Recreation and Youth Commission also is working on its own 5-year plan.

The [Harbormaster/Natural Resources Department](#) oversees harbors; [dredging and beach nourishment](#); and operations relating to shellfish, herring and eel populations. A [waterfront engineering study](#) completed in 2009 by Coastal Engineering identified between \$5.5 and \$7.5 million in needed improvements over the next decade.

The Golf Committee oversees operations of the [Cranberry Valley Golf Course](#). Major projects planned for the next decade are described in the [August 2009 10-Year Cranberry Valley Capital Plan](#).

The [Harwich Community Center](#) is home to the Council on Aging, Recreation and Youth Department, Channel 18 studio, activity rooms, gymnasium and weight room. Special activities include elections, Town meetings, flu clinics, and Emergency Management training. The Community Center is exploring expansion of facilities including a swimming pool to serve seniors and other residents as described earlier in this section.

The [Brooks Free Library](#) serves all segments of the population – children, youth, families, working-age people, seniors and people with disabilities. It provides recreational reading and audiovisual materials, reference services and resources, public access computers, 24/7 wireless hotspots at the Library and Brooks Academy Museum, and cultural, educational and informational programs.

The [Water Department](#) provides water service to the entire town. The Water Department is continuing its efforts to develop a new water supply at Site 10, a well field in the northwest corner of the town. The department also is currently building a major new treatment facility to remove iron and manganese from the town's water supply. The facility should be operational in November 2011. In the next 10 years as financial ability permits, the Water Department will be replacing water mains installed in the 1930s.

3) CULTURAL, RECREATIONAL AND NATURAL ASSETS

“We cannot fail to recognize, protect and enhance the vitality of our cultural, recreational and natural assets that are so essential to our residents, non-resident taxpayers, and seasonal guests alike.”

GOAL: Protect the assets of the town while enabling use at reasonable levels and in a conscientious manner.

Harwich is justifiably proud of its many cultural, recreational and natural assets. A variety of documents and websites provide useful information about these assets.

Cultural

A description of historic Harwich Center is found on the [Town of Harwich Website](#). Prominent historic buildings include the Brooks Free Library and the Brooks Academy Museum, documented by [The Harwich Historical Society](#). The town’s cultural heritage includes landscape features as well as buildings. In 2007, the [Harwich Heritage Landscape Report](#), prepared by Boston University Preservation Studies students under the direction of Cape Cod Commission staff, documented cultural heritage resources in Harwich. These resources include cranberry bogs, the Herring River corridor, Ocean Grove (“The Campgrounds”), Wixon Dock, and others.

The Historic District Commission reviews exterior modifications and proposed demolition of structures within the historic district and other historically significant buildings. The current historic district was designated in 1972 and covers portions of Harwich Center. Proposals have been made to expand the boundaries of the district to additional properties in Harwich Center and to create a new historic district or special zoning district at “The Campgrounds” in Harwich Port.

The Historic District Commission oversaw preparation of a town-wide list of historically significant buildings in 2002. With the passage of almost 10 years, some houses on the list have been demolished and some will newly qualify under the requirement that historically significant buildings must be “constructed prior to 100 years before the present calendar year”.

OBJECTIVE 3.1: Review boundaries of the historic district, recommend any updates, and prepare by-law revisions.

ACTION 3.1.1: Review potential parcels to be added to the district in accordance with historic district goals. Involve property owners and other interested parties in the review process.

Responsible Parties - Historic District Commission, Board of Selectmen.

Timeline/Measures of Success – Complete review in 2011 followed by inclusion on the warrant for the next available Town Meeting.

OBJECTIVE 3.2: Maintain the list of historically significant buildings.

ACTION 3.2.1: Conduct a study to update the list of historically significant buildings - remove demolished buildings, review construction dates to include all buildings over 100 years old, and determine buildings that are historically noteworthy or otherwise qualify as significant.

Responsible Parties - Historic District Commission.

Timeline/Measures of Success – Pursue funding in 2012 for study to be completed within six months after funding is obtained.

Recreational

The [Harwich Recreation and Youth Website](#) describes beaches, parks, fields and current programs. The Harwich Recreation and Youth Commission is in the process of completing a five-year plan for recreation improvements. As part of that on-going planning effort, the Recreation Department listed several identified needs in the [2010 Open Space and Recreation Plan](#) (Appendix I). As noted in parentheses, several of these needs already have been addressed:

- New restroom facilities at Pleasant Road, Fernandez Bog and Sand Pond beaches (restrooms for Pleasant Road beach are in the draft FY12 budget)
- New boathouse at Sand Pond or Cahoon Pond
- New swimming lesson docks at Sand Pond (funded in FY11)
- Additional parking, two more tennis courts, picnic area, and new basketball court at Brooks Park
- New infield at Whitehouse Field
- New multi-purpose fields at the Community Center (under construction)
- Explore construction and maintenance costs for a new swimming pool.

OBJECTIVE 3.3: Complete the 5-year Recreation Plan.

ACTION 3.3.1: Ensure compatibility with the Open Space and Recreation Plan and adopt the plan.

Responsible Parties – Recreation and Youth Commission, Conservation Commission.

Timeline/Measures of Success – Complete in 2011.

Natural Assets

The Town of Harwich contains 20.93 square miles (13,395 acres) of land area and 10.9 miles of tidal shoreline. As documented in the Open Space and Recreation Plan, the town includes extensive Town-owned land and other open space:

Owner/Manager	Parcels	Acres	Per Cent
Board of Selectmen	188	670	5.0%
Conservation Commission	172	958	7.2%
Other Town Departments	50	683	5.1%
State of Massachusetts	36	266	2.0%
Conservation Trusts	94	347	2.6%
TOTAL	540	2924	21.8%

The [2010 Open Space and Recreation Plan](#) also contains extensive inventories of other town assets:

- Geology, soils and topography
- Landscape character
- Water resource protection
- Flood hazard areas
- Freshwater wetlands
- Saltwater wetlands and beaches
- Upland and wetland vegetation
- Critical habitats, and
- Scenic resources.

The plan describes a number of environmental challenges: (1) protection of water quality and habitat in the Pleasant Bay watershed, a designated Area of Critical Environmental Concern, (2) soil erosion and/or accretion along the shoreline of Nantucket sound, (3) impact from new development and a move toward public sewerage and treatment of wastewater, (4) protection of critical habitats – coastal plain ponds, cedar swamps, salt marshes, barrier beaches and vernal pools, and (5) protection of wildlife habitats and corridors including fish runs.

The initial 1998 Open Space and Recreation Plan focused heavily on acquisition of open space land. Use of Cape Cod Land Bank and Community Preservation Act funds enabled the town to acquire significant land between 1998 and adoption of the latest Open Space and Recreation Plan in 2010. While further purchase or other acquisition of open space remains important, many of the goals and objectives of the new plan are related to management of town-owned open space land.

With current fiscal limitations, the Town must be careful about open space parcels that it chooses to acquire. Sensitive lands, such as wetlands, may not require public acquisition to remain protected. Zoning techniques, such as natural resource protection districts, may cluster development in a pattern that avoids valuable open space land. Other techniques, such as transfer of development rights, may help reduce the number of new homes in drinking water protection and other sensitive districts. Donation of conservation easements may offer private tax benefits without requiring public expenditure. Before acquiring any parcel in town that has conservation value, the Town should carefully consider all available preservation options.

OBJECTIVE 3.4 Manage existing open space efficiently.

ACTION 3.4.1 Identify priority land management areas and prepare land management plans in accordance with Goal II of the 2010 Open Space and Recreation Plan.

Responsible Parties – Conservation Commission, Trails Committee

Timeline/Measures of Success – Identify priorities in 2011. Start initial land management plans in 2011 and continue annually.

OBJECTIVE 3.5 Pursue selective acquisition of new open space.

ACTION 3.5.1 Involve policy-making boards, advisory boards and technical staff in establishing priorities for new acquisitions. Begin with a review of parcel rankings and other criteria from Goal III of the 2010 Open Space and Recreation Plan. As part of the acquisition process, determine funding sources and impacts on local property taxes and consider other available means for open space protection.

Responsible Parties – Board of Selectmen, Planning Board, Conservation Commission, Real Estate and Open Space Committee, Community Preservation Committee, Trails Committee, Conservation and Planning Departments.

Timeline/Measures of Success – On-going

Other goals and objectives in the 2010 Open Space and Recreation Plan include development of trail systems, growth management strategies, preservation and enhancement of natural resources, preservation and enhancement of unique natural and manmade features and resources, and enhanced opportunities for passive and active recreation.

Two additional resources for information on watersheds and water quality protection are the [Harwich Water Department Website](#) and [Pleasant Bay Resource Management Alliance](#).

4) INTERGOVERNMENTAL RELATIONS

“To be effective, Harwich must be supported at the County, State and Federal levels. Harwich officials are charged with ensuring that the Town receives fair and equitable treatment and with pursuing legislative remedies when needed.”

GOAL: Have a more effective voice in conveying the needs of the Town to legislators.

Harwich is a fiscally responsible and deficit free Town. It has a proud history of providing for its needs and for its wants through appropriate and visible financial processes. In recent years, the Town’s ability to cope with financial challenges such as health care, energy, wages and benefits, and infrastructure maintenance has been compromised by a continuing pattern of decreasing aid from the State. Mandates from federal and state government often are not accompanied by sufficient funding to accomplish those mandates. Less and less of the money we pay to the State through a myriad of taxes comes back to us. We must resort to cuts in services, overrides and new local taxes to sustain the Town.

Our survival as a safe and desirable place to live, work and visit depends in ever-increasing measure on the priorities and practices established in Boston, many of which are a mystery to the average Harwich citizen. If our needs are to be effectively voiced, we must increase our collective understanding of and influence on the actions of higher government.

Harwich should elevate its influence by monitoring pending legislative activity, analyzing its future impact on Harwich and providing input to our elected state officials. For example, Channel 18, the internet, and robo-calls/robo-e-mail should be employed to make issue-by-issue information available. The Town also should gather local public opinion to help inform and track the voting of elected officials. The collective voice of the Town of Harwich, spoken through Town officials, carries far more weight than input from individuals.

Harwich can take these new and improved steps to inform the votes of its legislators and by doing so optimize our efforts to preserve our town. How the elected officials respond to the town’s needs, tracked and published, is a vital guide for us on election day.

OBJECTIVE 4.1 Develop effective means of communication to inform Harwich voters of local, county, state and federal activity and to convey local opinions and needs to legislators.

ACTION 4.1.1 Establish a subcommittee or task force to explore ways to improve communication and local influence.

Responsible Parties – Board of Selectmen, Planning Board

Timeline/Measures of Success – Establish in 2011.

5) *GROWTH MANAGEMENT LOCATIONS*

Harwich has much to protect – its natural environment, its village character, its scenic beauty and its varied population. As the community moves forward, it must balance protection of existing amenities with jobs, housing and other future needs. The task, frequently termed growth management, is one of the central components of the Local Comprehensive Plan.

Harwich's population and economic centers range from ocean-oriented Harwich Port to historic Harwich Center to the newer commercial center of East Harwich. Complete descriptions of the town's seven villages are available at the [Town of Harwich Website](#). Many town planning documents describe the varying character and unique amenities of each village.

Harwich's growth, in part, is village-based. A broad-based community planning effort is seeking to strengthen village qualities in East Harwich with compact, pedestrian-friendly, mixed-use development surrounded by lower density clustered residential development and open space. Recent planning efforts in Harwich Port seek to take full advantage of beach and harbor amenities and to provide stronger links between these amenities and the village center. Village planning in Harwich Center has focused more on cultural and historic strengths complemented by moderate commercial activity. The remaining four villages have less focused centers. West Harwich and South Harwich contain residential neighborhoods along with commercial establishments along the length of Route 28. North Harwich and Pleasant Lake are predominantly residential though the latter is bisected by Route 124, the main link from Route 6 to Brewster.

