



# CHATHAM RECONNAISSANCE REPORT

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## Cape Cod Landscape Inventory Massachusetts Heritage Landscape Inventory Program



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Massachusetts Department of Conservation and Recreation  
Cape Cod Commission  
Boston University





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\*\* Many thanks to Terry Whalen, who was helpful, informative and patient throughout the entire process of assembling this report.

### **December 2010**

#### **Cover Images**

Mitchell River Bridge (*Photo by Erin Chapman*)

Chatham Marina (*Photo by Kate Gehlke*)

Chatham Lighthouse (*Cape Cod Vacation Rentals website*)

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## INTRODUCTION

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Heritage landscapes are special places created by human interaction with the natural environment that help define the character of a community and reflect its past. They are dynamic and evolving, reflecting the history of a community and providing a sense of place. They show the natural ecology that influenced land use patterns and often have scenic qualities. This wealth of landscapes is central to each community's character, yet heritage landscapes are vulnerable and ever changing. For this reason, it is important to take the first step toward their preservation by identifying those landscapes that are particularly valued by the community – a favorite local farm, a distinctive neighborhood, a unique natural feature or an important river corridor.

To this end, the Massachusetts Department of Conservation and Recreation (DCR), the Cape Cod Commission (CCC) and Boston University (BU) have collaborated to bring the Heritage Landscape Inventory Program to communities on Cape Cod. The primary goal of the program is to help communities identify a wide range of landscape resources, particularly those that are significant and unprotected. The focus is on landscapes that have not been identified in previous survey efforts in a given community. Another important goal of the program is to provide communities with strategies for preserving heritage landscapes.

## METHODOLOGY

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The methodology for the Heritage Landscape Inventory Program was developed in a pilot project conducted in southeast Massachusetts. This project is outlined in DCR's *Reading the Land*. A Local Project Coordinator (LPC) is designated to assist the consulting team (in this case, BU graduate students, CCC, and DCR). The LPC organizes a heritage landscape identification meeting at which interested residents and town officials offer community input by identifying heritage landscapes. The attendees then vote for what they believe to be the most significant and simultaneously threatened resources in order to create a priority heritage landscape list. The consulting team then visits the priority heritage landscapes with knowledgeable members of the community and gathers information about each of them. The final product is a Reconnaissance Report, prepared for each participating community.



**Heritage Landscape Identification Meeting at Chatham's Community Center October 14, 2010 (Photo by Eric Dray)**

The Reconnaissance Report for Chatham begins with an examination of the historical development of the town as a whole. This is followed by a summary of Chatham's existing resources and documentation related to preservation planning. The bulk of the report focuses on the priority heritage landscapes determined by the town at the identification meeting. Each priority heritage landscape has a summary of its historical significances, followed by a description of how the landscape appears today. The report then looks at the advantages each landscape has, in regard to existing protection or designations, followed by the threats that can affect its survival. A set of recommendations tailored specifically to each priority heritage landscape concludes each section. Following the section on priority heritage landscapes is a discussion of "thematic concerns." Unlike the priority heritage landscapes which are distinct sites, neighborhoods or areas, thematic concerns are broad categories of resources that the citizens of Chatham expressed concern about at the identification meeting. Finally, there is a set of general preservation recommendations for Chatham.

## LOCAL HISTORY

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### Location and Topography

Chatham covers approximately twenty-four square miles on the southeast corner of the Cape Cod peninsula between Harwich and Orleans. Bordered by three bodies of water, Pleasant Bay to the north, Nantucket Sound to the south, and the Atlantic Ocean to the east, Chatham has always depended on maritime-related activities. Consisting of mostly glacial deposits, major geographical features include hilly wooded uplands in the northern and western regions, and extensive barrier beaches in the southern and eastern regions. Spits, harbors, small estuaries and numerous fresh and salt water ponds are also found throughout the town.

### Native American and Early European Habitation

Incorporated in 1712, the area known today as the town of Chatham saw human habitation long before the arrival of permanent European settlers in the mid-seventeenth century. Multiple prehistoric hunter-gatherer sites are present throughout much of the town, particularly in southern and eastern coastal areas bordering Nantucket Sound and Pleasant Bay. It is believed that Samuel de Champlain encountered the Monomoyick tribe when he spent time in the vicinity of Stage Harbor in 1606. Many areas retain their original Native American names, such as Monnamoiet River (Muddy Creek), Monomoy Island, and Cotchpicut Neck in North Chatham.

In 1656, William Nickerson made the first land purchase in what is known today as Chatham from the Monomoyicks. An Englishman working in Yarmouth as a land surveyor and weaver at the time of the purchase, Nickerson settled close to what is today known as Ryder's Cove in 1664. Nickerson and other early European inhabitants continued to purchase land from local natives and sell land rights to new settlers, primarily from Yarmouth and Eastham.

### Agricultural Period (1664-1780)

Agricultural activities characterized most of the seventeenth century in Chatham, with major crops including corn, rye and wheat. Additionally, salt hay was harvested from the marshes to feed livestock imported to the area. While agriculture continued to play an important role in the economy beyond the seventeenth century, timber harvesting, drifting sands and intensive farming caused soils to become depleted, most noticeably in the south. Nevertheless, throughout the eighteenth century most European inhabitants remained farmers in some capacity, particularly in the village that became West Chatham, where farms were a common sight until the twentieth century. The oldest surviving dwellings reflect Chatham's eighteenth-century agricultural roots. In West Chatham, the Nicholas Eldredge Farm at 1409 Main Street, and the John Hawes Homestead at 1731 Main Street, both survive from this agricultural period.



1858 Bird's eye view of Chatham (*Chatham Eldredge Library*)

Seafaring, fishing and other maritime-related trades began to edge out agriculture as the chief industry as early as 1700. Whaling was an important source of revenue from the late seventeenth century through the Revolutionary War. Mackerel and cod fisheries as well as shell fishing operations figured prominently in the local economy throughout the eighteenth century as well. Shipbuilding was also present, likely concentrated in the south where better protected harbors lured shipwrights and associated tradesmen.

There were no village centers such as those that exist today during most of the eighteenth century. By the mid-eighteenth century, there were approximately eighty-five dwelling houses in Chatham. Habitation patterns of the period reflect a fairly even distribution over northern, eastern and southern areas of Chatham. In 1735, the first general store was established in the Stage Harbor area. Despite modest developments, life in the scattered farmhouses of Chatham in the eighteenth century was defined by self-sustenance.



Early 1700s Cape-2674 Main Street, South Chatham  
(Photo by Amie Schaeffer)

### Maritime Period (1780-1880)

The American Revolution had a profound, if temporary, effect on the burgeoning maritime trades in Chatham. Fishing and trading vessels were at constant risk of capture by the British. However, by the early nineteenth century Chatham recovered and the economy distinctively shifted seaward. Boat building as an industry grew, and salt works, ropewalks, fish flakes and other land-based enterprises that supported the maritime trade were a common sight along shorelines. The majority of town business was conducted along the shores of Old Harbor in North Chatham, the first and most important port in town. Maritime prosperity influenced building construction, as illustrated by the John Taylor House at 151 Kendrick Road, and the Captain Joshua Atkins House at 33 Harbor Lane. However, as the fishing industry and coastal trade prospered, new settlement activity shifted to the Nantucket Sound shore, where South Chatham Village emerged. In addition to fishing, salt manufacturing was another major industry during this period.



View of the Mitchell River Bridge and Chatham Marine  
(Courtesy of Town of Chatham)

Chatham had eighty local salt works establishments during the height of the salt works industry. They produced the second highest number of salt bushels on Cape Cod in 1840. The flourishing economy of this period saw "...major population increases, establishment of the villages, diversification of the economy, improvements to transportation, specialization of building types, and development of new social, educational and religious opportunities."<sup>1</sup> The economic success of the late eighteenth and nineteenth century is evident in the built landscape of Chatham. The traditionally modest Cape Cod style house was abandoned for larger and more elaborately designed houses. Other buildings in picturesque styles such as Italianate, Gothic Revival, and Queen Ann

<sup>1</sup> Town of Chatham Historic Properties Survey, CHC 1991: Book 1, Historical Narrative, p. 7.

were constructed beginning in the mid-nineteenth century. Two representations of this trend are the former South Chatham School at 2334 Main and the Levi Eldredge House at 2597 Main Street.

Several factors in the mid-nineteenth century brought an end to this era of prosperity. In the 1850s, several storms decimated the commercial wharves in North Chatham and the entrance to Old Harbor shifted southeast, compromising Chatham's maritime hub. Competition from salt mines off of Cape Cod forced a majority of Chatham's salt works to close; by 1855, only fifteen remained in operation.

### **Tourism Period (1880-Present)**

The growing popularity of summering by the sea and the development of resorts catering to the upper class signaled a fundamental shift for Chatham's economy in the late nineteenth century. The pivotal event that instigated this change was the construction of the Chatham Branch Railroad in 1887. This line connected Chatham to the Cape-wide rail system that was initially established in 1848. Well-financed entrepreneurs began building hotels in Chatham, the earliest and most notable being the Hotel Chatham on Eastward Point in 1890. Many residents began taking in summer boarders and building rental cottages on their land to supplement their income.



**View of downtown Chatham (Courtesy Town of Chatham)**

The arrival of the automobile in the early twentieth century raised the potential for Chatham as a tourist destination even further. In 1925, Main Street, Old Harbor Road, and Orleans Road were paved in order to create State Route 28, which connected Chatham to Orleans, Harwich and all points beyond. Since World War II, Chatham has experienced rapid growth and become a popular destination for retirees. Housing construction has continued steadily since then and many are second homes.

### **Chatham Today**

Chatham continues to retain its maritime roots in the twenty-first century amidst residential development that is necessary to house a growing population. Chatham has been able to escape many of the development pressures that have overwhelmed surrounding towns due to its location off the main travel routes on the Cape. Still closely tied to the sea, Chatham retains a traditional Cape Cod village style, with pedestrian-



**Conservation land along Cockle Cover Road (Photo by Kate Gehlke)**

friendly main streets and an intimate building scale. Chatham has not, however, escaped development pressures without undergoing significant changes since the 1940s. Population since World War II has tripled, as 1,000 new residents per decade decided to make Chatham a year-round home. Half of Chatham's land has been developed for residential purposes, creating a significant loss of open space that has left only thirty percent of the total land undeveloped. Currently, with a year-round population of less than 7,000 and a summer population that more than doubles that number, only half of the houses in Chatham are used throughout the year. In the twenty-first century, residential development has almost stopped as Chatham is limited in undeveloped land, causing redevelopment to be the primary concern.





**Cottage colony in South Chatham (Photo by Kate Gehlke)**

These changes have certainly had their effects on the Chatham community and way of life. Increased residential development places a demand on natural resources and the loss of open farmland has changed the character of the town. Chatham endeavors to provide the necessary infrastructure to keep up with this growth. Affordable housing is also a concern as land values continue to rise. However, the increased population has also brought economic growth and diversity. Retirees who move to Chatham as permanent residents increase the tax base, while the summer tourist industry promotes seasonal business and jobs. While the Chatham population is divided between year-round residents and summer tourists, there remains a strong sense of community and historic continuity.