This section of the Local Comprehensive Plan focuses on the above villages and other locations throughout the town. Various growth management topics are addressed elsewhere.

A key component of growth management is housing policy – affordability, location, and variety of housing types and cost. These issues are addressed in Section 6, Growth Management Topics.

Harwich's growth depends on infrastructure, most notably wastewater treatment and disposal. The initial impetus for wastewater planning was water quality in Harwich estuaries. However, without adequate growth controls in place, construction of wastewater facilities also may enable new growth or shift growth patterns. The town's growth management task is to determine the type, extent and location of such growth. Good growth management also seeks to reduce the need for costly infrastructure. These issues are addressed in Section 6, Growth Management Topics.

Growth management also considers where growth should not occur. The town's open space resources – including bogs, beaches, ponds and woodlands – are extensive. Much of that land already is protected by conservation restrictions or other means. The town must consider the degree of protection for other publicly-owned open space and whether additional open space land should be acquired and protected. These issues are addressed in Section 3, Cultural, Recreational and Natural Assets.

Villages

GOAL: Enhance the role of villages as population and commercial centers.

East Harwich

East Harwich has seen rapid commercial development in the past two decades. The area is within the watershed of a nitrogen-sensitive embayment, Pleasant Bay, and is in close proximity to Hawksnest State Park. A significant planning effort began in East Harwich in 2005 and, to date, has produced reports on village planning and design principles, market assessment, traffic capacity, and zoning tools. The reports are being used to craft new zoning for the area that would promote a compact, pedestrian-friendly mixed-use village center while preserving surrounding open space. All reports are available in the [East Harwich](#) section of the Harwich web site.

- The [Village Initiative Report \(29m\)](#) established a series of guiding principles that would encourage walking in the village neighborhood, include open and green spaces in every definition of East Harwich, pull development into the village center instead of allowing it to sprawl into adjacent open space, not overburden existing infrastructure and the environment, and adopt design guidelines that define a local tradition.
- The first of three technical reports, the [East Harwich Village Center Retail Market Assessment](#) described a sizeable market area within 4 miles of East Harwich and found that current “leakage” to businesses outside the area could be recaptured.
- The second technical report, the [Traffic Analysis Comparison of Zoning Alternatives for East Harwich Village Center](#), analyzed the ability of the existing roadway system to support full build-out under proposed village zoning. The report recommended either signalized intersections or roundabouts in conjunction with long-term improvements to the Route 137 corridor between Route 6 and the Village Center District and a ring road configuration within the village.
- The third technical report, [A Zoning Framework for East Harwich Village Center](#), proposed a number of measures to improve village character and to implement the guiding principles first established for the area including: greater residential density with diverse types of housing, lower density residential areas around the village, mix of commercial and residential uses, reduced parking requirements due to increased pedestrian activity, and guidelines for site and building design.

The extensive preliminary planning work being done for East Harwich is now being coordinated with other planning efforts in the town. The proposed village character is being considered in the Public Works Department’s highway improvement project on Route 137. As a result, bike lanes and sidewalks will be included along the entire length of the project, and concrete sidewalks rather than asphalt will be built in the village area. Discussions have begun to connect the [Open Space and Recreation Plan](#) to East Harwich village plans. The zoning framework has been shared with the Planning Board in the context of overall land use needs for the town.

As this plan is being written, the Town has hired Cape Cod Commission staff to prepare the first draft of new zoning provisions and design guidelines for East Harwich. The Town also has hired a planning consultant to provide peer review services of the draft zoning. Initial oversight of the project is from the East Harwich Collaborative with representatives from the East Harwich Community Association, Harwich Planning Board and Planning Department, Cape Cod Commission and Association to Preserve Cape Cod. As zoning proposals become formalized, the role of the Planning Board will increase in approving a set of zoning amendments to be brought to Annual Town Meeting for voter approval.

The success of East Harwich planning will depend on continued involvement by landowners, developers and the general public. The plans and zoning amendments prepared by the town will provide an opportunity for a new village character to emerge in East Harwich. Others must be involved to complete the process.

OBJECTIVE 5.1 Encourage the emergence of a new village character in East Harwich.

ACTION 5.1.1 Propose new zoning provisions and design guidelines that are compatible with recent planning principles for East Harwich.

Responsible Parties – Planning Board, East Harwich Collaborative, Planning Staff, Cape Cod Commission staff, planning consultant.

Timeline/Measures of Success – The target for completion of the first draft is the first half of 2011. Documents will be reviewed by the Planning Board through 2011. When all revisions have been completed to the satisfaction of the Planning Board, it shall approve the proposed zoning revisions for inclusion on the warrant for Town Meeting. The current target is a public vote at a Special Town Meeting in fall 2011.

OBJECTIVE 5.2 Study options for adequate wastewater infrastructure that will accommodate growth in the East Harwich Village Center while protecting water quality in Pleasant Bay, the Six Ponds area, and town wells.

ACTION 5.2.1 Prepare build-out projections for East Harwich based on proposed zoning revisions. Submit projections to the Wastewater Management Subcommittee for inclusion in the town's wastewater planning.

Responsible Parties – Planning Staff

Timeline/Measures of Success – Submit in 2011.

ACTION 5.2.2 Near-term development in East Harwich may occur with the design of private, collected systems. Require any such systems to be designed for easy future connection to a larger public system.

Responsible Parties – Board of Health, Planning Board

Timeline/Measures of Success – as development occurs.

OBJECTIVE 5.3 Protect open space in the area surrounding East Harwich village.

ACTION 5.3.1 Propose new zoning provisions that direct most new growth in the East Harwich area to the village and that protect open space amenities in the surrounding area.

Responsible Parties – Planning Board, East Harwich Collaborative, Planning Staff, Cape Cod Commission staff, planning consultant.

Timeline/Measures of Success – Open space zoning should accompany village zoning and should follow the same timeline as Action 5.1.1.

ACTION 5.3.2 Prepare a plan depicting open land in and around Hawksnest State Park with trail connections to the village center. Consider this plan and any other open space plans in the area during review of subdivisions in East Harwich residential districts.

Responsible Parties – Planning Board, Conservation Commission, Trails Committee, Planning Staff, East Harwich Collaborative.

Timeline/Measures of Success – Prepare Hawksnest plan in 2011. Subdivision reviews will take place as development occurs.

OBJECTIVE 5.4 Provide adequate transportation infrastructure that is compatible with the proposed village character for East Harwich and will accommodate growth in the area.

ACTION 5.4.1 Bike lanes and sidewalks are currently being planned as part of the town's Route 137 project. As village-style development emerges, internal roads will connect quadrants; and their intersections with Routes 137 and 39 must be planned carefully. Internal road crossings of Routes 137 and 39 also should accommodate pedestrian/bike travel.

Responsible Parties – Public Works Department, Traffic Safety Committee, Bikeways Committee, Planning Staff.

Timeline/Measures of Success – Complete design of Route 137 project in 2011 and begin construction. Review planning for internal roads and intersections as development occurs.

OBJECTIVE 5.5 Link East Harwich zoning to other villages.

ACTION 5.5.1 Consider applicability of new zoning provisions and design guidelines to Harwich Port, Harwich Center and other villages.

Responsible Parties – Planning Board, Planning Staff

Timeline/Measures of Success – begin in 2012 after adoption of East Harwich zoning.

Harwich Port

Prior to the development of East Harwich, Harwich Port was the economic center of the town. Numerous residential neighborhoods were developed on or near Nantucket Sound, typically on lots much smaller than permitted by zoning today. The village's most important amenities, its beaches and harbors, remain as a strong attraction for residents, non-resident taxpayers, and visitors. The challenge facing Harwich Port is to protect its amenities and to revitalize its role as a village center.

While active village planning efforts have been underway in East Harwich in recent years, little has been done to change the status quo in Harwich Port. New efforts are needed to address a number of specific issues:

- Water quality in the harbors has deteriorated; steps are underway to improve wastewater treatment and reduce nitrogen loading
- Local regulations responding to wastewater treatment issues have limited the ability to operate and expand restaurants and other high water volume uses
- Wastewater treatment also is a concern in neighborhoods such as “the campgrounds” (described as Ocean Grove in the [Harwich Heritage Landscape Inventory report](#)) where densely-sited homes on older septic systems do not meet current standards
- Beach parking is limited in peak summer months, and beach access could be greatly improved by sidewalks along lower Bank Street, Earle Road and elsewhere; beach access also could be improved by establishing remote parking at schools and other locations along with shuttle connections
- Sidewalks and bike paths also are lacking along other important routes to Harwich Port including Route 28 from Wychmere and Saquatucket Harbors and Bank Street or Forest Street from Harwich Center and the rail trail
- The [Harbors & Marine Facilities Analysis Report](#) has identified piers, bulkheads and other harbor infrastructure in need of repair.

In June 2010, the Board of Selectmen appointed a Saquatucket and Wychmere Harbors Task Force to address issues and opportunities relating to the harbors, including possible acquisition of the Downey property adjacent to Saquatucket Harbor. Under the guidance of the Task Force, Cape Cod Commission staff produced a Saquatucket Harbor Concept Plan that recommended actions such as relocated access and circulation for boat trailers, expanded parking areas, sidewalk and bike route connections, redesign and reuse of docks and bulkheads, and economic development.

OBJECTIVE 5.6 Provide pedestrian and bicycle links to adjacent villages and amenities.

ACTION 5.6.1 Review the draft feasibility study prepared by Cape Cod Commission staff of routes from the rail trails to Route 28 with extensions to the beaches and harbors. Provide at least one direct route, suitable for pedestrian and bicycle travel, between Harwich Center and Harwich Port. Also study an extension of the rail trail, separate from vehicle routes and suitable for family bicycle travel.

Responsible Parties – Planning Staff, Cape Cod Commission Staff, Bikeways Committee, Trails Committee, Traffic and Safety Committee, Public Works Department, Recreation and Youth Department.

Timeline/Measures of Success – complete review of the feasibility study in early 2011 and establish route priorities and timelines.

ACTION 5.6.2 Pursue funding for construction of routes identified in the feasibility study. Potential funding sources include the Community Preservation Act, outside grants, bonding and budget overrides.

Responsible Parties – Planning Staff, Bikeways Committee, Community Preservation Committee, Public Works Department.

Timeline/Measures of Success – identify funding sources for one or more routes in 2011.

OBJECTIVE 5.7 Improve harbor facilities by maintaining and upgrading infrastructure and supporting boating and tourist activities.

ACTION 5.7.1 Establish timelines for follow-up on the 2010 harbors report prepared by Cape Cod Commission staff for the Saquatucket and Wychmere Harbors Task Force.

Responsible Parties – Board of Selectmen, Waterways Commission, Harbormaster, Planning Staff, Bikeways Committee.

Timeline/Measures of Success – Complete list of recommendations and timeline in 2011.

ACTION 5.7.2 Pursue acquisition of property adjacent to Saquatucket Harbor. Do public outreach explaining potential parking, building and conservation uses of the property as identified in the 2010 Saquatucket and Wychmere Harbors Task Force report.

Responsible Parties – Board of Selectmen, Town Administrator, Real Estate and Open Space Committee, Conservation Commission, Planning Staff.

Timeline/Measures of Success – prepare an article for acquisition of the Downey property for inclusion on the warrant for Town Meeting in May 2011.

OBJECTIVE 5.8 Analyze wastewater treatment options, including centralized sewer, that will enable appropriate levels of development in Harwich Port.

ACTION 5.8.1 Conduct a cost/benefit analysis of sewerage Harwich Port. Include build-out projections under existing and potential zoning as well as economic development findings from the harbor study. Incorporate results into the town's wastewater planning.

Responsible Parties – Planning Board, Water Quality Task Force

Timeline/Measures of Success – Begin study in 2011.