Chatham's isolation and exposure to the ocean were once liabilities for settlers; today, those two factors are the reason why Chatham has developed as a scenic destination for residents and tourists alike. Today, Chatham strives to maintain its historic character in the face of an influx of commercial enterprise and its own popularity.

## EXISTING RESOURCES & DOCUMENTATION

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As our communities undergo land use changes, heritage landscapes are particularly threatened because their value as historical resources is often not recognized or understood. There are a broad variety of tools that communities can call upon to identify, understand and protect these irreplaceable heritage landscapes. The following is a review of the tools and documentation that Chatham already has in place. These tools should be considered in combination with the recommendations for each priority heritage landscape, as well as the general recommendations made at the end of this report.

### **Inventory of Historic Assets**

Historic resources cannot be protected until they are identified. The first step is to record information about the resources with the Massachusetts Historical Commission (MHC). MHC's Inventory of Historic and Archaeological Assets is a database of sites, structures, buildings, districts, and other properties that have been identified in the Commonwealth and brought to the attention of the MHC. In order to be included in the inventory, a resource must be documented on an MHC inventory form. Inventory forms document the location, historical significance and physical description of the resource. This database, which can be used for planning and funding purposes as well as general research, is found at: <http://mhc-macris.net>.

#### *Inventory Efforts in Chatham*

According to the MHC, over one thousand buildings have been surveyed in Chatham, along with twenty-five cemeteries, eighteen structures, and twenty-three areas. Much of this documenting took place in the 1970s by volunteers and in 1984 MHC compiled a Reconnaissance Survey Town Report of Chatham. The MHC report provides a comprehensive history of Chatham and breaks the development of the town into sections while looking at each period's transportation routes, population, settlement pattern, economic base and architecture. This report can be found at:

<http://www.sec.stat.ma.us/MHC/mhcpdf/townreports/Cape/cha.pdf>.

### **National Register of Historic Places**

The National Register of Historic Places is the official federal list of districts, sites, buildings, structures and objects that have been determined significant in American history, architecture, archaeology, engineering and culture. Listing brings a number of benefits, including recognition, consideration when federally and state funded or permitted projects may impact the resource, eligibility for tax incentives, and qualification for certain grant programs.

The Cape Cod Commission (CCC) offers additional protection to National Register properties that are outside of local historic districts. The CCC has the authority to review proposals for demolition or substantial alteration to key character-defining features of properties listed on the National Register. Single-family homes are exempt from this review unless the alterations change at least twenty-five percent of the total gross floor area of the house. This review is meant to protect the historic character of Cape Cod while respecting the need for buildings to evolve over time. More information is detailed on their website, found at: <http://www.capecodcommission.org>.

#### *Current National Register Listings in Chatham*

There are eight individual properties within Chatham listed in the National Register. Chatham's first individual listing was the Louis Brandeis House in 1972, which was eventually granted the highest federal distinction as a National Historic Landmark. The remaining individual National Register properties are: Chatham Halfway House, Chatham Windmill, Old Harbor U.S. Life Saving Station, Monomoy Point

Lighthouse, Point Royal House, Eldredge Public Library, and the Mercelia Evelyn Eldridge Kelley House. Chatham also has two National Register districts, the Old Village and the Marconi/RCA Wireless Receiving Station.

### **Local Historic District**

Local historic districts (LHDs) offer the strongest form of protection for the preservation of historic structures. LHDs are adopted pursuant to Chapter 40C of the Massachusetts General Laws, which enables communities to adopt a local historic district ordinance. LHDs recognize special areas within a community where the distinctive characteristics of buildings and places are preserved and protected. A locally appointed historic district commission reviews any changes to the exterior of a building visible from a public way. LHDs are adopted by a 2/3 vote at town meeting and are administered by a historic district commission appointed by the Board of Selectmen.

#### *Chatham Historic Business District*

Although technically there are no LHDs in town, Chatham has a historic district that functions in very much the same manner as an LHD. The Chatham Historic Business District (CHBD) was created by a Special Act of the state legislature in 1985, as opposed to being adopted pursuant to M.G.L. Chapter 40C. The purpose of the CHBD is to protect and preserve the distinctive characteristics of buildings in commercial and business districts. Rather than being a contiguous area, this district encompasses all of the land in town within the following zones: General Business 1 (GB-1), General Business 2 (GB-2), General Business 3 (GB-3), Limited Business 1 (LB-1), Small Business (SB) and Residential Business (RB). Similar to a LHD commission, the Historic Business District Commission (HBDC) reviews all proposed alterations and new construction within the district visible from a public way and issues a certificate of appropriateness where applicable. Any proposed demolition within the district is also subject to HBDC review.

### **Existing Planning Documents**

#### *2003 Long Range Comprehensive Plan*

Although now eight years old, the Chatham Long Range Comprehensive Plan (LRCP) contains valuable information about Chatham's priorities and goals. The plan identifies several threats that affect the quality of life and historic character of Chatham, including:

- ❖ the increased dominance of the automobile and parking lots,
- ❖ the potential loss of the fishing industry,
- ❖ waterfront erosion and development,
- ❖ the loss of open space and scenic vistas, and
- ❖ the loss of historic features and structures through development and neglect.

Within the LRCP, several sections are devoted to planning for Chatham's historic and natural resources. Land use, natural resources, open space, historic preservation, and community character are all discussed in depth. The main preservation priority in the Long Range Comprehensive Plan is to preserve and enhance the historical and cultural assets that are central to Chatham's heritage and character. Encouraging traditional patterns of development, compatibility with existing architecture, protecting and enhancing traditional rural character and scenic roadways and protecting open space achieve this preservation priority. A copy of this report can be found at:

[http://chathamma.virtualltownhall.net/Public\\_Documents/ChathamMA\\_planning/CLRPTOC](http://chathamma.virtualltownhall.net/Public_Documents/ChathamMA_planning/CLRPTOC).

#### *Open Space and Recreation Plan*

One unique benefit of the Heritage Landscape Inventory Program is that it connects open space planning with preservation planning, as both are vital aspects of heritage landscapes. In 1985, Chatham devised an Open Space and Recreation Plan that explains the need for open space planning to protect groundwater

supplies and natural resources while maintaining land for recreational use. The LRCP has an extensive section detailing the need to further these plans. The Cape Cod Land Bank, adopted in 1999, aids in the acquisition of open space for the protection of water, creation of recreational areas, and the conservation of undeveloped land. Permanent deed restrictions limiting the use of land are also encouraged. A map of the land purchased through the Land Bank can be found at:

[http://www.town.chatham.ma.us/public\\_documents/chathamMA\\_conservation/Town%20Owned%20Open%20Space.pdf](http://www.town.chatham.ma.us/public_documents/chathamMA_conservation/Town%20Owned%20Open%20Space.pdf).

#### *Comprehensive Wastewater/Nutrient Management Plan*

In 2009, Chatham worked with the Massachusetts Department of Environmental Protection (DEP) to complete the Comprehensive Wastewater/Nutrient Management Plan. This plan addresses the growing issue of nitrogen loading of coastal estuaries and declining water quality. Wastewater from underground septic systems is the largest pollutant of ground water. The expansive residential development that has taken place since World War II has greatly increased the amount of wastewater going into the soil. Over the next thirty years, the town will transition from underground septic systems to a more reliable and effective way of treating wastewater.

#### *South Coastal Harbor Management Plan*

The goal of the South Coastal Harbor Management Plan is to achieve a balance of commercial and recreational use of Chatham's harbor system as well as to protect the quality and quantity of natural resources. Several objectives are explored in the plan, including the protection of the commercial fishing industry, encouragement of mixed recreational uses in harbor areas, maintenance and enhancement of public access to waterways and shorelines, and the preservation of the character and scenic quality of harbor areas. The report specifically focuses on Stage Harbor, the Southway Harbor Complex, and Nantucket Sound.

### **Planning Tools and Bylaws in Chatham**

#### *Community Preservation Act*

The Community Preservation Act (CPA) was passed in Chatham in 2002. CPA funds are derived from a three percent surcharge on property taxes. A certain percentage is allocated separately for open space protection, affordable housing, and historic preservation. In 2007 alone, \$1.3 million was used to restore four brick buildings on the Marconi/RCA site and make repairs to the Chatham Railroad Museum, among other projects. From 2002 to 2007, \$6.77 million dollars have been used to benefit the preservation and conservation of Chatham's historic and natural resources. The Community Preservation Committee reviews applications for funding and recommends specific applications are put to vote at town meeting.

#### *Demolition Delay Bylaw*

Adopted in 1997, the Demolition Delay Bylaw gives the Chatham Historical Commission (CHC) the authority to delay proposed demolition for up to 540 days (approximately 18 months) for properties that are seventy-five years or older and are found to be historically significant. This includes properties or areas listed in the National or State Register of Historic Places. This bylaw does not apply within Chatham's Historic Business District (CHBD). The Historic Business District Commission reviews proposed demolitions within the CHBD.

#### *Open Space Residential Developments*

Open Space Residential Developments (OSRDs) are a supplementary regulation that aims to preserve open space as well as historical and archaeological resources while minimizing the disturbance of the site. Additionally, they encourage lot shapes and house placement in keeping with established neighborhoods and Chatham's traditional character. They also serve to protect scenic vistas from roadways. OSRD designation requires a special permit from the zoning board of appeals, granted after the applicant exhibits a superior

design to the conventional subdivision regarding open space protection and the preservation of scenic vistas.

*Preservation Easements*

Preservation easements, drawn up in accordance with M.G.L. Chapter 183, Sections 31-33, protect historic and archaeological properties from changes that may be inappropriate. A preservation easement is one of the strongest preservation strategies available, as it can restrict present and future owners from altering specified portions of a building, structure, or site. An easement can run for a few years or in perpetuity and may be included as part of the property deed. Preservation easements can be donated or purchased by a government body or private preservation organization and are enforced by the holder of the restriction. Charitable donations of easements on historical buildings or archaeological sites may qualify for federal income tax deductions.

*Scenic Road Bylaw*

The Scenic Road Bylaw requires a public hearing be held in order to review the requests for the removal of any trees or stonewalls that fall within the public right of way on a town road. If the removal of these items negatively impacts the historic character of a designated street or area, the Planning Board can deny the request. Roads currently designated under this bylaw are as follows: Pleasant Street, Forest Beach Road, Cackle Cove Road, Barn Hill Road, Crows Pond Road, Fox Hill Road, Holway Street, Water Street, Silverleaf Avenue, Andrew Hardings Lane, Mill Creek Road, Shore Road, Old Harbor Road (from Shore Road to Stony Hill Road), Scatteree Road, Hardings Beach Road, Champlain Road, Stage Harbor Road, Bridge Street, Main Street (from Bridge Street to Shore Road), Ridgevale Road, and Old Comers Road (from Route 28 to Training Field Road).

*Wetlands Protection Bylaw*

The Wetlands Protection Bylaw serves to minimize the impact of development on waterfront areas and wetland resource areas in Chatham. The Conservation Commission reviews any proposed development along the waterfront in order to protect scenic views, water quality, and the historic character of Chatham.

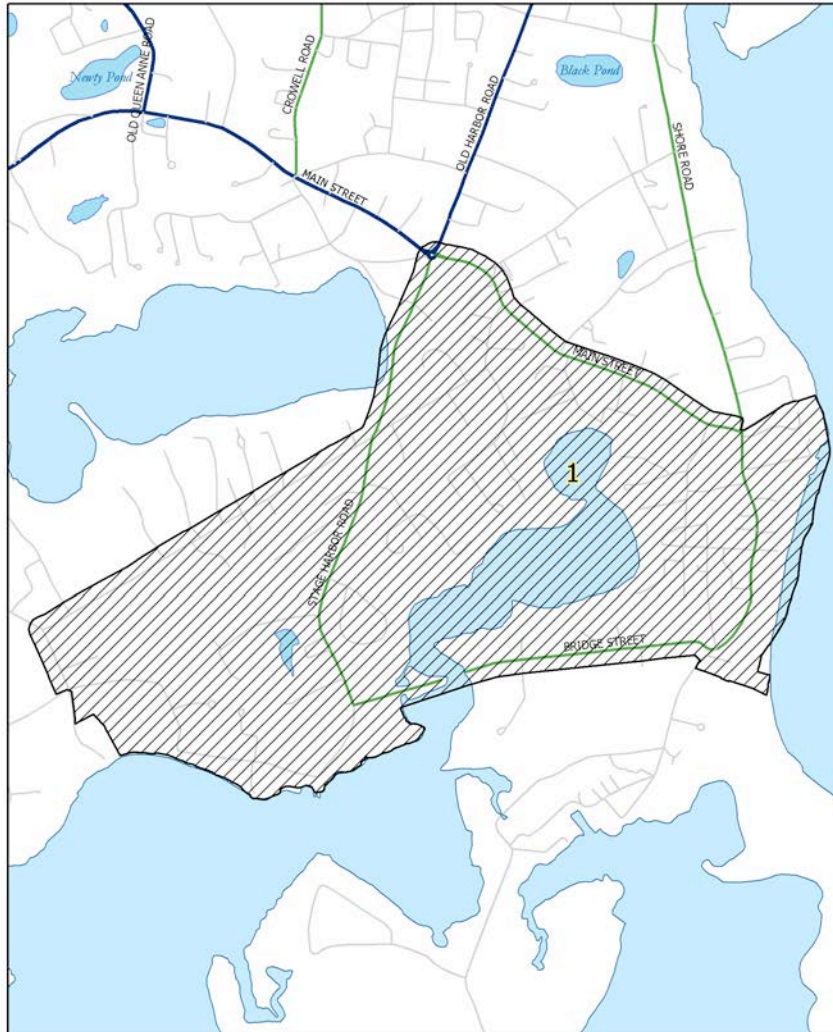
## **PRIORITY HERITAGE LANDSCAPES**

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The following priority heritage landscapes were determined at the October 14th, 2010 Heritage Landscape Identification Meeting held at Chatham's Community Center. Each priority landscape follows a similar format within this section of the report. First the landscape's historical significance is outlined, followed by a physical description of the landscape as it exists today. Advantages of, and threats to the specific landscapes are then listed and briefly explained. Each priority heritage landscape concludes with a set of preservation recommendations to mitigate the specific threats involved. These recommendations are listed in order of feasibility and efficacy in achieving preservation goals. They take into account protective measures already in place and seek to promote goals previously articulated in Chatham's Long Range Comprehensive Plan regarding historic preservation and community character.

It is important to note that the overarching threat common to all the priority heritage landscapes in this report is inadequate existing protective measures. Without further protections, these resources remain vulnerable to detrimental consequences such as inappropriate alterations, insensitive or out-of-scale development, and total demolition. The recommendations offered for each priority heritage landscape call for establishing protective measures of many kinds to address this common threat.

# The Loop



The Loop



0 500 1,000 1,500 2,000 Feet

Map by Cape Cod Commission HL\_enlargements\_loop.mxd 2/08/11

## *The Loop*

Within the confines of the Loop are two additional priority heritage landscapes: the Captain Fred Eldredge House/Fitzhugh House and the Mitchell River Drawbridge. Both are priority heritage landscapes in their own right and as such are assessed independently.

### **Historical Significance**

The historical significance of the area in Chatham known as the “Loop” is central to the understanding of the town’s development from pre-history to the present day. Within this area exist all of the features, both natural and man-made, which highlight Chatham as a distinctive town among its Cape Cod neighbors. Besides being the commercial, civic and religious core of the town since the early nineteenth century, the Loop includes some of the oldest houses in Chatham and contains some of the best preserved examples of a myriad of architectural styles. Additionally, the area’s position in the extreme southeast portion of Chatham affords some of the most scenic views of both the Atlantic Ocean and Stage Harbor. Tidal estuary landscapes representative of this part of the Cape, such as the Mitchell River and Mill Pond, can also be found within the interior of the Loop.



**Chatham Light and Coast Guard station on Main Street overlooking the Atlantic Ocean**  
*(Photo by Erin Chapman)*

The history of this area of Chatham begins when the Native Americans inhabited it some 10,000 years ago. The native Monomoyicks were likely active in the area due to its proximity to the Atlantic Ocean and its abundance of coastal wetlands. Archaeological research suggests that there was a preference by natives for coastal wetland areas in Chatham, particularly in the southeast portions of town such as those near Mill Pond and along the Mitchell River. Early Europeans explored the Loop before the arrival of permanent settlers in the mid-seventeenth century. Near the present Port Fortune Lane is likely the location of the oft-recounted hostilities between Samuel de Champlain’s crew and the Monomoyick natives in 1606.

European settlers took control of portions of the Loop in the mid-seventeenth century. Stage Neck, which comprises a large portion of the Loop, was purchased sometime before 1679 by the original town settler William Nickerson from the local Monomoyick tribe. In 1691, Samuel Smith of Eastham purchased Tom’s Neck, located east of Mill Pond. The Old Harbor area was also initially settled late in the seventeenth century, but only sparsely. Like the rest of Chatham, these areas had a disbursed settlement pattern with no clear village center. Subsistence farming was the principal economic activity during this early settlement period.

Though farming was still the dominant pursuit at the beginning of the eighteenth century, maritime-related industries began to show signs of prosperity within Chatham’s burgeoning economy. Settlement within Chatham was primarily dispersed along coastal necks with a local agricultural, fishing and whaling economy. There is little doubt that the Loop saw such activity during this period. Surviving houses within the Loop from the eighteenth century are predominantly one and a half story, double-pile, interior chimney Cape forms. Examples include the Captain Fred Eldredge House at 154 Champlain Road and the 1752 Atwood House at 347 Stage Harbor Road. These homes are further distinguished by their southward orientation. By 1735, the first general store had been established near Stage Harbor, and in 1750, the Ensign Nickerson house was built near present day Champlain Road. However, the residents in the area were not solely focused on internal town growth. In 1782, the Battle of Chatham Harbor took place along the southern



end of Main Street near the site of the Chatham Light, marking it as one of Chatham's involvements in the Revolutionary War. The partly intact late eighteenth- and early nineteenth-century streetscapes south and east of Mill Pond reflect the maritime focus at Old Harbor during this period. Additionally, there were possibly concentrations of commercial activity in the Stage Harbor Wharf area as local roads to the harbor were established. The Hardings, a prominent early family in Chatham, owned much of the land to the north of Stage Harbor where several of their eighteenth-century homesteads survive.

During the nineteenth century, Chatham became one of the fastest growing towns on the Cape, second only to Provincetown. Additionally, this century saw the shift of the commercial center of town to its present



**Streetscape looking west on Main Street along the commercial center of Chatham. (Photo by Erin Chapman)**

location along Main Street east of Oyster Pond. However, in 1800 there was little variation and development to differentiate the area from the rest of town. Near present day Water Street, the development of fishing facilities and salt works sites in the ensuing years established the location of the current commercial center. This was further abetted by the initial construction of the Twin Lights in 1808, which is the location of the current Chatham Light just south of the original Old Village commercial area. By 1830, the current village center was the commercial core of the town. For the next forty years, development was increasingly concentrated along the Main Street corridor at the head of Oyster Pond. Development also continued in the area between Mill Pond and Main Street during this time.

By 1836, historic maps illustrate eight homes and several wharves on a coastal route along Stage Harbor near present day Champlain Road. In 1854 Bridge Street was laid out. Stage Neck and Tom's Neck were then connected by a wooden drawbridge over the Mitchell River.<sup>2</sup> The mid- to late nineteenth century also saw institutional and religious development along the town's new commercial corridor on Main Street. This included the construction of the Congregationalist Church in 1830 and the 1896 brick Romanesque Revival Eldredge Library. By 1858, county atlas maps show much of the current interior street system including Water Street, Silver Leaf Avenue, School Street, Mill Hill Lane, Sunset Lane, and Eliphamet's Lane. Residential development extended on Main Street west through the civic and commercial center to Crowell Road. Much of the surviving building stock in the Loop is nineteenth-century in origin, including numerous Greek Revival, Italianate, Gothic Revival and Queen Anne examples.

Chatham's era of maritime prosperity ended in the late nineteenth century. From this time until the early years of the twentieth century, most development within Chatham was oriented toward summer visitors, particularly after the opening of the Chatham Branch Railroad in 1887. Numerous hotels and inns were built during this time, many within the Loop, including the Cranberry Inn in 1850 and the Wayside Inn in 1860. Houses along Champlain Road, Bridge Street, the southern edge of Stage Harbor Road and Main Street represent the expansion of modest historic buildings into large summer residences.

By the early twentieth century, the Loop area exemplified Chatham's emergence as a summer resort with the establishment of several more hotels east of Main Street. These include the Hotel Mattaquon on Watch Hill Way and the Surfside Inn on Holway Street. The conversion of the 1904 Eldredge Garage (a former stable at 365 Main Street), illustrates changes in transportation methods. Another development tied to the tourism industry was the widening of Main Street in 1923 for increased traffic. In 1914, Chatham's first masonry building was constructed. Named "the Brick Block," this building is in the Tudor Revival style and is located at the intersection of Chatham Bars Avenue and Main Street. An existing house at 549 Main Street was

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<sup>2</sup> The Mitchell River Drawbridge is a priority heritage landscape dealt with later in this section of the report.

converted into Chatham's Town Hall during the same year. The first electric streetlights in Chatham were installed along Main Street in 1912. Three years later, the first house wired for electricity in Chatham was the Isaiah Lewis House at 443 Main Street.

Residential development continued in the Loop during the early twentieth century. This development integrated Shingle, Bungalow and variations of traditional Cape architectural styles into the Stage Harbor Road and Old Village areas. The Loop was and continues to be a desirable location for houses due to its proximity to commercial centers, its proximity to the waterfront, and for its historic character. The rapid development during the early twentieth century has resulted in limited growth after WWII. Today, the remaining empty lots are slowly being developed with Cape cottages. Previously undeveloped lands, such as the cleared lots along Cedar Street, are also being developed.

## **Description**

The Loop comprises most of the southeastern section of Chatham. Its boundaries are based upon review of historical significance and site analysis. The shoreline following Champlain Road and Bridge Street make up the southern base of the Loop, part of Main Street to the southeast extending to the shore line, and part of Stage Harbor Road; Cedar Street and Battlefield Road lie to the west (with a fifty yard buffer to on the western side of those roads). The eastern boundary follows Main Street from Bridge Street, until it reaches Stage Harbor Road in the north (including a fifty yard buffer east of the road).