Harwich Center

Historic Harwich Center, with Brooks Academy and other major buildings constructed in the mid 19th century, is described on the [Town of Harwich website](#). Harwich Center serves as the focus of public activities in the town. Town Hall, Brooks Free Library, Brooks Park and the Old Colony bike trail are located directly in the village. Three public schools and the Community Center are nearby. Major commercial activity has relocated to year-round East Harwich and summer-oriented Harwich Port. However, restaurants and retail businesses remain; and their continued success should be encouraged.

Two planning studies in the past decade have identified opportunities and constraints for Harwich Center. A wide-ranging Final Report for the Harwich Center Initiative was prepared by the Cecil Group in February 2000. More recently, a [Harwich Center Technical Memorandum](#) prepared by Cape Cod Commission staff in 2009 offered recommendations for sidewalks and bikeways, parking, street circulation and wastewater treatment.

Articles for funding of Harwich Center projects were approved at 2009 and 2010 Annual Town Meetings. A baseline survey of the Harwich Historic District has been completed and will assist in planning for parking lots, wastewater treatment facilities, and transportation improvements that will enhance safe and efficient movement of vehicles and people. Also, funds are now available for transporting threatened historic buildings from their current location, if threatened by demolition, and relocating them on Town-owned land adjacent to Brooks Academy.

Economic development in Harwich Center should recognize two important characteristics – the historic character of the village and its proximity to the rail trail. The scale of additional development in the village should be modest and should build on these elements.

OBJECTIVE 5.9 Enhance Harwich Center’s role as the historic and governmental center of the town, including small-scale businesses.

ACTION 5.9.1 Using the baseline survey of the Historic District, pursue local parking, transportation and wastewater treatment options to assist local businesses.

Responsible Parties – Historic District Commission, Town Administrator, Engineering and Planning Staff.

Timeline/Measures of Success – Establish working group in 2011. Present recommendations in 2012.

ACTION 5.9.2 Explore transportation improvements, including traffic calming measures and re-designed or improved crosswalks, to enhance pedestrian safety.

Responsible Parties – Traffic Safety Committee, Historic District Commission, Engineering and Planning Staff.

Timeline/Measures of Success – Start in 2012

ACTION 5.9.3 Initiate planning and site preparation for the land adjacent to Brooks Academy. Determine historic buildings suitable for the site.

Responsible Parties – Historic District Commission, Engineering and Planning Staff.

Timeline/Measures of Success – Establish working group in 2011. Do on-going monitoring of historic sites and proposed building demolitions to identify buildings that may become available.

Outside Villages

GOAL: Accommodate commercial and industrial development that is appropriately sized and located.

Route 28

Planners generally favor village development over highway-oriented commercial strips. Villages do more to establish a “sense of place”. They facilitate pedestrian circulation between compatible uses and rely less on large parking lots. However, over the past 50 years, many commercial uses have been successful due to high traffic volumes, good visibility and easy access on major highways such as Route 28. Due to existing development patterns, commercial zoning on Route 28 should be continued so that current businesses may remain viable. However, future planning will encourage village locations as evidenced by the earlier discussion of Harwich Port.

5.10 Explore the viability of village centers along Route 28 outside of Harwich Port.

ACTION 5.10.1 Review potential boundaries of village districts in West Harwich, South Harwich and Saquatucket Harbor in connection with existing development patterns, economic development opportunities, and wastewater treatment costs. Include results in preparation of the Regional Vision Map for Harwich.

Responsible Parties – Planning Board

Timeline/Measures of Success – Begin work in 2011 with completion in 2012.

Commercial/Industrial Districts

Harwich's existing Commercial Zoning Districts are in Harwich Center, Harwich Port, East Harwich and along Route 28. The existing Industrial Zoning Districts are adjacent to Queen Anne Road, the intersection of Depot Street and Great Western Road, and the Route 6/Route 124 interchange. Modest expansion of commercial/industrial uses may take place in these districts, but there is limited space for larger uses.

Future commercial development should take place largely in the villages as noted in previous discussions. The greatest development potential is in East Harwich where a new village pattern has been proposed for a mix of commercial and residential uses. Previous sections also call for modest economic development appropriate to the character of the older villages of Harwich Center and Harwich Port. Also, as noted above, existing commercial activity along Route 28 should be allowed to continue though the focus for new development should be elsewhere. Smaller village centers may be considered for West Harwich, South Harwich and Saquatucket Harbor.

Queen Anne Road provides a home for many construction, supply, maintenance, and storage businesses. These and other research/development and industrial uses are welcome on remaining land in the industrial district. Due to limited available land, modest expansion of industrial districts may be considered in connection with wastewater planning and other infrastructure capacity.

OBJECTIVE 5.11 Direct retail development towards village centers at a size and scale appropriate to the character of those centers. Use the special permit process for review of any larger-scale development to ensure compatibility with the proposed character of the district.

OBJECTIVE 5.12 Encourage compatibility of commercial uses within mixed-use village districts via upgrade of landscaping requirements and standards for review of traffic, parking, noise and other impacts.

OBJECTIVE 5.13 Review modest expansion of industrial boundaries in connection with economic development opportunities, wastewater treatment costs and infrastructure capacity. Limit new contractor/storage and similar industrial buildings to industrial districts.

ACTIONS 5.11.1 through 5.13.1 Amend zoning standards as needed to accomplish commercial and industrial siting and design review objectives. Review modest expansion of district boundaries and include results in preparation of the Regional Vision Map for Harwich.

Responsible Parties – Planning Board

Timeline/Measures of Success – Start in 2011 with completion in 2012.

6) *GROWTH MANAGEMENT TOPICS*

Important topics directly related to growth management include housing, transportation, wastewater management, economic development, agriculture and energy.

Housing

The Commonwealth of Massachusetts has established a 10% housing affordability goal for each town. A Subsidized Housing Inventory (SHI) lists housing units that meet eligibility standards. Through May 2010, the Massachusetts Department of Housing and Community Development (DHCD) certified 292 total SHI units, or 4.98% of the town's total of 5,862 year-round housing units.

In accordance with Massachusetts guidelines, the town adopted a [Housing Production Plan](#) (HPP) in the fall of 2009 and Massachusetts DHCD subsequently approved it in January 2010. As stated in the summary, a major goal of the HPP is to eventually meet the state's 10% affordability goal. However, another important goal is to serve the range of local housing needs, even if a housing initiative does not result in additional SHI affordable units. Examples include promotion of "workforce housing" (defined as housing for those earning between 80% and 120% of area median income) and accessory apartments.

The Housing Production Plan offers a wide range of housing strategies. The HPP states, "It is important to note that these strategies are presented as a package for the Town to consider, prioritize, and process, each through the appropriate regulatory channels."

The Planning Board recognizes that a tremendous amount of effort goes into developing housing strategies and implementing affordable housing projects in Harwich. Participants include town entities – Harwich Housing Committee and Harwich Housing Authority – and non-profit providers – Harwich Ecumenical Council for the Homeless, Housing Assistance Corporation, Community Development Partnership, and Habitat for Humanity. The town provides financial support to these efforts through the Board of Selectmen, Community Preservation Committee, and Town Meeting. While housing opportunities will continue to arise in a number of different areas, the Planning Board recommends three initial priorities as part of the Local Comprehensive Plan.

- 1) Encourage re-use of existing housing stock rather than development on vacant land. In a weak housing market, more opportunities exist to buy or rent existing housing units at a reasonable price.
- 2) Encourage development of village housing rather than in outlying areas. If new housing units are created, it is preferred to locate those units in established villages. Techniques may include accessory apartments or higher density. Current limitations of wastewater treatment capacity may hinder new village development in the short term. However, if development is proposed for outlying areas, it should be directed away from sensitive resources.
- 3) Provide rental assistance rather than subsidized home ownership. A far greater number of residents may be assisted by vouchers and other rental assistance than by large

subsidies to individual homebuyers. Seasonal workers and year-round residents with modest incomes are common in Harwich and would benefit from rental assistance.

GOAL: Enable suitable housing opportunities for the Harwich population with emphasis on affordable and other low-cost housing.

AFFORDABLE HOUSING

OBJECTIVE 6.1 Establish priorities for implementation of the 2010 Housing Production Plan for the Town of Harwich.

ACTION 6.1.1 Those responsible for housing policy shall establish an annual procedure for reviewing existing priorities and recommending new priorities. Priorities ultimately shall be the responsibility of the Board of Selectmen.

Responsible Parties – Housing Committee, Housing Authority, Board of Selectmen

Timeline/Measures of Success – Priorities shall be reviewed and approved annually in advance of applications for Community Preservation Act and other funding.

OBJECTIVE 6.2 Pursue implementation efforts for affordable housing projects consistent with town priorities.

ACTION 6.2.1 Identify projects, funding sources, and potential environmental and permitting issues.

Responsible Parties – Housing Committee, Housing Authority, Affordable Housing Consultant, Planning Department.

Timeline/Measures of Success – Projects shall be selected, reviewed and approved annually. Success will be measured by adoption of projects at Town Meeting.

ACTION 6.2.2 Encourage public and private provision of workforce housing (defined as housing for those earning between 80% and 120% of area median income) and other low-cost housing regardless of eligibility for the Subsidized Housing Inventory.

Responsible Parties – Housing Committee, Affordable Housing Consultant and others

Timeline/Measures of Success – Success will be measured by the approval, construction and occupancy of workforce and other low-cost housing.

HOUSING DEVELOPMENT PATTERNS

OBJECTIVE 6.3 Pursue zoning and other development controls that support desirable housing development patterns.

ACTION 6.3.1 Encourage village housing through efforts such as a possible zoning revision in East Harwich from a Commercial Highway District to a Village Center District. Consider whether similar zoning revisions should be proposed in other Harwich villages.

Responsible Parties – Planning Board

Timeline/Measures of Success – Prepare East Harwich zoning revisions for proposed adoption at Town Meeting in May 2011. Prepare any additional zoning revisions for proposed adoption at Town Meeting in May 2012.

ACTION 6.3.2 Propose higher residential density in village districts to encourage affordable housing projects. Centralized wastewater treatment may be needed to accomplish higher density (Objective 6.5).

Responsible Parties – Planning Board, Water Quality Task Force

Timeline/Measures of Success – See Action 6.3.1 for a timetable for zoning revisions. A reasonable timeline for provision of centralized wastewater treatment has not yet been determined.

ACTION 6.3.3 Adopt stronger cluster development provisions for any development proposed in outlying areas.

Responsible Parties – Planning Board

Timeline/Measures of Success – Prepare East Harwich zoning revisions for proposed adoption at Town Meeting in May 2011. Prepare any additional zoning revisions for proposed adoption at Town Meeting in May 2012.

Transportation

GOAL: Maintain transportation infrastructure and provide improvements as needed for a variety of transportation modes.

Harwich has two interchanges on Route 6, Cape Cod's major east-west highway – Exit 10 leading to Harwich Center and Pleasant Bay and Exit 11 leading to East Harwich. Route 28, another heavily traveled east-west corridor serves businesses and other local uses in West Harwich, Harwich Port and South Harwich. Other major connecting highways in Harwich are Routes 124, 137 and 39.

These major highways are eligible for outside funding assistance. The Public Works Department works closely with the Cape Cod Metropolitan Planning Organization to plan major improvements. A recently completed project added a traffic signal and turning lanes at the

intersection of Queen Anne Road and Route 124, immediately adjacent to Exit 10. The project has resulted in significant reduction of backed-up traffic from Route 6. Design plans are nearing completion for upgrades to Route 137, including signalization of the Exit 11 interchange and new sidewalks and shoulders suitable for bicycle use along the entire length of the route in Harwich. The Public Works Department led an extensive public outreach process for the Route 137 project, including discussions with those involved in East Harwich village planning. Another project in the planning phase is an upgrade of Route 124 from Exit 10 to the Brewster town line.

The Planning Department is focusing greater attention on bicycle paths and sidewalks with the intention of enhancing Harwich's character as a bicycle and pedestrian-friendly community. The Cape Cod Commission was commissioned to do a study on safe and effective pedestrian and bicycle facilities between the rail trails and Route 28 with a specific focus on a connection between Harwich Center and Harwich Port. The January 2011 Plan for Improved Pedestrian and Bicycle Facilities in Harwich included as its top two priorities a pedestrian link on Bank Street between Harwich Center and Harwich Port and sidewalks/bike path on Route 28 from Harwich Port to Saquatucket Harbor.

Appendix B of the [Open Space and Recreation Plan](#) lists priority sidewalk and bicycle facility improvements throughout Harwich. In addition to the Harwich Center/Harwich Port facilities described above, other important locations include additional sections along Route 28, connecting links to Red River Beach and several other beaches, and bike shoulders along major roadways such as Long Pond Drive. Harwich also participated in the recent Cape Cod National Seashore Bicycle Feasibility Study in an effort to link Harwich bicycle paths to the regional bike network.

Sufficient parking is needed to support a range of village and recreational uses. One strategy for improved beach and harbor access is to combine existing or new off-site parking lots with shuttle bus service. Bicycle planners have noted the need for more rail trail parking, particularly in busy summer months. The Bikeways Committee is now seeking construction of a short trail spur connecting the rail trail to parking lot 5 on the high school property. A recent survey of Harwich Center was done, in part, to identify locations within the village that could be developed for public parking.

OBJECTIVE 6.4 Provide bicycle, pedestrian and transit connections between villages, beaches, harbors and other destination points.

ACTION 6.4.1 Pursue funding sources including outside grants, Community Preservation Act, and Capital Outlay to design and fund bicycle and pedestrian priorities from the 2011 Plan for Improved Pedestrian and Bicycle Facilities in Harwich and from Appendix B of the Open Space and Recreation Plan.

Responsible Parties – Planning and Public Works Departments, Bikeways Committee, Recreation and Youth Committee

Timeline/Measures of Success – Include one or more projects in the FY2012 town budget.

ACTION 6.4.2 Explore opportunities for remote parking lots and shuttle bus service for harbors, beaches and other sites with high seasonal demand.

Responsible Parties – Planning Board, Chamber of Commerce

Timeline/Measures of Success – Begin planning work in 2011 or 2012.

Wastewater Management

The Massachusetts Estuaries Project has identified water-quality issues in many of the 89 estuaries in southeastern Massachusetts. Five of those estuaries – Herring River, Allen Harbor, Wychmere Harbor, Saquatucket Harbor and Pleasant Bay – are located in Harwich. The State provided policy and financial directives to address the water-quality issues, resulting in initiation of the Harwich Comprehensive Wastewater Management Plan in 2007. The Town of Harwich created two bodies to manage the plan – (1) the Water Quality Task Force - Wastewater Management Subcommittee to oversee a consultant's work in developing the plan, and (2) a Citizens Advisory Committee to inform the Board of Selectmen and the public about wastewater issues.

The essential water quality issue is nutrient loading to the estuaries, resulting in a decline in estuarine health. This decline is caused primarily by nitrogen from surrounding watersheds, with septic systems being the most prevalent nitrogen contributor. Over-fertilization from nitrogen results in plankton blooms, loss of eelgrass beds, decline in fish and shellfish populations, low oxygen in bay waters leading to fish kills and possible odor, and algae accumulations.

Nitrogen management focuses on control of watershed nitrogen inputs and maximizing tidal flushing. The plan is to develop nitrogen thresholds and target loads for the embayments. Initial findings of the Massachusetts Estuaries Project are that Pleasant Bay and Harwich's three harbors have poor water quality while Herring River has moderate to high water quality. These early results show a need for nitrogen removal in four of the five estuaries/watersheds.

Key existing conditions reviewed include drinking water supplies, pond water quality, on-site system performance, package treatment systems, town open space, wetlands, zoning map, areas to be developed, and development pattern from 1951 to 1999. Notably, drinking water quality was found to be very high and, by itself, would not be a factor in requiring construction of sewers. In contrast, neighborhoods around some ponds, e.g. Great Sand Lakes, may need sewers to address phosphorous loading to those ponds.

Phase 1 of the Comprehensive Wastewater Management Plan is underway. Major tasks include:

- Evaluation by UMass at Dartmouth School of Marine Science and Technology of water quality in Harwich estuaries/watersheds (currently studies have been completed for 4 of 5 watersheds)
- Review by project consultant Camp Dresser & McKee of potential sites for wastewater treatment/recharge (currently primary and secondary sites have been identified and a public information session is being advertised)

- Potential for regional options such as sharing of wastewater treatment facilities with Chatham or joining with the towns of Brewster, Orleans and Eastham in reviewing a potential treatment site in Brewster
- Evaluation of other measures to address excessive nitrogen loading in critical waters, such as siting of a hydrologically efficient culvert under Route 28 to increase tidal exchange between Muddy Creek and Pleasant Bay (currently a grant has been obtained and a consultant is being selected to prepare an initial design of a culvert system)
- Review of alternative treatment systems and use of natural attenuation in place of structural systems (currently the Bank Street bogs have been identified as a likely location for construction of ponds to provide natural attenuation, however funds for further evaluation have not been obtained yet).

The goal of the initial phase of the study is to identify all of the options available to the town. The next phase will be to reduce those options to two to four possible scenarios. With a large land area and varying water quality issues throughout the town, the most likely scenarios include a quilt work of on-site and off-site treatment facilities and natural attenuation.

Wastewater planning in Harwich will continue to proceed methodically over a multi-year period. The timetable for eventual construction of facilities cannot yet be predicted. Considerable public input is anticipated at each major stage of the process.

GOAL: Protect water quality in Harwich. Provide opportunities for appropriate development.

OBJECTIVE 6.5 Prepare a wastewater management plan that satisfies the town's water protection and development goals.

ACTION 6.5.1 Select a proposed management plan that is technically sound, cost effective and successful in addressing water quality issues.

Responsible Parties – Water Quality Task Force

Timeline/Measures of Success - Completion of a management plan for presentation to the Board of Selectmen and to the public. A reasonable timeline has not yet been determined.

ACTION 6.5.2 Ensure that the plan supports the future growth needs of the town, with sewers considered in village centers such as East Harwich and Harwich Port.

Responsible Parties – Planning Board, Water Quality Task Force

Timeline/Measures of Success – Inclusion of growth goals in the final management plan.

ACTION 6.5.3 Anticipate public concerns and ensure that information is provided to address those concerns. Establish lines of communication with the legislative body and the general public.

Responsible Parties – Citizens Advisory Committee, Board of Selectmen

Timeline/Measures of Success – Public acceptance of a management plan.

Economic Development

The 2000 Local Comprehensive Plan concentrated on actions to protect the Cape from possible negative consequences of rapid growth. However, population has declined in the past decade both in Harwich and Barnstable County. The focus of the current plan should turn to economic development.

Economic development should build on the existing community base. As described in Section 1, Harwich's character is both that of a seasonal community and an aging community. In addition to tourist-influenced jobs in retail stores and restaurants, the large number of second homes in Harwich creates jobs in landscaping, building maintenance and renovation, and garden and building supply. The aging population is supported by extensive medical services.

Due to the seasonal nature of our tourist-based economy, Harwich faces significant job fluctuations throughout the year. Total employment in July is more than 25% higher than in January. The July unemployment rate is 25% lower than the average Massachusetts rate, but it jumps to 50% higher in January.

The community should support service and construction industry jobs such as those above, but economic development efforts should promote higher-paying year-round jobs such as those in technology. Harwich benefits from the two Back Office buildings on Route 28 and should seek to attract similar businesses.

There are economic development roles in Harwich for various parties including the Harwich Chamber of Commerce, the Real Estate and Open Space Committee, and policy-making boards and departments within town government.

The Economic Development Committee of the Harwich Chamber of Commerce has identified a number of infrastructure items critical to economic success. Many of these items are discussed elsewhere in the Local Comprehensive Plan:

- Education (Section 2) – create and operate new regional school system
- Zoning (Section 5) – establish appropriate zoning standards to accommodate development in commercial and industrial districts.
- Housing (Section 6) – in addition to “affordable” housing, encourage workforce housing (for those earning between 80% and 120% of area median income)
- Wastewater (Section 6) – study possible sewer construction in village centers such as East Harwich and Harwich Port

- Technology infrastructure (Section 7) – work regionally with Open Cape to build fiber optic and wireless microwave networks and locally construct lateral connections to the network

Two additional Chamber of Commerce goals are “branding”, creating a stronger image for the town, and “wayfinding”, providing signage in town and on Route 6 directing people to Harwich destinations.

Traditionally, the Real Estate and Open Space Committee has focused on acquisition of open space land. In support of economic development, some of the committee’s efforts should now focus on acquisition of real estate that complements town economic development policy, such as acquisition of the Downey property adjacent to Saquatucket Harbor.

The Board of Selectmen, Planning Board and other policy-making boards are responsible for establishing economic development policy for the town. All town departments should be advised of and respond to such policy. For example, the planning department may seek zoning changes to modify development requirements within existing commercial/industrial districts or may propose expansion of those districts. Regulatory departments, though bound by specific regulations, should work with applicants in pursuit of economic development objectives. Regulators should encourage those projects that appear feasible and give clear advice regarding obstacles. All departments seeking grants should ensure that such action is consistent with economic development policy.

Economic development activities should build on the town’s strengths. The town’s three harbors support boating activities from ferries to fishing. The importance of the fishing and shell-fishing industries should continue to be recognized as the town evaluates its harbor infrastructure. Further harbor studies should measure a wide variety of economic benefits relating to direct harbor uses (e.g. tours and recreational boating), adjacent uses (e.g. restaurants, shops and artist shacks) and support of tourism throughout the area.

Recreation facilities from bike paths to golf courses to beaches draw many local residents and visitors. The uncrowded nature of the town and its ocean-influenced climate create a desirable living environment. The addition of a strong technology infrastructure will allow people to conduct nation-wide or world-wide business activities while located in an attractive community.

GOAL: Creation of good-quality jobs, housing and quality of life in Harwich.

Objective 6.6 Encourage economic development actions that build on the town’s existing character and strengths.

Action 6.6.1 Pursue a range of direct and spin-off activities relating to beaches, harbors and the rail trail.

Responsible Parties – Board of Selectmen, Chamber of Commerce, Planning Board, Recreation and Youth Commission, Waterways Commission, Bikeways Committee

Timeline/Measures of Success – Throughout 2011 and 2012.

Action 6.6.2 Encourage currently active job sectors, such as construction and service, but explore ways to reduce seasonal unemployment

Responsible Parties – Chamber of Commerce

Timeline/Measures of Success – Throughout 2011 and 2012 and beyond.

ACTION 6.6.3 Appoint an ad-hoc committee to pursue economic development that takes advantage of Open Cape infrastructure. Pursue cost-effective means to construct lateral connections along major Harwich roads.

Responsible Parties – Board of Selectmen, Chamber of Commerce, Public Works Department

Timeline/Measures of Success – Appoint committee in 2011. Provide report to Board of Selectmen in 2012.

Action 6.6.4 Encourage strong Town facilities and services by pursuing actions identified elsewhere in the Local Comprehensive Plan for housing, education, technology infrastructure, and wastewater.

Objective 6.7 Create a stronger image and identity for the town.

Action 6.7.1 Pursue “branding” and provide “wayfinding” signage.

Responsible Parties – Chamber of Commerce in partnership with Board of Selectmen

Timeline/Measures of Success – Complete design in 2011; seek funding and construction in 2012.

ACTION 6.7.2 Prepare a consistent and unified package of bicycle and pedestrian maps and signage for use by local residents and visitors.

Responsible Parties – Planning and Public Works Departments, Bikeways Committee, Chamber of Commerce, Harwich Conservation Trust

Timeline/Measures of Success – Identify sufficient connecting routes, ensure adequate safety, print maps and install signage by the end of 2011.