Given the vast amount of space within the area and its constant inhabitation for over three hundred years, this description has been broken down road-by-road. First, the perimeter roads are described, followed by interior roads. The interior of the Loop is discussed as an outgrowth of the perimeter roads and ties to the development in the Old Village Historic District, which created the commercial center along Main Street. This is meant to give a brief overview of the types of houses which might be found in the area as well as to highlight some of the particularly striking resources.



**Scenic vista of Stage Harbor seen across from the Fitzhugh house at 154 Champlain Road**  
*(Photo by Erin Chapman)*

### ***Perimeter Roads***

The roads running along the perimeter of the Loop tend to be residential areas with low density. In many cases, these houses are difficult to see from the road due to the dense vegetation, as is the case along Bridge Street, Battlefield Road and Stage Harbor. Some of the vegetation along the coast is less dense, which allows for expansive views of the coast.

**Cedar Street:** Cedar is an east-west running road located between Battlefield Road and Stage Harbor Road. It has noticeably larger setbacks and lot sizes averaging about an acre. The building styles are primarily dominated by nineteenth-century forms with a mix of Greek Revival, Gothic Revival and Italianate elements, though most houses are not visible from the street due to dense vegetation. Additionally, modern infill and a few undeveloped lots are dispersed down the street, which is common throughout the area. An unusual architectural example in the area is the bow-roofed Cape at 303 Cedar Street is an unusual style for the area.

**Champlain Road:** This is a coastal route to the south, which runs east-west and bends to a north-south direction after 269 Champlain Road. It rises to a bluff, providing scenic views of Stage

Harbor, returning again to a west-east trajectory near the historic Fitzhugh house at 154 Champlain Road. Several important late eighteenth-century captains' homes still survive nearby. These homes, along with the Fitzhugh house, are associated with a prominent mariner family, the Hardings. The bluff which they are located near is eroding at points leaving little space between the road and the edge of the bluff. Some modern infill development can be seen along the road. Aside from the Harding houses, some examples retain their historical detail, such as the gable-end Greek Revival at 88 Champlain Road. Development toward the eastern end of Champlain Road reinforces the area's ties to maritime activities. An outstanding example of this is the Stage Harbor Yacht Club, which was constructed in 1933.

**Stage Harbor Road:** This road runs north-south through the center of the Loop, connecting Champlain Road and Bridge Street to the south and Main Street to the north, providing the main access between Stage Harbor and the village area. It includes several traditional Cape Cod cottages and mid-nineteenth century Greek Revival buildings. Additionally, Stage Harbor includes mid- and late twentieth-century infill situated on moderately sized lots facing the street. Several exceptions to the traditional settlement patterns include the south-facing Crowell house at 489 Stage Harbor Road, the Godfrey house at 465 Stage Harbor Road, the Capt Richard Taylor house at 79 Atwood Lane and the Deacon John Hawes house at 513 Stage Harbor Road. Other notable buildings include the Italianate Scout Hall at 220 Stage Harbor Road which is one of several historic school buildings in the Loop, and the gambrel roofed Atwood House (347 Stage Harbor), which is the oldest house in the area. One surviving fishing shack from the nineteenth century is located at Kenny's Dock, currently used as an office for the Harbor Master. Stage Harbor Road is designated a Scenic Road, incorporating both scenic views of Oyster Pond to the north and Stage Harbor to the south.

**Bridge Street:** This street connects Stage Harbor Road with Main Street. Significant maritime-related resources located along this road include the historic Sail Loft at 38 Bridge Street, Stage Harbor Marine, and the Mitchell River Drawbridge. The Chatham Conservation Foundation owns and manages the large tract of undeveloped land south of Bridge Street. The remaining area contains residential development similar to some of the peripheral areas of the Old Village. This development is oriented toward the street, though some views are blocked as a result of thick vegetation at the edge of the road. The fact that the road was not established until the mid-nineteenth century suggests that many early traditional Cape form houses were moved here from other locations. The area consists of several two-story Federal period buildings and mid-twentieth century reproduction infill houses; however, there are few Greek Revival style buildings. Bridge Street is designated as a Scenic Road, due to the predominance of maritime-related industry and scenic views.

**Main Street:** The southern portion of Main Street is significant to the Loop for its ties to Chatham's maritime past. Once part of the Old Village's original commercial area, it is the location of Chatham Light, which is now a coast guard station. The area's scenic qualities exemplify why Chatham became such a popular destination for tourists and residents alike. Scenic views of the Atlantic Ocean made it ideal as a location for resort-related infrastructure. This is another reason why Main Street from Bridge Street to Shore Road has been designated a Scenic Road. Recreational and tourist development includes the 1929 Chatham Beach and Tennis Club at 14 Main Street, the Surfside Inn at 25 Holway Street, and the Rhode Island House at 58 Holway Street.

Where Main Street meets Shore Road, it turns northwest into the commercial center of Chatham. This area is designated as part of the Old Village Historic District. It has a distinctly nineteenth-century aesthetic, with early twentieth-century buildings, such as the Brick Block, intermixed. The buildings are generally set close to the street and sometimes include small alleys between abutters. The majority of the buildings are of wood frame construction, reaching between one and two stories in height, sheathed with traditional shingles or clapboards. Institutional buildings, such as Town Hall

and the Eldredge Library, are clustered between Cross Street and Chatham Bars Avenue. Greek Revival details are seen abundantly throughout the village, providing further evidence of the area's growth during the mid-nineteenth century.

### ***Interior Roads***

Unlike the perimeter streets of the Loop, the interior roads are much narrower and more densely settled. The buildings are smaller in scale, though many two-story buildings are present. These roads primarily developed as part of the outgrowth of the establishment of the Main Street commercial area during the 1830s. This accounts for the distinct nineteenth-century character of the surviving buildings. The wood frame building forms comprise a variety of styles, including Greek Revival, Gothic Revival, Italianate, and Colonial Revival, and most are sheathed in either clapboard or shingles. Portions of the interior near the perimeter of the Loop are less densely settled and contain heavier roadside vegetation.

A significant feature within the interior of the Loop is the Old Village Historic District. The well preserved and densely developed streets exhibit the town's transition from a maritime-based economy to a tourist and residential area. There are several full Cape house forms in the area, like the one at 24 Ivy Lane. The large lot sizes on which these full Capes are built provide insight into early settlement patterns and are exceptional for the Loop.

The following is a description of historically significant roads within the interior of the Loop.

**Stage Harbor Road:** Bisecting the Loop north to south, Stage Harbor Road is primarily residential. Side streets provide access to the western side of Mill Pond where more recent development is located.

**Eliphamet's Lane:** Located east of Mill Pond, this lane includes Pease Boatworks and Marine Railway. The Pease Boatworks is the last remaining vestige of commercial shipbuilding that was once prominent in the area.

**Water Street:** This street terminates at Mill Pond. Two excellent examples of buildings which have integrated Queen Anne detailing are the Captain Leander Gould House at 57 Water Street and the Solomon Collins House at 84 Water Street. "The Porches" at 20 Water Street is one of only two surviving examples of the Second Empire style within the Old Village area. Products from the maritime industry boom can still be found on nearby roads. One example of this is 12 Mistover Lane, situated on a bluff overlooking Chatham Harbor.

**Shattuck Place/Cross Street:** Both of these streets developed at the same time and contain similar examples of prevalent building styles. This area is dominated by Greek Revival buildings, but also includes early twentieth-century buildings. Mid- and late twentieth-century reproduction Capes are interspersed. Chase Park is located along these streets, which is the site of the 1797 Old Grist Mill moved from Mill Hill.

**Inlet Road:** Located east off of Stage Harbor Road, Inlet Road is composed of newer development with large additions. Its higher elevation provides a striking view of the Mitchell River corridor and bridge.

### **Advantages:**

- ❖ **Chatham Historic Business District:** Most of the Main Street portion of the Loop is included in the Chatham Historic Business District (CHBD), which functions much like a local historic district. The CHBD Commission reviews all proposed alterations and new construction visible from a public

way within the district and issues a certificate of appropriateness where applicable. Any proposed demolition within the district is also subject to HBDC review. This review process helps preserve the historic character of the commercial corridor, which is essential to Chatham's tourist industry.

- ❖ **Inventory of Historic Resources:** In 1991, large portions of the area including most of Main Street and Champlain Road were surveyed and recorded with the Massachusetts Historical Commission. This means that the area has long been valued by the community for its historic significance. Additionally, the survey information can guide community planning, and assist in determining eligibility for the National Register.
- ❖ **Demolition Delay Bylaw:** Chatham's Demolition Delay Bylaw gives the Historical Commission the authority to delay proposed demolition for up to 540 days for properties that are seventy-five years or older and also found to be historically significant. This includes properties or areas listed in the National or State Register of Historic Places. Though this bylaw does not apply within Chatham's Historic Business District, it would certainly apply to all of the historic homes within the Loop. The delay buys time to find alternatives to the demolition of the historic resource.
- ❖ **Scenic Road Bylaw:** Within the Loop, Champlain Road, Main Street, Shore Road and Stage Harbor Road are all designated as Scenic Roads through the Scenic Road Bylaw. The Scenic Road Bylaw requires a public hearing be held in order to review the requests for the removal of any trees or stonewalls that fall within the public right of way on a town road. If the removal of these items negatively impacts the historic character of a designated road, the Planning Board can deny the request.
- ❖ **Old Village Historic District:** The Old Village National Register Historic District is a significant resource within the Loop. This district is located along Main Street between Chatham Light and the rotary at the village center. Listing brings a number of benefits, including recognition, consideration when federally and state funded or permitted projects may impact the resource, eligibility for tax incentives, and qualification for certain grants programs. The Cape Cod Commission (CCC) offers additional protection to National Register properties that are outside of local historic districts. The CCC has the authority to review proposals for demolition or substantial alteration to key character-defining features of properties listed on the National Register.
- ❖ **Community Preservation Act Funding:** Chatham has used Community Preservation Act (CPA) funds for the preservation of historic resources within the Loop, including the Old Grist Mill on Shattuck Street. CPA funds are derived from a three percent surcharge on property taxes. A certain percentage is allocated separately for open space protection, affordable housing, and historic preservation.

#### Threats:

- ❖ **Inappropriate Development:** The land value in the Loop is generally higher than the building value. This often results in lots being redeveloped with more expensive and larger buildings. Historic character and scenic views are lost due to the demolition of existing buildings and the increased density of the area.
- ❖ **Demolition:** A new trend has recently developed where homeowners apply for a demolition permit well in advance of selling their home. The delay period is allowed to expire in time to accommodate the development agenda of the owner. This facilitates the demolition of historic resources.
- ❖ **Loss of Scenic Views:** Development threatens scenic views of the Atlantic Ocean, Mill Pond, Stage Harbor, Oyster Pond and Chatham Harbor. Scenic views have been lost due to changes in traditional building scale, invasive vegetation, and the restriction of public access.
- ❖ **Erosion:** Erosion along bluffs, such as is seen near parts of Champlain Road and Main Street, may force the relocation of streets and buildings away from these areas. Erosion has the potential to adversely affect historic resources along bodies of water.

## **Recommendations:**

**1. Expand and Update Inventory of Historic Resources:** Historic resources cannot be protected until they are identified. The first step is to record information about the resources with the Massachusetts Historical Commission (MHC). MHC's Inventory of Historic and Archaeological Assets is a database of sites, structures, buildings, districts, and other properties that have been identified in the Commonwealth and brought to the attention of the MHC. In order to be included in the inventory, a resource must be documented on an MHC inventory form. Inventory forms document the location, historical significance and physical description of the resource.