Agriculture

Commercial agriculture in Harwich centers on cranberry growing. The history of cranberry growing in Harwich and environmental challenges it faces today are described in the [Open Space and Recreation Plan](#):

“Cranberry bogs are necessary components of the cranberry industry in Harwich and in Southeastern Massachusetts as a whole. In Town, they were and remain an important part of the local economy. They are also a primary determinant of the character of several areas of the Town and are of great interest to visitors. Environmentally, they provide habitat to certain turtle and salamander species and offer food for wildlife. Negative groundwater impacts may result from cranberry farming which involves the application of certain pesticides, fungicides and fertilizers. Many of these contaminants, when applied properly, are designed to break down into harmless substances before mingling with the underlying or down stream groundwater. However, mechanical and/or human error can result in the release of hazardous substances into the groundwater. Organic farming methods, which use no synthetic fertilizers, are beginning to be popular. “

Agriculture on a small scale is thriving in Harwich. In 2010, a successful farmers market was operated on Parallel Street in front of the Brooks Academy Museum. A wide variety of locally-grown produce and other locally-made products were available for sale. Continuation of the farmers market into 2011 and beyond is strongly encouraged. With its continued success, related issues such as parking and pedestrian access must be addressed.

The Conservation Commission owns and operates community gardens on Sisson Road. A small portion of this 30 acre parcel supports garden efforts on 100 individual plots. Demand for plots has increased in recent years, and the Conservation Commission is considering expansion of the area used for gardening.

Energy

Energy production at the local level has concentrated on solar and wind power. The Town took several forward steps related to application of solar energy for municipal use within the past year. A 103KW, Photovoltaic array was installed and placed in operation on the elementary school in conjunction with the Cape and Vineyard Electric Cooperative. Savings of \$7000 per year have been projected. By the end of November 2010, more than 10,000 KWH have been produced at this site.

As of this writing, Town Meeting has authorized the Board of Selectmen to negotiate with and develop contracts to install a utility sized photovoltaic array over the capped landfill. It is projected that 17 acres of solar panels will be installed, producing 80% of the energy that is required by the town municipal accounts.

Recent efforts to site wind turbines in Harwich have been problematic. Due to the proximity of Chatham Airport, Federal Aviation Agency restrictions have limited available sites in town. A promising site was identified in North Harwich on town-owned land. However, a proposal to site to install two 1.5 MW wind turbines was rejected at 2010 Town Meeting due to neighborhood concerns about noise, flicker and other environmental impacts. The Utility and Energy Conservation Commission recommends that wind energy should continue to be explored in Harwich including smaller turbines (probably not exceeding 200 KW) at suitable locations.

In the area of energy conservation, the Cape Light Compact has conducted a very successful program to date with individual homeowners, low income owners, commercial and municipal accounts all receiving benefits. Continuing to gain in these areas requires significant effort to communicate with the ratepayers who would benefit from ever increasing availability of new efficiency measures.

GOAL: Reduce energy dependency.

Objective 6.8 Encourage local solar or wind energy production.

Action 6.8.1 Work with Cape and Vineyard Electric Cooperative to install a solar power plant on the capped town landfill.

Responsible Parties – Board of Selectmen, Utility and Energy Conservation Commission

Timeline/Measures of Success – Completion in 2012

7) *COMMUNICATION/TECHNOLOGY*

GOAL: Establish strong communication within Harwich government along with positive outreach to the community.

Communication is a theme that runs throughout this plan. As a first step, it involves internal coordination. Examples of actions that will require internal coordination include:

- A coordinated effort by the School Department, Recreation and Youth Commission, Youth Services Committee, and Community Center Staff to jointly prepare a plan for youth activities, facilities and staffing (Action 2.4.1);
- A combined effort by the Conservation Commission, Real Estate and Open Space Committee, Trails Committee, Planning Board and Board of Selectmen to establish priorities for new open space acquisitions (Action 3.4.1); and
- Work by the Board of Selectmen, Waterways Commission, Harbormaster and Planning Staff to identify specific timelines for recommendations from the 2010 Saquatucket and Wychmere Harbors Task Force (Action 5.7.1).

Communication also involves outreach to the public. The extensive East Harwich planning process described in Section 5 included a series of public forums in which plans were presented and citizens were asked to express preferences. A very successful recent example is the work done by the Chatham-Harwich Regional School District Planning Board. A combination of diligent research, clear presentation of issues, and a variety of opportunities for public interaction resulted in approval of a major new direction in the provision of educational services.

As the Town moves forward on a variety of issues, it must continue positive efforts towards public outreach. Some issues will require a concentrated effort in targeted locations, such as the review and update of historic district boundaries (Action 3.1.1). Other issues will require a thorough town-wide effort, such as the process envisioned for informing the public about a wastewater management plan (Action 6.5.3).

Technology is well-suited to support communication and outreach efforts. Channel 18 serves as a valuable tool for airing public meetings, discussion forums, and schedules of upcoming events. The [Town of Harwich website](#) is available for a more thorough description of Town boards/committees, departments and current events. Further improvements to the website will ensure that diverse users such as seasonal home-owners, residents with disabilities, and permit applicants are well-served.

Objective 7.1 Maintain and improve a Town website that is well-organized, accessible to a variety of users, and current.

Action 7.1.1 Employ a webmaster to make organizational and accessibility improvements to the website and to maintain it regularly. The webmaster's responsibility will include communication with all departments and boards/committees to ensure that information is detailed and current.

Responsible Parties – Town Administration, Board of Selectmen

Timeline/Measures of Success – Establish in 2011

Further communication improvements, supported by technology, also may be explored. The Intergovernmental Relations section recommended exploration of effective means to inform Harwich voters and to convey local opinions to legislators (Objective 4.1). Another potential issue to be explored is the inability of persons with physical or mental disabilities, including mobility, sight, hearing and cognitive impairment, to participate at Town Meeting. Various television, computer, telephone and other technological options may be employed to modify the meeting format.

Technological improvements also will serve the community as a whole. A major venture, currently in the planning stages, is the Open Cape Telecommunication Infrastructure project. Open Cape was awarded a \$32 Million Broadband Technology Opportunity Program grant by the [National Telecommunications and Information Administration](#) in March 2010, \$8 million from the Commonwealth of Massachusetts, funding from Barnstable County, and \$2 million in private funding from RCN Metro Optical Networks. The funding will allow OpenCape to build an open access network to support the economic, educational, public safety, and governmental needs of Cape Cod and the southeast Massachusetts region. The project will include a 350 mile fiber optic network, wireless microwave network, and regional data center to be built over the next 3 years. The network will serve approximately 321,204 households, 515,648 individuals, and 62,129 businesses, and will connect more than 70 community anchor institutions to the network as part of its initial build-out, including 12 emergency shelters located in schools, 30 libraries, five colleges, 6 academic research facilities, and 18 town or public safety buildings. Current Open Cape plans depict a fiber optic circuit running along the entire length of Route 28 in Harwich. Additional lateral connections will connect to that circuit.

8) IMPLEMENTATION

This plan includes numerous goal statements supported by objectives and actions. The actions are summarized in this section in three categories – top priority, short-term – 2011/2012, and longer term/ongoing. Responsible parties are listed for all actions. The Planning Board will review the status of these actions in its annual update of the Local Comprehensive Plan.

Top Priority

ACTION	DESCRIPTION	RESPONSIBLE PARTY ¹
Section 2 (box)	Determine wastewater treatment options and associated costs to aid in growth management decisions	WQ, BoS, PB
2.5.1	Prepare a plan of activities, facilities, staffing and funding sources for youth services	School, Rec, Youth, CC, Lib
5.1.1	Propose new zoning provisions/design guidelines for E. Harwich	PB, EH, CCC
5.3.1	Propose new zoning provisions that direct growth to the E. Harwich village and protect open space in the surrounding area	PB, EH, CCC
5.6.1	Provide at least one direct route, suitable for pedestrian and bicycle travel, between Harwich Center and Harwich Port; also study an extension of the rail trail, separate from vehicle routes	Plan, CCC, Bike, Trail, Traffic, PW, Rec
5.7.2	Pursue acquisition of the Downey property adjacent to Saquatucket Harbor	BoS, TA, RE, ConsCom, Plan
5.8.1	Conduct a cost/benefit analysis of sewerage Harwich Port; include build-out projections and harbor economic development findings	PB, WQ
6.6.1	For economic development, pursue a range of direct and spin-off activities relating to beaches, harbors and the rail trail	BoS, Chamber, PB, Rec, Water, Bike
7.1.1	Employ a webmaster to make organizational and accessibility improvements to the website and to maintain it regularly	TA, BoS

Short Term - 2011/2012

ACTION	DESCRIPTION	RESPONSIBLE PARTY ¹
2.4.1	Appoint a committee to study opportunities for reuse of the middle school building	BoS, School
2.6.1	Establish a subcommittee to review facility needs, costs, and funding sources for senior activities; include a swimming pool.	CC, CoA, Friends of CoA, School
3.1.1	Review parcels to be added to the historic district	Historic, BoS
3.2.1	Update the list of historically significant buildings	Historic
3.3.1	Complete and adopt the 5-year Recreation Plan and ensure compatibility with the Open Space and Recreation Plan	Rec, ConsCom
3.4.1	Identify priority land management areas and prepare land management plans	ConsCom, Trails
4.1.1	Establish a subcommittee to improve local influence and communication with legislators	BoS, PB
5.2.1	Submit E. Harwich build-out projections for inclusion in the town's	Plan

ACTION	DESCRIPTION	RESPONSIBLE PARTY ¹
	wastewater planning	
5.3.2	Prepare a plan depicting open land in and around Hawksnest State Park with trail connections to the village center	PB, ConsCom, Trails, Plan, EH
5.5.1	Consider applicability of new zoning provisions and design guidelines to Harwich Port, Harwich Center and other villages	PB, Plan
5.6.2	Pursue funding of routes from item 5.6.1	Plan,Bike,CPC,PW
5.7.1	Establish timelines for follow-up on the 2010 harbors report prepared by Cape Cod Commission staff	BoS, Water, Plan, Harbor, Bike
5.9.1	Pursue local parking, transportation and wastewater treatment options to assist local businesses in Harwich Center	Historic, TA, Eng, Plan
5.9.3	Initiate planning and site preparation for the land adjacent to Brooks Academy; determine suitable historic buildings	Historic, Eng, Plan
5.10.1	Review potential boundaries of village districts in West Harwich, South Harwich and Saquatucket Harbor	PB
5.11.1 to 5.13.1	Amend zoning standards as needed to accomplish commercial and industrial siting and design review objectives	PB
6.3.1	Encourage village housing through E. Harwich zoning revisions	PB
6.3.3	Adopt stronger cluster development provisions for any development proposed in outlying areas	PB
6.4.1	Pursue funding sources to design and fund bicycle and pedestrian priorities from previous plans	PW, Plan, Bike, Rec
6.4.2	Explore opportunities for remote parking lots and shuttle bus service for harbors, beaches and other seasonal sites	PB, Chamber
6.6.3	Appoint an ad-hoc committee to pursue economic development that takes advantage of Open Cape infrastructure	BoS, Chamber, PW
6.7.1	Pursue “branding” and provide “wayfinding” signage	BoS, Chamber
6.7.2	Prepare a package of bicycle and pedestrian maps and signage for use by local residents and visitors	Plan, PW, Bike, Chamber, HCT
6.8.1	Work with Cape and Vineyard Electric Cooperative to install a solar power plant on the capped town landfill	BoS, Utility

Longer Term/Ongoing

ACTION	DESCRIPTION	RESPONSIBLE PARTY ¹
2.1.1	Determine baseline services for all municipal departments and prepare annual budgets	TA, Depts
2.1.2	Explore options for delivering services more efficiently	TA, Depts, Others
2.2.1	Prioritize new facilities and services, seek use of revenues not related to property taxes, and consider overrides or exclusions	BoS, FinCom, K Outlay, PB
2.3.1	Monitor the type and frequency of emergency medical calls and other public safety services; provide regular reports	PD, FD, TA, BoS
2.7.1	Continue and expand efforts to provide meals, nursing care and other senior services	CoA

ACTION	DESCRIPTION	RESPONSIBLE PARTY ¹
3.5.1	Establish priorities for new open space acquisitions; determine funding sources, impact on taxes, and other means of protection	BoS,PB,CPC,Plan, ConsCom,Trail,RE
5.2.2	Require new private wastewater treatment systems to be designed for easy future connection to a larger public system	BoH, PB
5.4.1	Plan carefully for intersections of new village roads with Routes 137 and 39; accommodate pedestrian/bike travel	PW, Traffic, Bike, Plan
5.9.2	Explore improvements, including traffic calming measures and re-designed or improved crosswalks, to enhance pedestrian safety	Traffic, Historic, Eng, Plan
6.1.1	Establish an annual procedure for reviewing existing affordable housing priorities and recommending new priorities.	HousC, HousA, BoS
6.2.1	Identify affordable housing projects, funding sources, and potential environmental and permitting issues	HousC, HousA, Plan
6.2.2	Encourage public and private provision of workforce housing and other low-cost housing regardless of SHI eligibility	HousC, Others
6.3.2	Propose higher residential density in village districts to encourage affordable housing projects	PB, WQ
6.5.1	Select a wastewater management plan that is technically sound, cost effective and successful in addressing water quality issues	WQ
6.5.2	Ensure that the wastewater plan supports the future growth needs of the town, with sewers available for village centers	PB, WQ
6.5.3	Anticipate public concerns and ensure that information is provided to address those concerns	Citizens Advisory, BoS
6.6.2	Encourage currently active job sectors, such as construction and service, but explore ways to reduce seasonal unemployment	Chamber

1) Responsible parties (abbreviated names):

Bike	Bikeways Committee	HousC	Housing Committee
BoH	Board of Health	K Outlay	Capital Outlay Committee
BoS	Board of Selectmen	Lib	Brooks Free Library Board
Chamber	Chamber of Commerce	PB	Planning Board
CC	Community Center	PD	Police Department
CCC	Cape Cod Commission Staff	Plan	Planning Department
CPC	Community Preserv. Comm.	PW	Public Works Department
CoA	Council on Aging	RE	Real Estate and Open Space
ConsCom	Conservation Commission	Rec	Recreation and Youth Comm.
Depts	Departments	School	School Department
EH	East Harwich Collaborative	TA	Town Administrator
Eng	Engineering Department	Traffic	Traffic Safety Committee
FD	Fire Department	Trails	Trails Committee
FinCom	Finance Committee	Utility	Utility & Energy Committee
Harbor	Harbormaster	Water	Waterways Commission
HCT	Harwich Conservation Trust	WQ	Water Quality Task Force
Historic	Historic District Comm.	Youth	Youth Services Committee
HousA	Housing Authority		

Appendix A – HYPERLINKS *

Page	Hyperlink Name	Hyperlink Source
4	Council on Aging Strategic Plan, 2009-2019	
8	FY2012-2018 Capital Plan	
10	Chatham-Harwich Regionalization website	http://www.chathamharwich.org/RC_Main.aspx
13	Public Works Department	http://www.harwichhighway.com/
13	Five Year Road Maintenance Plan	
13	Recreation and Youth Department	http://www.harwichrecreation.com/
13	2010 Open Space and Recreation Plan	http://harwichma.virtuالتownhall.net/Public_Documents/HarwichMA_Planning/Planning%20Projects/2010%20Final%20Open%20Space%20and%20Recreation%20Plan%20/
13	Harbormaster/Natural Resources Department	http://www.threeharbors.com/
13	dredging and beach nourishment	http://harwichma.virtuالتownhall.net/Public_Documents/HarwichMA_Harbor/Beach%20Nourishment%20Plan.pdf
13	waterfront engineering study	
13	Cranberry Valley Golf Course	http://www.cranberrygolfcourse.com/
13	August 2009 10-Year Cranberry Valley Capital Plan	
13	Harwich Community Center	http://www.harwichcommunitycenter.org/
13	Brooks Free Library	http://www.brooksfreelibrary.org/
13	Water Department	http://www.harwichwater.com/
14	Town of Harwich Website	http://harwichma.virtuالتownhall.net/Public_Documents/HarwichMA_WebDocs/about/center
14	The Harwich Historical Society	http://www.harwichhistoricalsociety.org/
14	Harwich Heritage Landscape Report	
15	Harwich Recreation and Youth Website	http://www.harwichrecreation.com/
15	2010 Open Space and Recreation Plan	http://harwichma.virtuالتownhall.net/Public_Documents/HarwichMA_Planning/Planning%20Projects/2010%20Final%20Open%20Space%20and%20Recreation%20Plan%20/
16	2010 Open Space and Recreation Plan	http://harwichma.virtuالتownhall.net/Public_Documents/HarwichMA_Planning/Planning%20Projects/2010%20Final%20Open%20Space%20and%20Recreation%20Plan%20/

Page	Hyperlink Name	Hyperlink Source
17	Harwich Water Department Website	http://www.harwichwater.com/quality/index.html
17	Pleasant Bay Resource Management Alliance	http://www.pleasantbay.org/
19	Town of Harwich Website	http://harwichma.virtualltownhall.net/Public_Documents/HarwichMA_WebDocs/about/about
20	East Harwich	HarwichMA_Planning/EastHarwichInitiative http://harwichma.virtualltownhall.net/Public_Documents/
20	Village Initiative Report (29m)	
20	East Harwich Village Center Retail Market Assessment	http://harwichma.virtualltownhall.net/Public_Documents/HarwichMA_Planning/Summary-Market%20Study%20Part%204.pdf
20	Traffic Analysis Comparison of Zoning Alternatives for East Harwich Village Center	http://harwichma.virtualltownhall.net/Public_Documents/HarwichMA_Planning/Technical%20Memo%20(Traffic)%20091228.pdf
20	A Zoning Framework for East Harwich Village Center	http://harwichma.virtualltownhall.net/Public_Documents/HarwichMA_Planning/East_Harwich_Zoning_11-24-09_Final.pdf
20	Open Space and Recreation Plan	http://harwichma.virtualltownhall.net/Public_Documents/HarwichMA_Planning/Planning%20Projects/2010%20Final%20Open%20Space%20and%20Recreation%20Plan%20/
23	Harwich Heritage Landscape inventory report	
23	Harbors & Marine Facilities Analysis Report	
25	Town of Harwich website	
25	Harwich Center Technical Memorandum	
28	Housing Production Plan	
31	Open Space and Recreation Plan	http://harwichma.virtualltownhall.net/Public_Documents/HarwichMA_Planning/Planning%20Projects/2010%20Final%20Open%20Space%20and%20Recreation%20Plan%20/
37	Open Space and Recreation Plan	http://harwichma.virtualltownhall.net/Public_Documents/HarwichMA_Planning/Planning%20Projects/2010%20Final%20Open%20Space%20and%20Recreation%20Plan%20/
39	Town of Harwich website	http://harwichma.virtualltownhall.net/Public_Documents/index
40	National Telecommunications and Information Administration	http://www.ntia.doc.gov/

* NOTE: Some hyperlinks have not yet been put on the internet.

Appendix B - DESCRIPTION OF THE PLANNING PROCESS

The Local Comprehensive Plan for Harwich was last adopted in May 2000. Efforts to update the plan began in 2005 and 2008 but were not completed. The current planning process began in May 2009 with hiring of a new Town Planner.

At the outset, the Planning Board made clear its intention to create a focused plan that would omit long descriptions and would detail specific actions to be pursued over the next five years. This plan is entirely new, and it should not be considered as an update of the 2000 Local Comprehensive Plan.

The Planning Board's first action was creation of a vision statement in July 2009. As preparation of the plan proceeded, the vision statement figured prominently in its organization.

In August 2009, the Planning Department sent input request letters to 22 departments and 47 boards and committees. A public kick-off meeting also was held in August. Based on input from these sources, follow-up meetings were scheduled on specific topics of interest:

- September 29, 2009 - bikeways, trails and sidewalks
- October 14, 2009 – housing policy
- November 24, 2009 - wastewater quality management plan and Harwich Port
- December 9, 2009 – open space acquisition, use and management
- February 23, 2010 – youth services with representatives from the school department, youth services, recreation, and the community center

An initial draft of specific sections was presented in February 2010 and reviewed by the Planning Board in small work sessions over the next several months. The Town Planner completed an “80% draft” in August 2010 and distributed it to the Planning Board, Board of Selectmen and Cape Cod Commission for comment. Additional work sessions were held through the fall culminating in completion of a “100%” draft in December 2010.

The December 14, 2010 draft was distributed to the same departments, boards and committees that were contacted during the kick-off stage of the plan. The draft also was posted on the Harwich website to allow public review and comment. Public input was further solicited at a Planning Board public meeting held on January 25, 2011. By the end of January, the Planning Department had accumulated 15 typed pages of comments received via telephone, e-mail and public meeting testimony. The Town Planner then inserted all comments in an annotated draft to facilitate review by the Planning Board. The annotated draft also was posted on the website.

An updated April 5, 2011 draft was presented to the Planning Board for final review prior to Town Meeting. With full opportunity having been provided for local review, this draft was circulated beyond town boundaries. The draft plan was e-mailed to the abutting towns of Chatham, Dennis, Brewster and Orleans to ensure compatibility with the plans of those towns. It was also forwarded to the Cape Cod Commission to seek certification of the plan. Following a public hearing on April 26, 2011, the Planning Board presented the plan for approval at the May 2011 Special Town Meeting.

Appendix C – REVIEW COMMENTS BY OTHERS

As described in Appendix B, adoption of the 2011 Local Comprehensive Plan included an extended public review process. Not all comments were included in the final plan. Some important comments that reflect alternate viewpoints are included in this appendix.

ACQUISITION OF OPEN SPACE

Harwich Real Estate and Open Space Committee: While we support and agree with the LCP's goal of providing better management of existing town lands, we want to stress that it is still important to continue to identify and acquire unprotected lands for the future. Consistent with Goals III and IV of the Open Space and Recreation Plan, our Committee has long recognized the importance of acquiring open space for water quality protection, wildlife habitat protection and recreation opportunities. While much has been accomplished since the creation of the Cape Cod Land Bank and the Community Preservation Act, the network of protected open space in Harwich is not complete. There are still unprotected parcels in key locations that are needed to ensure that our public drinking water quality is protected, that our ponds and embayments are healthy, that key wildlife habitat areas are preserved, and that our recreational trail network is viable.

We strongly support the LCP's effort to direct growth to village growth centers and protect surrounding open space. Open space zoning is critical to making village zoning work. However, we do not agree with the statement that "the town should consider . . . whether additional open space land should be acquired and protected". The question is not "whether" but rather "which" lands are most important to protect in the future. Open space is a critical component of a healthy environment and community and we will continue to work to protect it.

Harwich Conservation Trust: The Board of Trustees understands the current fiscal climate, which puts pressure on town, state and federal governments as well as nonprofits.

It is important to explore different approaches to acquiring open space, including zoning reform, transfer of development rights, and conservation easements. In addition, the town is interested in pursuing tax title property acquisitions and acquisition of owners-unknown properties as evidenced by Article 9 of the May 2011 Special Town Meeting.

However, these various initiatives take time, sometimes several years to produce results, and at this point, the results and the timeframe to achieve them are undetermined. Therefore, it is critical to pursue land purchases now and in the future to protect the public drinking water supply, recharge areas to nitrogen-sensitive embayments, coastal resources, ponds, wildlife habitat, walking trails and other environmental values.

The Town's Community Preservation Act fund is a readily available source of revenue specifically designated for open space, affordable housing, historic preservation and recreation purposes. Use of CPA funds does not impact other town-funded services. Cost of community services studies show that land preserved as open space costs towns less long-term than developed lands in terms of reducing the need for municipal services that can drive property tax increases. Preserving land also reduces the need

and expense of wastewater infrastructure. Therefore, the continued use of CPA funds for open space purchases makes financial sense.