While the MHC does have area survey forms for the Loop, the survey was conducted twenty years ago. These forms do not reflect the current survey standards or the current state of the resources. MHC area forms completed within the Loop at this time include: Old Chatham Village, Bridge Street, Main Street Commercial, Cross Street, Cedar Street, Champlain Road, Stage Harbor Road, Seaview Street, Oyster Pond-Main Street, Chatham Historic Business District and Old Village Historic District. Additionally, nearly half of the properties listed within these area forms have not been documented with individual building forms. The rest of the buildings identified on the area forms, along with additional significant resources need to be documented. Completion of this survey work lays the groundwork for implementing subsequent recommendations for this priority heritage landscape. With the assistance of consultants, Chatham has been collecting data for additional property surveys since 2005. This goal is also stated within Chatham's Long Range Comprehensive Plan.

**2. Local Historic District:** Local historic districts (LHDs) offer the strongest form of protection for the preservation of historic structures. LHDs are adopted pursuant to Chapter 40C of the Massachusetts General Laws, which enables communities to adopt a local historic district ordinance. LHDs recognize special areas within a community where the distinctive characteristics of buildings and places are preserved and protected. A locally appointed historic district commission reviews any changes to the exterior of a building.

One of the most important features of the Loop is its built environment, which currently has no design review. Review by the Historic Business District Commission protects resources along the Main Street corridor and a portion of Bridge Street. However, the rest of the Loop remains unprotected and merits a design review process. For this reason, a LHD should be established corresponding to the Old Village National Register District. LHD designation would protect these important resources more effectively, as any changes visible from a public way would require review by a LHD Commission. Another possibility for LHD designation within the Loop is the stretch of Champlain Road that runs along the northern border of Stage Harbor. This area retains its historic character and is significant both for the captains' homes along Champlain Road and the wharf complex near the Chatham Yacht Club.

A less restrictive alternative to a LHD is a **Neighborhood Conservation District (NCD)**. Key architectural features and massing, scale, and setback are reviewed by a neighborhood conservation district commission. Similar boundaries as those suggested for the LHD could be used for the NCD.

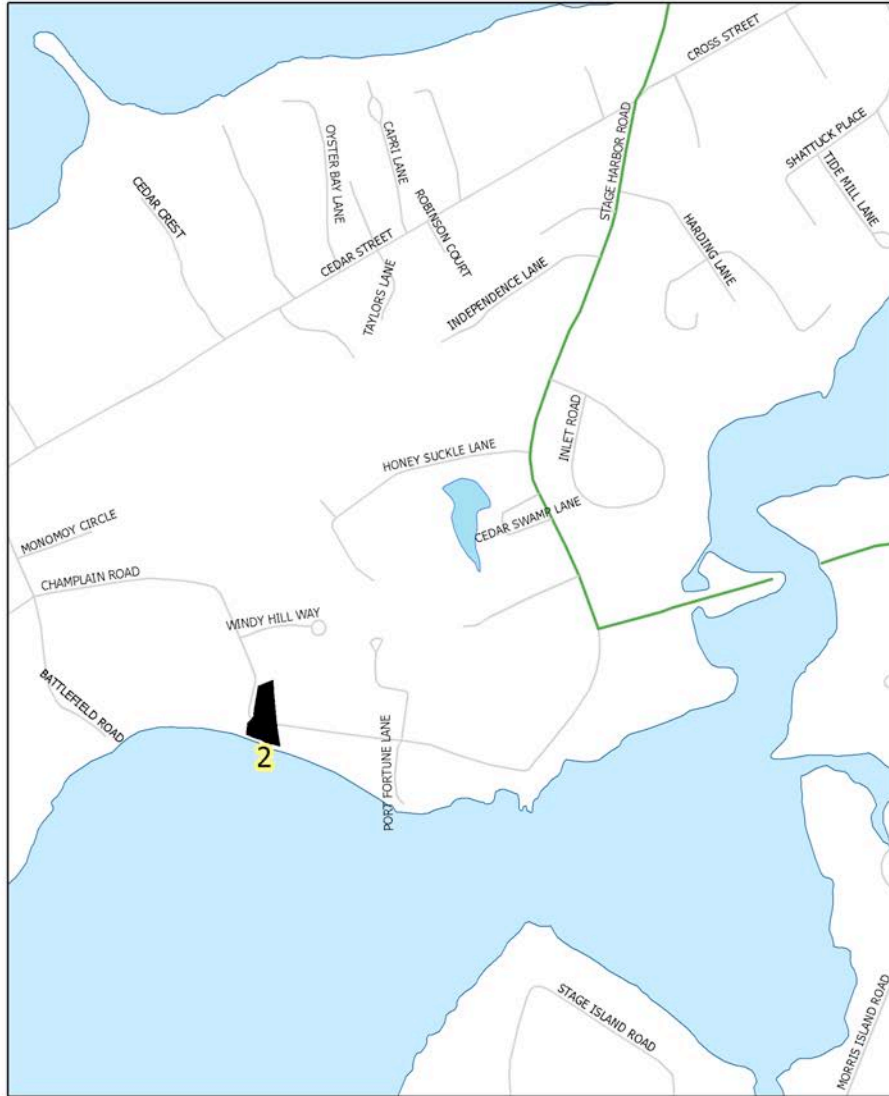
The preservation and enhancement of the historical and cultural assets which are central to Chatham's heritage and character is a stated goal in Chatham's Long Range Comprehensive Plan (LRCP). The LRCP specifically recommends "...establishing local historic districts for the preservation of the character of neighborhoods and streetscapes."

**3. Scenic Overlay District Zoning:** Chatham's LRCP states as a goal the protection of the scenic qualities of roadways. Establishing a Scenic Overlay District provides a means for maintaining specific views through site review and additional design criteria. This review addresses the impact on scenic vistas by new construction and the expansion of existing buildings. This is accomplished through limiting height and lot

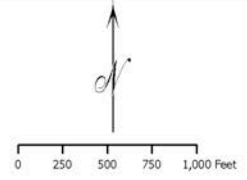
coverage for minimum visual interference. The overlay district could include Champlain Road, Bridge Street, Stage Harbor Road, and parts of Main Street. This tool has been adopted in Sandwich and Bourne, which could act as a model for Chatham.

**4. Expand Old Village Historic District:** The Old Village National Register Historic District represents only a fraction of the Loop. Historical research and site analysis justify expanding the boundaries of this district to include the rest of the Loop. This would provide additional review and funding opportunities for more resources. Such expansion should consider Bridge Street, Champlain Road, Cedar Street, and Stage Harbor Road. This recommendation forwards the goal in Chatham's Long Range Comprehensive Plan of continuing to nominate appropriate sites to the National Register.

*Captain Fred Eldredge House/Fitzhugh House*



Captain Fred Eldredge House/  
Fitzhugh House



Map by Cape Cod Commission HL\_enlargements\_eldr\_fitz.mxd 2/08/11



## *Captain Fred Eldredge House/Fitzhugh House*

### **Historical Significance**

Built in the late eighteenth century in Nantucket, the Captain Fred Eldredge house (locally known as the Fitzhugh House) is believed to have been transported to its current location by oyster barge soon after its construction. It is possible that this dwelling was one of five such houses built or moved to Chatham for the sons of Isaiah Harding. The Hardings were prominent landholders in the Stage Harbor area, and among Chatham's earliest settlers, arriving to the area in the 1670s. At some point in the nineteenth century, Captain Fred Eldredge sold the property to the Daggett sisters, from whom the Fitzhugh family bought the property in 1925. The property was most recently purchased in October 2010. The Captain Fred Eldredge House remains



**The Captain Fred Eldredge House (Photo by Erin Chapman)**

prominently situated in a highly visible location on a bluff above Stage Harbor, from which it has monitored the activities of commercial fishermen for over two hundred years.

### **Description**

The Captain Fred Eldredge House at 154 Champlain Road is situated on a bluff overlooking Stage Harbor to the south, just inland of the road. The lot is relatively clear of vegetation, with the exception of a few ornamental shrubs. The land rises gently to the north until it reaches the peak of the hill. The main dwelling



**View of Champlain Road and Captain Fred Eldredge House from the east (Photo by Erin Chapman)**

is a four bay, three-quarter Cape with a lean-to extending across a portion of the rear of the building. The house rises one and a half stories from a brick foundation to a moderately pitched gable roof with a chimney rising from the interior west bay. A two window, shed-roofed dormer projects from the roof facing the street and Stage Harbor. Exterior sheathing consists of wood shingles trimmed with simple corner boards and fascia. Windows are set in projecting frames, which may indicate plank construction, and are in the regionally common 9/6 configuration. A small breezeway attaches the original house to a more recent addition. The house is a well-preserved example of a traditional regional building type, displaying the less common three-quarter Cape form. A detached two-car garage is situated to the rear of the main dwelling.

### **Advantages:**

- ❖ **Historic Integrity:** The main house appears to have retained much of its historic integrity, including integrity of design, materials, setting, location and workmanship. Historic integrity is beneficial in making a stronger case for the preservation of the house, and is required for listing it on the National

Register of Historic Places.

- ❖ **Demolition Delay Bylaw:** The current owner submitted an application for a permit to demolish the house, which triggered the Chatham Historical Commission (CHC) to impose a demolition delay period of 540 days commencing on June 1, 2010. The CHC determined that the building is historically significant due to its age, integrity and association with a prominent Chatham family. The demolition delay period buys time to seek alternatives to demolition. A stated concern of the new owner is the retention of his view of Stage Harbor, as he lives at the property directly behind the Captain Fred Eldredge House on an elevation that currently affords views over the historic home.
- ❖ **Identified as Historically Significant:** A Massachusetts Historical Commission (MHC) inventory form was prepared for the Captain Fred Eldredge House in 1991. This means that the property has long been valued by the community for its historic significance.
- ❖ **Within Historically Significant Area:** The Captain Fred Eldredge House is located within the Chatham Loop, also identified as a priority heritage landscape by members of the community. Thus, any protective measures enacted for the Loop could potentially offer protections to this historic home. (See Loop Recommendations)

#### **Threats:**

- ❖ **Demolition:** There is the possibility that the current owner will demolish this home. On June 1st, 2010, a demolition delay lasting 540 days was imposed on the property. According to CHC meeting minutes, a representative for the new owner stated that it was not the owner's intention to demolish the house, but he wanted to leave his options open.
- ❖ **Erosion:** Significant bluff erosion is occurring within feet of Champlain Road. If this road needs to be moved inland, it has the potential to adversely affect the historic feel of the property in the short term. In the long term, the house itself could be threatened if the erosion of the bluff continues.

#### **Recommendation:**

**1. Local Historic District:** Local historic districts (LHDs) offer the strongest form of protection for the preservation of historic resources. LHDs are adopted pursuant to Massachusetts General Laws (M.G.L.) Chapter 40C, which enables communities to adopt a local historic district ordinance. They recognize special areas within a community where the distinctive characteristics of buildings and places are preserved and protected. A locally appointed historic district commission reviews any changes to the exterior of a building visible from a public way. LHDs are adopted by a 2/3 vote of town meeting and are administered by a district commission appointed by the Board of Selectmen.