Timing is critical for many land acquisition projects. For example, Harwich Conservation Trust is always working on multiple projects at any point in time with varying timelines and circumstances that influence completion. Having the town available as a ready and willing partner while leveraging state and federal funds where possible is very important and makes fiscal sense. For example, when the purchase of approx. 38.7 acres adjacent to Town Forest is completed to protect 11 public well sites across two towns, the net cost to Harwich using its CPA funds will be less than \$13,000/acre, thanks to \$1 million in state grants and Town of Chatham participation.

Furthermore, the town-approved, state-approved 2010 Open Space * Recreation Plan clearly states that additional open space purchases are necessary to achieve our community goals. The Open Space Plan survey results show significant support for future open space purchases.

The acreage protected as open space by the town and other entities listed in the LCP (pages 15-16) is unclear and misleading as it is easily confused with other land holdings. The actual percentage of the town that is protected open space is closer to less than one-half of the 21.8% listed.

The LCP language regarding future open space purchases needs to be revised to reflect the above-described points in order to be consistent with the purpose, goals and objectives of the Town of Harwich 2010 Open Space and Recreation Plan.

AFFORDABLE HOUSING

Housing Committee: The Planning Board "initial" priorities are inappropriate, confusing and superfluous. Objective 6.1 clearly defines the process and the parties involved in setting priorities.

Others: Give more emphasis to affordable housing and the value of an integrated, multi-pronged approach. Two of the three Planning Board initial priorities – “encourage re-use of existing housing stock rather than development on vacant land” and “provide rental assistance rather than subsidized home ownership” - are both far too limiting and do not address the clear need for both home ownership and rental programs.

Subsidized home ownership should not be crossed off the list of tools that might be used to increase affordable housing supply. In some circumstances it can be quite useful.

Appendix D – HOUSING PRODUCTION PLAN

Link to
[Housing Production Plan](#)

Appendix E – OPEN SPACE AND RECREATION PLAN

Link to
[Open Space and Recreation Plan](#)

Appendix F - CONSISTENCY WITH REGIONAL POLICY PLAN GOALS

Land Use Goal – LU1: Compact Growth and Resource Protection

To minimize adverse impacts on the land by using land efficiently and protecting sensitive resources, and to create vibrant communities by directing growth and redevelopment to appropriate locations.

Section 5, Growth Management Locations, supports growth in villages and discourages it where it will impact open space resources. See Objectives 5.1, 5.3, 5.9 and 5.10.

Land Use Goal – LU2: Capital Facilities and Infrastructure

To use capital facilities and infrastructure efficiently and in a manner that is consistent with Cape Cod's environment, character, and economic strengths, and that reinforces traditional village centered development patterns.

Objective 5.4 relates transportation infrastructure to East Harwich village planning. Objectives 5.6 and 6.4 support pedestrian/bicycle/transit links to villages. Action 6.5.2 relates wastewater planning to village centers.

Land Use Goal – LU3: Rural Lands

To preserve and enhance rural land uses, including agriculture, that are environmentally compatible with the Cape's natural resources in order to maintain opportunities to enjoy the traditional occupations, economic diversity, and scenic resources associated with rural lands, and to support activities that achieve greater food independence for Cape Cod.

The Natural Assets portion of Section 3 summarizes Town-owned land and other open space in Harwich. Greater detail is provided in Section V and Figure 13 of the 2010 Open Space and Recreation Plan (Appendix E). Cranberry growing, community gardens and other farming opportunities are described in the Agriculture portion of Section 6. The importance of fishing and shell-fishing is noted in the Economic Development portion of Section 6.

Economic Development Goal – ED1: Low-impact and Compatible Development

To promote the design and location of development and redevelopment to preserve the Cape's environment and cultural heritage, use infrastructure efficiently, minimize adverse impacts, and enhance the quality of life for Cape Codders.

The initial page of Section 5, Growth Management Locations, describes the town's history of village-based land use, its continued focus on village planning, and protection of its open space resources. Objectives 5.1 through 5.5 (East Harwich), 5.6 through 5.8 (Harwich Port) and 5.9 (Harwich Center) further support the goal of compatible development.

Economic Development Goal – ED2: A Balanced Economy

To promote a balanced regional economy with a broad business, industry, employment, cultural, and demographic mix capable of supporting year-round and quality employment opportunities.

Economic Development strategies are described in the Economic Development portion of Section 6. They include building on the town's existing character and strengths, addressing seasonal employment issues, taking advantage of Open Cape infrastructure, and encouraging strong Town facilities and services in support of housing, education, etc.

Economic Development Goal – ED3: Regional Income Growth

To promote economic activity that retains and attracts income to the region and benefits residents, thus increasing economic opportunity for all.

The response to Goal ED2 also pertains to this goal.

Economic Development Goal – ED4: Infrastructure Capacity

To provide adequate capital facilities and infrastructure that meet community and regional needs, expand community access to services, and improve the reliability and quality of services.

Section 2, Delivery of Town Services, discusses various challenges relating to provision of infrastructure with an emphasis on wastewater issues. Objectives 2.1 and 2.2 describe the need to provide essential town services supplemented by desired additional services that support the goals of the Comprehensive Plan.

Water Resources Goal – WR1: General Aquifer Protection

To maintain the hydrogeologic balance and quality of Cape Cod's aquifer, considering such factors as groundwater withdrawals, wastewater disposal, stormwater recharge, and adequate surface water levels.

Section IV.C of the Open Space and Recreation Plan provides a thorough discussion of water resource protection issues in Harwich including watershed boundaries and aquifers. Goal VI, Preserve and Enhance Natural Resources including Groundwater and Surface Water, contains a range of actions in support of this goal.

**Water Resources Goal – WR2: Drinking Water Quality and Quantity
(Wellhead Protection Areas and Potential Water Supply Areas)**

To maintain the overall quality and quantity of Cape Cod's groundwater to ensure a sustainable supply of untreated high-quality drinking water.

Goal VI (from above), Objective 1, specifically provides actions to “maintain the overall quality and quantity of Harwich’s ground water to ensure a sustainable supply of high quality, minimally treated drinking water”.

**Water Resources Goal – WR3: Marine Water Embayments and Estuaries
(Marine Water Recharge Areas)**

To preserve and restore the ecological integrity of marine water embayments and estuaries.

The wastewater management portion of Section 6 described 5 estuaries in Harwich that must address water quality issues identified by the Massachusetts Estuaries Project. The town’s extensive wastewater management planning is further described in the balance of this portion of Section 6.

**Water Resources Goal – WR4: Freshwater Ponds and Lakes
(Freshwater Recharge Areas)**

To preserve and restore the ecological integrity of freshwater ponds and lakes.

Goal VI from the Open Space and Recreation Plan, Objective 2, describes measures to preserve and improve the integrity of surface waters including standards for addressing impacts from septic systems, parking areas, and sedimentation; and including restoration projects for priority freshwater habitats.

**Water Resources Goal – WR5: Water Quality Improvement Areas
(Water Quality Impaired Areas)**

To improve impaired water quality in Wellhead Protection, Marine Water Recharge, and Freshwater Recharge Areas.

Section IV.C.2 depicts wellhead protection locations in Harwich. As part of a recommended integrated approach to protect water resources, suggested target areas include pond and lake recharge areas. Marine recharge areas are discussed in Section VII.2 – resource protection needs.

Water Resources Goal – WR6: Public and Private Wastewater Treatment Facilities

To encourage the use of public and private wastewater treatment facilities in appropriate areas where they will provide environmental or other public benefits and where they can be adequately managed and maintained.

Wastewater management is one of the principal planning efforts currently underway in Harwich. The process is described fully in the wastewater management portion of Section 6. Related descriptions are found in Section 2 regarding the cost of providing wastewater infrastructure, Objective 5.2 (East Harwich) and Objective 5.8 (Harwich Port).

Water Resources Goal – WR7: Stormwater Quality

To protect the overall water quality of the aquifer and its resources by minimizing impervious surfaces and improving stormwater quality as much as possible.

Section IV.C. of the Open Space and Recreation Plan discusses impacts from stormwater on drinking water, ponds, lakes and coastal waters. Under recommendations for that section, stormwater management is suggested as part of a mix of water-quality protection strategies.

Coastal Resources Goal – CR1: Maritime Industry, Character, and Public Access

To protect and enhance public and traditional maritime interests and the public trust rights for fishing, fowling, and navigation, to preserve and manage coastal areas so as to safeguard and perpetuate their biological, economic, historic, maritime, and aesthetic values, and to preserve, enhance, and, where appropriate, expand public access to the shoreline.

The importance of the fishing and shellfishing industries is noted in the economic development portion of Section 6. Goal VI from the Open Space and Recreation Plan, Objective 4, specifically provides actions to protect public interests on the coast and public access to the shoreline.

Coastal Resources Goal – CR2: Coastal Hazard Mitigation

To limit development in the coastal zone, particularly high-hazard areas, in order to protect the natural beneficial functions of coastal resources so that they serve to prevent or minimize human suffering and loss of life and property or environmental damage resulting from storms, flooding, erosion, and relative sea-level rise.

Goal VI, Objective 4, also addresses coastal hazard mitigation including steps to prohibit construction on and require minimum setbacks from coastal dunes, require first floor elevation for all new structures above base flood elevation, and establish standards for reconstruction of structures following a natural disaster.

Coastal Resources Goal – CR3: Coastal Water Quality and Habitat

To maintain and improve coastal water quality in all coastal waters and to protect the health of coastal ecosystems.

Goal VI from the Open Space and Recreation Plan, Objectives 5 and 7, recommend a “no boat waste discharge zone” for two Harwich locations and water quality improvement projects adjacent to important shellfish and finfish habitat.

Wetlands Goal – WET1: Wetlands Protection

To preserve and restore the quality and quantity of inland and coastal wetlands and their buffers on Cape Cod.

Goal VI from the Open Space and Recreation Plan, Objective 8, specifically provides actions to “preserve, protect and enhance the quality and quantity of inland and coastal wetlands in Harwich”.

Wildlife and Plant Habitat Goal – WPH1: Prevent Loss, Minimize Adverse Impact, and Maintain Diversity

To prevent loss or degradation of critical wildlife and plant habitat, to minimize the adverse impact of new development on wildlife and plant habitat, and to maintain existing populations and species diversity.

Goal VI from the Open Space and Recreation Plan, Objective 9, specifically provides actions to “prevent the loss or degradation of critical wildlife and plant habitats, minimize the impact of new development on wildlife and plant habitats, and maintain existing populations and species diversity”.

Open Space Protection Goal – OS1: Open Space and Natural Resources

To preserve and enhance the availability of open space that provides wildlife habitat and recreational opportunities, and protects the region’s natural resources and character.

The natural assets portion of Section 3 describes the town’s approach to open space protection. Objective 3.4 specifically focuses on management of open space and Objective 3.5 focuses on selective acquisition of new open space. The theme of open space protections carries throughout the plan, e.g. Objective 5.3 (East Harwich).

Recreation Goal – OS2: Passive/Active Recreation

To preserve and enhance opportunities for passive and active recreation to meet the needs of both residents and visitors.

The recreation portion of Section 3 describes recent recreation improvements, and it further references Appendix I of the Open Space and Recreation Plan. Recreation goals are described in greater detail in Goal IX of that plan.

Transportation Goal – TR1: Safety

To improve safety and eliminate hazards for all users of Cape Cod’s transportation system.

Action 5.4.1 describes planning needs for proposed internal East Harwich village roads and their intersections with Routes 137 and 39. Action 5.9.2 describes steps to improve pedestrian safety in Harwich Center. The transportation portion of Section 6 describes signalization projects at the Exit 10 and Exit 11 interchanges that will improve vehicle safety.

Transportation Goal – TR2: Traffic Reduction/Transportation Balance and Efficiency

To reduce and/or offset the expected increase in motor vehicle trips on public roadways, reduce dependency on automobiles, and reduce air and noise pollution. To promote a balanced and efficient transportation system that includes alternatives to automobile travel.