Champlain Road, particularly the stretch from the Captain Fred Eldredge House to the Stage Harbor Yacht Club and commercial wharves, is a historically significant area that retains much of its historic integrity. The possibility of a Stage Harbor Local Historic District (LHD) should be explored, such as recommended for the Loop. If the retention of scenic views is a general concern for residents on Stage Harbor, a LHD would mitigate the chance that out-of-scale development would destroy the view from an adjacent property, or one which lies behind a waterfront lot. Pursuant to M.G.L. Chapter 40C, the first step in establishing a LHD would be to work with the Selectmen to establish a LHD study committee.

Chatham's Long Range Comprehensive Plan (LRCP) has already clearly articulated the goal of preservation and enhancement of the historical and cultural assets which are central to Chatham's heritage and character. The LRCP specifically recommends "...establishing local historic districts for the preservation of the character of neighborhoods and streetscapes."

# Mitchell River Drawbridge



## ***Mitchell River Drawbridge***

### **Historical Significance**

The Mitchell River Drawbridge is located within the Loop on Bridge Street. At the Heritage Landscape Identification Meeting, residents specifically identified the drawbridge as historically significant and the most immediately threatened.

Bridge Street and the Mitchell River Drawbridge were both laid out in the mid-nineteenth century. As the maritime industry flourished, direct access to the river and Stage Harbor became necessary for sailing vessels and commercial fishing.

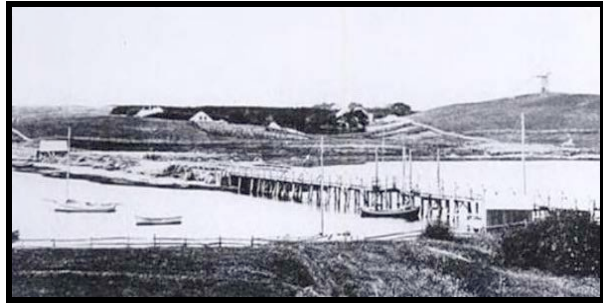
Maritime buildings, including the Sail Loft (c. 1858), were built to the west of the drawbridge as maritime activities continued to thrive. Originally built by a local farmer and merchant for storage, the Sail Loft has had many different uses over the years, including the manufacture of sails, a boarding house, clothing shop, and most recently a year-round residence.

Originally constructed in 1858 to provide access to the boatyard at Mill Pond, the Mitchell River Drawbridge is the only known single-leaf timber drawbridge left in the state. The bridge was completely reconstructed in 1925 and reconstructed again in 1980 using eighty percent of the pilings from the 1925 construction. Both reconstructions replicate the same historic pattern and design of the original bridge. In October 2010, the bridge was officially determined eligible for the National Register of Historic Places for its association with local transportation history and for embodying a rare example of distinctive historic construction methods. The area surrounding the bridge remains minimally developed, illustrating a long-standing continuity in the landscape of this area. The bridge is regularly used by locals for fishing and is a historic town icon for both residents and visitors. To the Town of Chatham, the Mitchell River Drawbridge is a symbolic image of its historic development and is a shared tradition by local residents.

### **Description**

The Mitchell River Drawbridge connects East and West Bridge Streets and divides Mill Pond from Stage Harbor. This single-leaf wooden drawbridge is a movable bascule structure with wooden sidewalks on either side. It measures 194 feet long by 37 feet wide. Electrically operated, the bridge lifts to create a nineteen-foot channel underneath. The priority heritage landscape includes the wooden drawbridge itself, two adjacent fishing shacks on the western edge, a small marina, and a one-story gable-end building known as the Sail Loft.

The overall setting of the Mitchell River Drawbridge is largely unchanged from when the bridge was first constructed. The surrounding area includes a hillside view of the Captain Joshua Nickerson House (c. 1810) to the southeast and the small marina to the



**Nineteenth-century view of the Mitchell River Drawbridge (Courtesy of the Chatham Historical Society)**



**View of the Mitchell River, Stage Harbor Marine, and the Mitchell River Drawbridge (Photo by Amie Schaeffer)**

west of the bridge. Some houses sit behind large privet hedges and are setback from the road.

#### Advantages:

- ❖ **Conservation Land:** A large portion of the landscape surrounding the Mitchell River Drawbridge is protected as private conservation land owned by the Chatham Conservation Foundation. The private conservation land protects historic views from the bridge of the surrounding hill and Nickerson House.
- ❖ **Accelerated Bridge Program:** The drawbridge is currently categorized as “Structurally Deficient” by the state. It was chosen to be part of the 2009 Accelerated Bridge Program which offers federal and state transportation funds. This opportunity is complicated, as the town wants to retain the integrity and historic continuity of the bridge but also recognizes that serious repair and safety upgrades are necessary.
- ❖ **Community Support:** In response to the transportation program, which has the opportunity to compromise the integrity of the bridge, a large group of concerned residents and officials united. *Friends of the Mitchell River Wooden Drawbridge* formed specifically to advocate for the retention of the historic character of the bridge, as it is likely the last of its kind.
- ❖ **Regional Publicity:** The delicate situation between the bridge and transportation program has been given a large amount of publicity in both local and regional papers, facilitating widespread knowledge of the bridge and its historical significance.
- ❖ **National Register Eligibility:** The drawbridge has been determined eligible for the National Register of Historic Places for its association with local transportation history and embodying a rare example of distinctive historic construction methods.
- ❖ **Chatham Historic Business District:** The fishing shacks and marina, themselves significant maritime resources, are located to the west of the bridge and are zoned Business (B). Through this zoning, authority is given to the Historic Business District Commission to review exterior changes visible from a public way.
- ❖ **Within Historically Significant Area:** The Mitchell River Drawbridge is located within the Loop, which is also identified as a priority heritage landscape. Therefore, any protective measures enacted for the Loop could subsequently protect this historic structure and nearby maritime resources. (See Loop Recommendations)

#### Threats:

- ❖ **Demolition:** The 2009 Accelerated Bridge Program threatens to upgrade the bridge, possibly compromising the integrity of the historic pattern and design in the process. The necessary replacement of the entire bridge over time has caused concern regarding authenticity for the Massachusetts Historical Commission to list the bridge on the National Register. While the current bridge has since been determined historic, this may not be the case if the bridge is reconstructed, especially if it does not keep the historic design, pattern, and material.
- ❖ **Zoning:** Currently, some of the maritime-related resources located at the western end of the drawbridge are zoned Business (B). Chatham has a limited amount of undeveloped land to build on and waterfront property is highly desired. The historic maritime structures, such as fishing shacks, could be jeopardized by demolition and redevelopment or inappropriate alterations.

#### Recommendations:

**1. Repair In-Kind:** As a short-term solution, continue compromising with the Department of Transportation to ensure state and federal funding while seeking to repair the bridge in-kind instead of performing a complete reconstruction. Explore alternative designs and contractors to best retain the historic integrity and original design of the bridge. While aiming for a compromise that allows Chatham to still use state and

federal funds for an in-kind repair, seek guidance from the Cape Cod Commission.

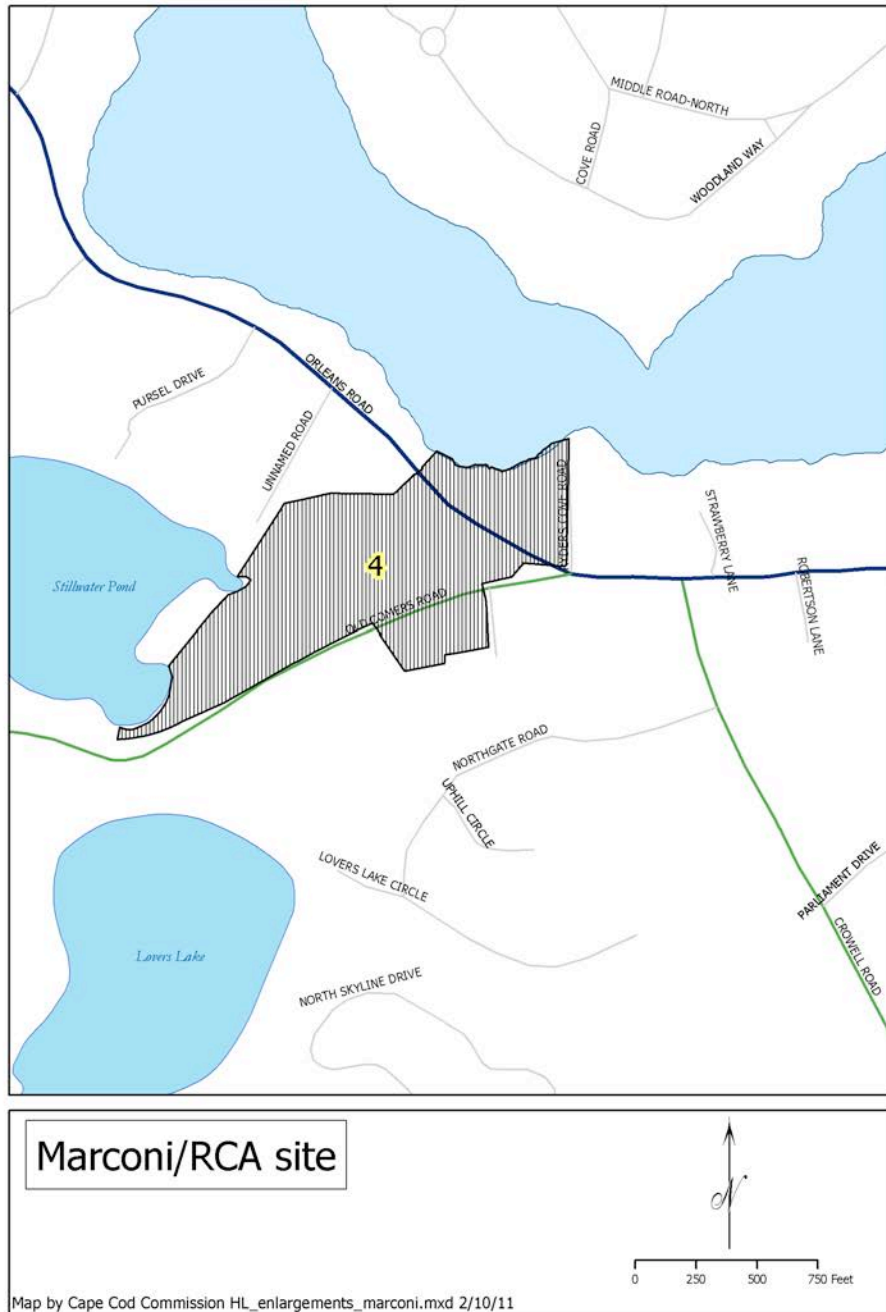
**2. Preservation Easement:** Preservation easements protect historic and archaeological properties from changes that may be inappropriate. A preservation easement on a property restricts present and future owners from altering specified portions of that building, structure, or site. An easement can run for a few years or in perpetuity and may be included as part of the property deed. Preservation easements can be donated or purchased by a government body or private preservation organization and are enforced by the holder of the restriction. Charitable donations of easements on historical buildings or archaeological sites may qualify for federal income tax deductions.

The Town of Chatham and the MHC could devise a unique preservation easement for the Mitchell River Drawbridge. Chatham could pledge to continually repair the bridge in-kind, or reconstruct in the same historic pattern and design. This would allow MHC to uphold their determination of eligibility for the National Register, ensuring that proposed alterations to the bridge are reviewed. Individual easements should also be pursued for the Sail Loft and fishing shacks, as these are maritime related resources that are historically significant to the landscape. Placing easements on these buildings restricts present and future owners from inappropriate changes that could harm the integrity of these resources indefinitely. A stated goal within the Long Range Comprehensive Plan (LRCP) is to protect historically significant resources.

For more information regarding bridge easements, refer to the preservation easement for Bridge Street Bridge between the Town of Richmond, Vermont and the state Transportation Agency at [http://www.richmondvt.com/download.php?doc\\_id=1292](http://www.richmondvt.com/download.php?doc_id=1292).

**3. National Register Listing:** The Town of Chatham should pursue listing the bridge on the National Register of Historic Places. This continues to establish the historic significance and character-defining features of the bridge, which could be considered in other rehabilitation efforts. More historical acknowledgement could help the bridge retain integrity even though modern safety upgrades are necessary. Chatham's LRCP recommends the nomination of "appropriate sites and structures to the National Register."

# Marconi/RCA Site



## ***Marconi/RCA Site***

### **Historical Significance**

The Marconi/RCA site is one of the only remaining stations that was owned and operated by the Marconi Wireless Telegraph Company of America that is fully intact. Italian scientist Guglielmo Marconi traveled to North America to further his experiments with overseas wireless communication and established stations in New Jersey, New York, California, Hawaii and Cape Cod. The first ever transatlantic communication was sent between President Theodore Roosevelt and King Edward VII from Marconi's South Wellfleet Station. Due to the increase in demand for wireless transactions, Marconi sought to replace the South Wellfleet Station with a more secure and stable location. The site above Ryder's Cove was chosen in North Chatham for its sheltered location and its distance from surrounding stations. The Chatham Marconi Wireless Receiving Station officially opened in 1914.



**Bachelor's Quarters, c. 1910s Chatham Marconi Maritime Center** *(Courtesy of Chatham Marconi Maritime Center)*

The ten buildings on the site were all constructed in 1914 by the J.G. White Engineering Company. The brick construction of six of these buildings is a departure from typical Cape Cod architecture, causing these buildings to stand out. The Hotel housed the unmarried male employees while the residences housed the station operators and their families. This site is unique in that all ten of these buildings remain intact and no other buildings or structures have been added to the site. Additionally, the large European Beech, London Plane, Basswood and English Oak trees in front of the Hotel and two brick residences are believed to have been planted by a station manager in the 1920s.



**Operations Building at Chatham Marconi Maritime Center** *(Photo by Amie Schaeffer)*

The Marconi Wireless Receiving Station was originally used for communication between the United States and Europe. The US Navy assumed wartime control of all radio stations during World War I. After the war, General Electric purchased all of Marconi's assets and formed RCA (Radio Corporation of America) in order to gain control of all domestic radio communications. The Chatham station was then used for point-to-point transmissions rather than international transmissions. At its peak, the station employed up to thirty operators and communicated with up to a thousand ships and aircraft. Several historic events in international history were witnessed at the station, including Lindbergh's 1933 flight, Amelia Earhart's ill-fated 1937 flight around the world, and Howard Hughes' 1938 trans-global flight.

In 1994, the site was listed on the National Register of Historic Places for its local, statewide, national and international significance in the establishment of wireless communication. The buildings were also recognized for their exceptional embodiment of the Craftsman Bungalow style of architecture. With the



exception of invasive vegetation, the site has remained intact and looks much the same as it did in 1914. It is believed to be the only fully intact Marconi station remaining in the world.

The station officially closed in 1997 and was purchased by the Town of Chatham, but the buildings remained vacant. In 2002 the Chatham Marconi Maritime Center was established with the mission to preserve the former Marconi RCA Operations Building, interpret the history of maritime wireless communications and develop innovative educational programs in science and technology.

## Description

The Marconi/RCA Site consists of a ten building campus set on a hill above Ryder's Cove in Chatham Port. The landscape is mostly open space, with invasive vegetation blocking access to several scenic views from atop the hill south of the Operations Building. This land was historically used for leisure activities and featured scenic views of Ryder's Cove.

The Operations Building (now the Chatham Marconi Maritime Center) is a single story brick building rising from a concrete foundation and topped with a gable roof. The building is seven-by-three bays, with six-over-six double-hung sash replacement windows. This building is set back from Orleans Road and has a steep hill behind it.



Aerial view-Marconi/RCA campus 2008  
(Courtesy Chatham Marconi Maritime Center)

The Bachelor's Quarters, more commonly known as the Hotel, is the only two-story building on the site. The front elevation faces Ryder's Cove, with an ell extending off the rear creating an "L" shaped plan. The red brick facade features some detailing along the integral porch that runs along the north side of the building. Two chimneys rise from the hipped roof. The interior of this building is mostly intact, retaining the original woodwork and staircase. The original flagpole sits in front of this building as well as several large trees that were planted around the time of construction. The building sits closely to Orleans Road and is currently vacant.

The two residences at 589 and 595 Old Comers Road are located near the intersection of Orleans Road and sit next to the Hotel. They are identical in plan, materials, and style. Typical of the Craftsman Bungalow style, the buildings are one story with shed dormers and a chimney rising from the low-profile hipped roof with wide overhanging eaves. The integral porch, supported by brick piers, wraps around the northern facade, facing Ryder's Cove. Both are currently vacant. The remaining four residences are located further down Old Comers Road, but still within walking distance of the Operations Building and Ryder's Cove. The only difference between these and the brick residences is that they have wood frames and brick foundations. The Town of Chatham rents these houses for affordable housing.

The Power House and garage are situated next to each other between Orleans Road and Ryder's Cove. Both have concrete block foundations, brick exteriors and gable roofs. The Power House has a total of three wood loading doors, asymmetrical windows, and a coal cellar. The garage has a bi-fold wood door and the windows have been filled in with stucco. The Town of Chatham uses both buildings for storage.

## Advantages:

- ❖ **Community Preservation Act Funding:** In 2009, the residents of Chatham voted to use funds from the Community Preservation Act (CPA) to restore the exteriors of the Operations Building, Hotel, and the two brick residences in accordance with the Secretary of the Interior's Standards for Rehabilitation. The buildings sat vacant for several years and suffered from neglect, including broken windows and weathered mortar joints. The CPA funds were used to stabilize the buildings.
- ❖ **Private Financial Support:** The Chatham Marconi Maritime Center (CMMC) received a check for \$100,000 in November of 2010 from Qualcomm as part of its 25th Anniversary Technology Innovation Partner Award Program. The donation will be used to further develop CMMC's education programs, increasing the number of visitors to the site and therefore bringing more people into the area.
- ❖ **Marconi/RCA National Register District:** Listing as a National Register District triggers MHC review for any state or federally funded projects that may affect the site. The Cape Cod Commission has the power to review substantial alterations to the exterior of designated buildings. Also, National Register-listed properties are eligible for matching state grants for restoration of properties owned by private nonprofit organizations and municipalities, when such grants are available
- ❖ **Park Proposal:** The Board of Selectmen and the Chatham Conservation Commission approved a proposal to clear invasive vegetation on the Marconi Site and create a footpath leading to a view of Ryder's Cove. The *Friends of Marconi Park at Ryder's Cove* is currently exploring funding for a public park.

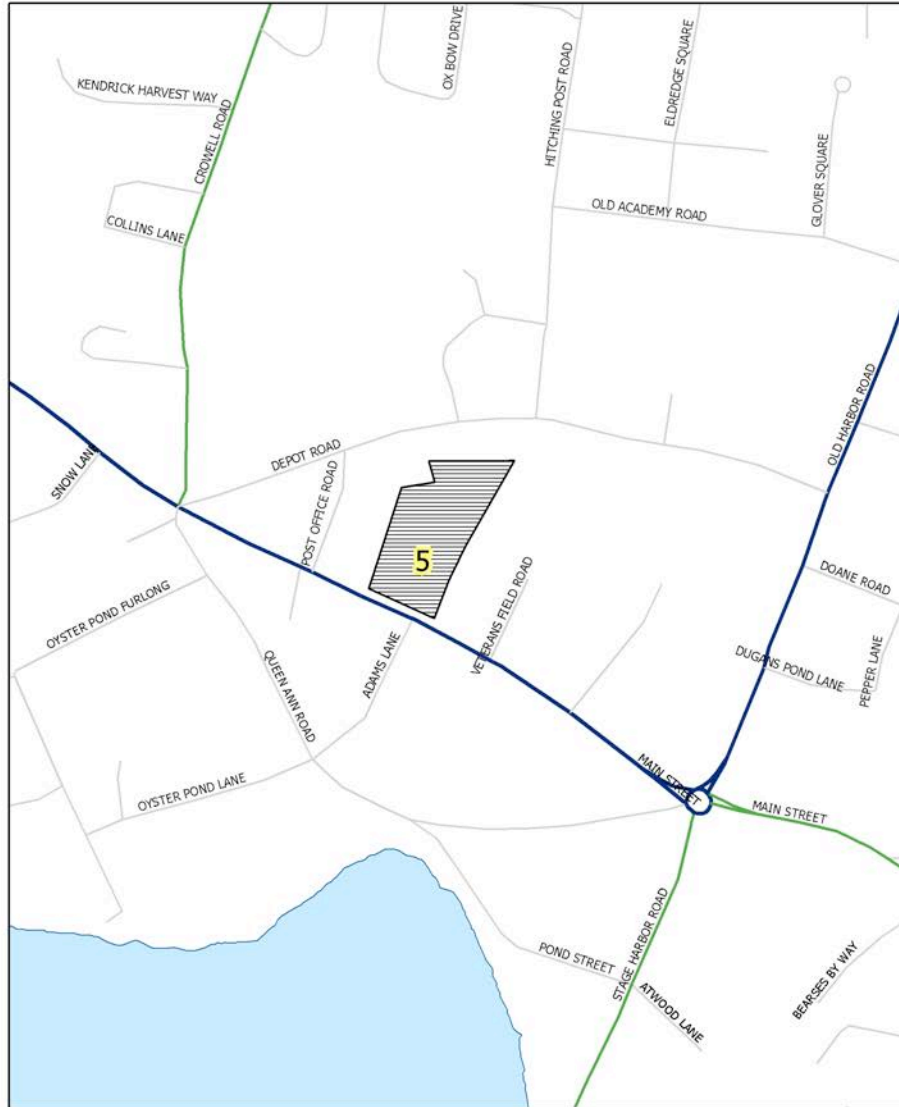
## Threats:

- ❖ **Deferred Maintenance:** The Power House and garage suffer from deferred maintenance and lack of a productive use.
- ❖ **Vacant Buildings:** While the Hotel and two brick residences were restored using CPA funds, they remain vacant. Tenants are needed to occupy these buildings in order to justify the recent restoration and encourage further utilization of the site. The Town is issuing a "Reuse RFP" (request for proposal) in January 2011 in order to find suitable tenants.
- ❖ **Expansion of Ryder's Cove Boatyard:** The boatyard that is adjacent to the Power House and garage is planning to continue expanding their business at their current location. They are located on a different parcel than the Marconi site, but their close proximity to Marconi has the potential to affect the historic views and landscape features on the site.