After discussing highway improvements, the transportation portion of Section 6 describes the town's focus on pedestrian and bicycle facility improvements. The importance of adequate parking and potential for shuttle service also is described in this portion. These goals are supported by Objective 6.4.

Transportation Goal – TR3: Level of Service

To maintain or improve travel times and Level of Service on roads and intersections and to ensure that all road and intersection construction or modifications are consistent with community character, historic resources, and scenic resources.

The transportation portion of Section 6 describes highway improvement projects on Routes 137 and 124 that will benefit traffic flow in Harwich. Objective 5.4 describes the need for Route 137 upgrades to be compatible with village planning for East Harwich.

Waste Management Goal – WM1: Hazardous Materials and Waste Management

To protect Cape Cod's water resources by prohibiting activities that contaminate the water supply, and to support actions by households and businesses that promote the handling, storage, and disposal of hazardous materials and wastes in an environmentally sound manner.

Goal VII of the Open Space and Recreation Plan states objectives and actions to manage hazardous waste management in Harwich.

Waste Management Goal – WM2: Solid Waste Management

To manage solid waste using an integrated solid waste management system that includes waste reduction, recycling, and composting, and to divert 60 percent of municipal solid waste from incinerator and landfill facilities through recycling and composting programs by 2012.

Section 2, Delivery of Town Services, describes the various functions of the Public Works Department including operation of the transfer station/recycle center. The Annual Town Report gives a more complete description of disposal area operations including volume of recycled materials and recycling/reuse programs available to Harwich residents.

Energy Goal – E1: Emissions and Energy Use

To promote a sustainable economic, natural, built, and social environment by reducing greenhouse gas emissions and energy consumption through design and construction practices that increase energy conservation, promote energy efficiency, and promote self sufficiency through the use of locally distributed renewable energy.

The energy portion of Section 6 describes recent energy production and conservation efforts in Harwich. Action 6.8.1 describes a new effort to install a solar power plant at the landfill.

Affordable Housing Goal – AH1: Promotion and Creation of Affordable Housing

To promote the provision of fair, decent, safe, affordable housing for rental or purchase that meets the needs of present and future Cape Cod residents. At a minimum, each town should seek to raise its affordable housing stock to 7.5 percent of all year-round units by 2010, and 10 percent of all year-round units by 2015.

The Housing Goals of the Housing Production Plan cite the importance of meeting the state's 10% affordability goal. A variety of strategies are put forth to accomplish this goal.

Affordable Housing Goal – AH2: Fair Housing/Equal Opportunity

To promote equal opportunity in housing and give special consideration to meeting the housing needs of the most vulnerable segments of the Cape's population, including but not limited to homeless individuals

and families, very low income (50 percent of median income), low income (51–80 percent of median income), single heads of household, racial minorities, and others with special needs.

Sections III, Housing Characteristics and Needs, and VII, Housing Strategies, of the Housing Production Plan provide ample description of the housing needs of vulnerable segments of the Harwich population along with strategies to meet those needs.

Affordable Housing Goal – AH3: Community Participation

To promote the participation of all segments of the community to address the housing needs of Cape Cod residents, with particular attention to the needs of low- and moderate-income households.

The Town’s Affordable Housing goals are described in detail in Section 6 including Objectives 6.1 and 6.2. Further details are provided in the Housing Production Plan (Appendix D).

Heritage Preservation and Community Character Goal – HPCC1: Historic, Cultural, and Archaeological Resources

To protect and preserve the important historic and cultural features of Cape Cod’s landscape and built environment that are critical components of the region’s heritage and economy.

Harwich’s cultural heritage is described in the Cultural portion of Section 3. Objectives 3.1 and 3.2 include actions related to historic districts and historic buildings. Reference is made to the Harwich Heritage Landscape Report for a description of documented cultural heritage resources. Section III.B.4 of the Open Space and Recreation Plan describes archaeological resources in Harwich.

Heritage Preservation and Community Character Goal – HPCC2: Community Character/Site and Building Design

*To encourage redevelopment of existing structures as an alternative to new construction, and to ensure that development and redevelopment respect the traditions and distinctive character of historic village centers and outlying rural areas consistent with *Designing the Future to Honor the Past, Design Guidelines for Cape Cod, Technical Bulletin 96-001, as amended.**

Action 5.9.3 proposes a method of relocating and reusing threatened historic buildings in a village setting. In the affordable housing portion of Section 6, all three Planning Board “initial priorities” encourage reuse of existing structures and location in village settings.

Appendix G – Build-out Study

The Cape Cod Commission conducted a build-out study for Harwich as part of the 1999/2000 EOE report. That report found that Harwich had 3,950 acres of developable land and additional build-out potential of 2,780 dwelling units and 85 acres of commercial/industrial floor area.

Conditions have not changed significantly in Harwich in the past decade. The only major zoning change was adoption of an overlay zoning district for the 1300 acre Six Ponds area bounded by Route 6, Route 137 and Queen Anne Road. For most of the district, residential density was reduced from 1 unit per 40,000 square feet to 1 unit per 100,000 square feet. The net result was a reduction in build-out potential by several hundred dwelling units.

One other major action reduced build-out potential in Harwich – preservation of open space land. Inventories of protected open space were included in the 2000 Harwich Local Comprehensive Plan and the 2010 Harwich Open Space and Recreation Plan. Town-owned land under the control of the Harwich Conservation Commission increased from 718 to 958 acres, an increase of 240 acres. Land acquired by the Harwich Conservation Trust increased from 53 to 338 acres, an increase of 285 acres.

The amount of new development declined in the second half of the past decade:

	New Homes ¹ (dwelling units)	New Commercial/Industrial ² (square feet)
2000 to 2005	552	170,810
2005 to 2010	227	63,586
Total	779	234,396

1) From assessor's summary.

2) From assessor's query and building permit records.

The 2011 Harwich Local Comprehensive Plan proposes study of a number of actions that may affect build-out potential. However, the Planning Board has been cautious about making new build-out projections until more information is known about the cost of wastewater infrastructure. Page 7 of the LCP contains the following highlighted policy statement:

“The Planning Board urges that special attention be given to the issue of wastewater infrastructure. Multi-million dollar estimated construction costs will impact the ability to live and work in Harwich. This Local Comprehensive Plan makes numerous recommendations for study of growth management issues, and decisions based on those studies are premature until more is known about wastewater treatment options and their associated costs.”

The area with the greatest build-out potential is East Harwich. Extensive recent planning efforts for this area are described on pages 20 and 21. However, portions of East Harwich also are located in the Six Ponds overlay district, the Drinking Water Overlay Protection district and the Pleasant Bay watershed. Proposed zoning revisions will directly relate to the town's

approach to wastewater management in East Harwich, as noted in the following proposed action:

- Prepare build-out projections for East Harwich based on proposed zoning revisions. Submit projections to the Wastewater Management Subcommittee for inclusion in the town's wastewater planning. (ACTION 5.2.1, page 21)

Although less extensive than in East Harwich, planning in the villages of Harwich Center and Harwich Port also may impact build-out potential.

- Conduct a cost/benefit analysis of sewerage Harwich Port. Include build-out projections under existing and potential zoning as well as economic development findings from the harbor study. Incorporate results into the town's wastewater planning. (ACTION 5.8.1, pages 24-25)
- Economic development in Harwich Center should recognize two important characteristics – the historic character of the village and its proximity to the rail trail. The scale of additional development in the village should be modest and should build on these elements. (page 25)

Actions outside villages that may impact build-out potential are:

- Due to existing development patterns, commercial zoning on Route 28 should be continued so that current businesses may remain viable. However, future planning will encourage village locations as evidenced by the earlier discussion of Harwich Port. (page 26)
- Due to limited available land, modest expansion of industrial districts may be considered in connection with wastewater planning and other infrastructure capacity. (page 27)

For all of the above actions, the Planning Board will jointly proceed with study of village planning goals, appropriate land use outside villages, and wastewater infrastructure. Build-out potential will be modified as studies proceed.



APR 06 2016

The Commonwealth of Massachusetts
William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

March 24, 2016

Greg Winston
Harwich Historical Commission
732 Main Street
Harwich, MA 02645

Re: National Register of Historic Places

Dear Mr. Winston:

Staff at the Massachusetts Historical Commission have reviewed materials that have been submitted pertaining to the potential eligibility of the West Harwich area for the National Register of Historic Places. Based upon these submissions, and a site visit conducted on March 3, 2016, it is MHC's opinion that the section of Route 28 between the Herring River west to the Chase Library area meets the criteria for listing in the National Register, fulfilling Criteria A and C for its historic and architectural significance. Final boundaries remain to be determined, and side streets may also prove to be eligible upon the submission of more information.

Route 28 in West Harwich is primarily a collection of 18th and 19th century houses, many of which are associated with Harwich's maritime history, its early agricultural history, and its development into a summer residence colony. Although there are several noncontributing properties concentrated in the middle of the half-mile long district, there is a sufficient amount of Greek Revival, Italianate, and Queen Anne houses to create a valid district. The West Harwich Baptist Church and cemetery, West Harwich School, and Ocean Hall/Junior Theater on Division Street are public buildings that should be included. The Chase Library has already been listed individually, but could also be included in a West Harwich district. The period of significance for the district would likely extend from the date of the earliest standing structure to the 50-year cutoff for National Register purposes. At least one motel within this Route 28 corridor could potentially fall within this period and thus contribute to the district's significance. The Pine Grove Cemetery is sufficiently removed from the district so as not to be feasible to include; it is possible that it may be eligible for individual listing.

There are several side streets running off of Route 28 that appear to include houses that would likely contribute to a larger district, one that would augment the linear Route 28 district currently approved. These include certain houses along Bell's Neck Road and Mansion Street to the north, and Belmont Road, Riverside Drive, and Silver Street to the south. Additionally there are potential houses along Willow Street between Silver and Belmont that might also be included. Documentation in the form of inventory (B) forms (including dates, 2016 photos, building descriptions, and historic information) would need to be submitted to MHC in order for us to evaluate these properties. Although you may proceed with a nomination for a district centered only on Route 28, we strongly encourage that additional survey work be

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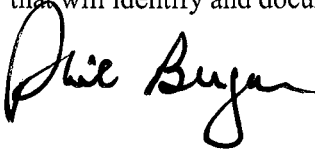
undertaken so that a larger, more complete, district could be prepared. The additional forms would be added to the Inventory for the Historic and Archaeological Assets of the Commonwealth and would be available online through MHC's MACRIS database. Other areas of West Harwich, to the south, might be considered in the future, likely as a separate district.

We are impressed with the work that has already been accomplished by West Harwich residents using modern techniques and media, as well as having group meetings. Your YouTube travelogue, using drone coverage, is a first for us!

A National Register nomination based upon the Route 28 linear district could commence; however, we strongly recommend that B forms for historic properties on the side streets, described above, be completed and forwarded to MHC for evaluation, so that a more thorough district nomination could be prepared. MHC also suggests that a public informational meeting be held in Harwich at which a MHC staff member could present information about the National Register so that property owners are informed about the process. Given that many owners are summer residents, it would be advantageous to hold it then.

MHC also strongly suggests that a preservation consultant with National Register experience be engaged to research and write the actual nomination. We have found that such nominations take less time to prepare, and consultants are better attuned to what constitutes a successful nomination. West Harwich has a number of residents who would be well equipped to assist in the research and writing.

I appreciate the hospitality shown me on my recent visit, and hope that a successful nomination can result that will identify and document this interesting Cape Cod area.

A handwritten signature in black ink, appearing to read "Philip Bergen". The signature is fluid and cursive, with the first name "Philip" and last name "Bergen" clearly distinguishable.

Philip Bergen
Preservation Planner

cc: Jeanne Steiner, Eileen Brady, Harwich Historical Commission
Sarah Korjeff, Cape Cod Commission
Sally and Lou Urbano, 152 Riverside Drive