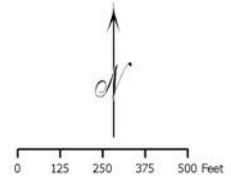
## Recommendations:

- 1. Seek Community Preservation Act Funding:** Stabilize the Power House and garage in order to prevent further deterioration from neglect. Explore potential new uses related to either the museum or park. CPA funds should be sought to restore the exterior of these buildings.
- 2. Seek Massachusetts Preservation Projects Fund Grant:** Apply for funding from the Massachusetts Preservation Projects Fund (MPPF) to help restore the Power House and garage. Up to fifty percent matching grants are awarded for the physical preservation of qualified structures that are listed on the State Register of Historic Places.
- 3. Public Park Creation:** Moving forward with the proposed public park will greatly benefit the Marconi site. Finding a second public use of the site will create a higher demand for use of the area. This could lead to the prospective tenants of the vacant buildings.

# Monomoy Theatre



Monomoy Theatre



Map by Cape Cod Commission HL\_enlargements\_monomoy.mxd 2/08/11

## ***Monomoy Theatre***

### **Historical Significance**

The theatre, like many other buildings along Main Street, was adapted from a previous use. In 1934, Harold Dunbar converted a vacant toy factory into a community arts center theatre. In 1937, Mary Winslow, a young impresario, purchased the theatre, which was then known as the “Guildhouse.” She renamed it the Monomoy Theatre with the hope that by giving the theatre a locally derived name it would become a Chatham institution. The theatre became a beacon for the Cape community, showcasing professional theatrical productions during the summer season. Popular stars of stage and screen such as Henry Fonda, Humphrey Bogart and Bette Davis



**Monomoy Theatre as seen from Main Street (Photo by Erin Chapman)**

performed the latest Broadway shows at similar Cape theatres during this era. After the death of Mary Winslow in 1957, Elizabeth Baker, the wife of a former president of Ohio University, purchased the theatre on behalf of the Ohio University drama department. Baker's goal was to provide an opportunity for advanced drama students to hone their skills by working in a professional theatre over the summer. The tradition of placing a golden weather vane on top of the cupola each summer to notify residents that the students were in town to perform for the season began during this period.

The community has recognized the importance of the Monomoy Theatre as one of the last remaining summer stock theatres on the Cape. In 1973, enthusiastic citizens formed the *Friends of the Monomoy Theatre*. The organization advocates and fundraises year-round for maintenance of the theatre site and to provide scholarship opportunities. From its showcases of Broadway productions to its use as an educational tool for students, the theatre has continuously served Chatham for over eighty years.

### **Description**

The Monomoy Theatre, located at 776 Main Street, is situated on a large 3.31 acre lot. The southern portion of the lot, set back roughly twenty-five feet from Main Street is partially lined with trees. The northern half of the lot is densely wooded. The building, like many of the neighboring businesses, is adapted from a previous use. The theatre site consists of five resources. The theatre is a Colonial Revival side-gable building situated on the west side of the parcel with a street-facing orientation. It has a cupola centered on the top of the building as well as a rear ell which houses the theatre hall and stage. Additionally, there are two houses. One is an 1800 two-story structure composed of two Greek Revival clapboard homes joined with a



**Greek Revival accommodations at the Monomoy Theatre site (Photo by Erin Chapman)**

center addition. The other is a one-and one-half story shingled Bungalow built in 1900 at the rear of the parcel. Both the Bungalow and Greek Revival buildings are used as accommodations for performers during the summer season. There are also two outbuildings: a small two-bay garage at the rear of the site and a small workshop on the west side of the theatre. All of the buildings on the site exhibit deteriorated conditions, such as missing shingles, foundation damage, peeling paint and water staining.

#### **Advantages:**

- ❖ **Community Support:** There is strong support from town residents to continue funding and utilizing the theatre. This fact is evidenced by the theatre's numerous individual sponsors and *The Friends of the Monomoy Theatre* organization, which is in its thirty-seventh year. This organization's fundraising efforts provide scholarships for the actors as well as fund the maintenance of the theatre and living quarters.
- ❖ **Non-Profit Status:** As a 501(c)(3) non-profit, the theatre qualifies for additional grants which could be used to help maintain its historic integrity.
- ❖ **Chatham Historic Business District:** The theatre is located within the Chatham Historic Business District (CHBD). The CHBD Commission reviews any exterior changes to buildings within the district visible from a public way.

#### **Threats:**

- ❖ **Deferred Maintenance:** Current maintenance needs of the site are not being addressed by the owner or operator. Examples of the deferred maintenance include missing shingles and water stains on both of the rear of the Greek Revival accommodations, which appears to be in disrepair. This may lead to potential loss of historic integrity.
- ❖ **Extended Vacancy:** Without a year-round use, the buildings are unoccupied during the off-season. Therefore, maintenance issues may not be addressed in a timely manner, leading to further harm to the buildings.

#### **Recommendations:**

**1. Inventory of Historic Resources:** Historic resources cannot be protected until they are identified - both their physical characteristics and historical significance. The essential first step is to record information about the resources with the Massachusetts Historical Commission (MHC). MHC's Inventory of Historic and Archaeological Assets is a database of sites, structures, buildings, districts, and other properties that have been identified in the Commonwealth and brought to the attention of the MHC. It includes the properties listed in the State Register as well as thousands of others that may or may not be eligible for listing in the State Register. In order to be included in the inventory, a resource must be documented on an MHC inventory form.

The theatre site should be documented on a MHC Form B (buildings), placing it on file with the Massachusetts Historical Commission as part of ongoing efforts by Chatham to complete its survey as stated in its Long Range Comprehensive Plan. Since the theatre site includes multiple buildings, an area form may also be appropriate. Documentation may provide evidence to support a National Register nomination as well as future funding and protection measures.

**2. Community Preservation Act Funding:** Community Preservation Act (CPA) funds could be used to perform maintenance tasks at the theatre. Allocation of CPA funds to the theatre is a distinct possibility, given the widespread support of the theatre in the community. The *Friends of the Monomoy* and Chatham's Historic Business District Commission could speak with the University of Ohio to determine if there are

additional funding sources which might be utilized for the current and future maintenance of the building.

**3. Long-Term Maintenance Plan:** Ohio University, in conjunction with the Historic Business District Commission, should design and follow a specific maintenance schedule for a long-term maintenance plan. An issue which could be addressed is determining a timetable for scheduled annual inspections of the property. A maintenance schedule would draw attention to any necessary repairs and the general condition of the site, which would allow repairs to be completed in a timely manner. Immediate specific repairs include replacing missing shingles and addressing water damage on the rear of the Greek Revival accommodations building. Additionally, the workshop situated to the west of the theatre exhibits noticeable deterioration and vegetative encroachment.

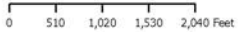
**4. Preservation Easement:** Chatham strongly believes in protecting its historic resources, as articulated in its Long Range Comprehensive Plan (LRCP). Preservation Easements protect historic and archaeological properties from changes that may be inappropriate. A preservation easement on a property restricts present and future owners from altering specified portions of that building, structure, or site. An easement can run for a few years or in perpetuity and may be included as part of the property deed. Preservation easements can be donated or purchased by a government body or private preservation organization and are enforced by the holder of the restriction. Charitable donations of easements on historical buildings or archaeological sites may qualify for federal income tax deductions.

The condition of the theatre and additional auxiliary buildings should be protected by including an “affirmative maintenance” easement with the deed by the current owner. This would require Ohio University to maintain the property as part of its usage agreement with the current owner. Placing easements on buildings can help prevent the actions of both present and future owners from causing harm to the integrity of these resources indefinitely.

# South Chatham



South Chatham



Map by Cape Cod Commission HL\_enlargements\_s\_chat.mxd 2/08/11

## ***South Chatham***

South Chatham was identified as a priority heritage landscape, but there are significant differences between the village center and surrounding neighborhood. Since the character and development of these two areas are notably different, the village center and neighborhood are discussed separately for the sake of clarity.

### **Historical Significance**

South Chatham Village and neighborhood were both historically either town common lands or owned by a few locally prominent families. During the eighteenth century, some fishing and farming families settled here, but the growth in this area began slowly and was shaped specifically by large landowners. South Chatham Village and neighborhood truly began to flourish during the early nineteenth century when the maritime industry on Nantucket Sound was commercialized.

#### ***Village Center***

In 1862, South Chatham Village was established after years of commercial and residential development along Harwich Road (Route 28). This area has remained a prominent thoroughfare ever since. The village center and nearby linear expansion are the product of eighteenth- and nineteenth-century development, when the fishing industry and coasting trade flourished. The success of South Chatham Village helped foster a unique historic independence from both Chatham and Harwich, and created an abundance of civic resources.

Prominent families such as the Eldridges, who originally owned large portions of land, have left their legacy in the historic fabric of the village streetscape. Levi Eldridge opened the first store in 1839 at 2607 Main Street, and his son established the first post office in 1862 at the same location. The Eldridge family also built multiple Greek Revival style dwellings along Harwich Road during the nineteenth century, reflecting the overall prosperity of South Chatham Village.



**Open land on Cockle Cove Road (Photo by Amie Schaeffer)**

Familiar versions of the Cape house, including gable-end Greek Revival houses are prevalent in the village center. While these buildings were constructed with one or two stories, three bays appear to be the most common. A variety of architectural styles are found within the village, such as Italianate and Queen Anne. These styles are also visible as alterations to pre-existing buildings. South Chatham Village continues to reflect its historic development, possessing strong integrity derived from its setting, materials, and association with Chatham's maritime success.

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#### ***Neighborhood***

The South Chatham neighborhood is located between Route 28 to Nantucket Sound. This area experienced increased settlement with the arrival of the South Chatham Railroad Depot in 1887. During this time, the neighborhood became a popular place for summer homes. Single-family seasonal dwellings appeared in the typical Cape Cod form and Greek Revival style.





Pleasant Forest Shores Cottages in South Chatham (Photo by Kate Gehlke)

The arrival of the automobile in the 1920s triggered more development. Cockle Cove Road, Forest Beach Road, and Pleasant Street each provide direct access to the Sound. These roads helped establish South Chatham as a beach community. Several more single-family dwellings were constructed during this period, and the South Chatham neighborhood became home to several cottage colonies. Many of these vacation cottages were constructed on large lots along beach access roads. These three roads encompass a large portion of the historic fabric and development of this neighborhood, which is still visible today in the colonial small pox cemeteries, prosperous maritime houses, and twentieth-century cottage colonies.

## Description

Both the village center and neighborhood present an intimate setting due to the close proximity of historic resources, vegetation and roads. Several architectural styles are visible within this landscape, though the Cape Cod form and Greek Revival style are most common.

### *Village Center*

South Chatham Village is located along the Route 28 corridor between Cockle Cove Road and the Town of Harwich. The village includes a church, hall, library, cemetery, former school and post office as well as several stores and dwellings. Eighteenth- and nineteenth-century development is most prominent within the village center, while later development is scattered outside the immediate center and south toward the Sound.

### *Neighborhood*

Three main roads provide beach access from Route 28 to Nantucket Sound: Cockle Cove Road, Forest Beach Road, and Pleasant Street. These roads offer views of both conservation land and Nantucket Sound. The residential development along these roads shapes the general neighborhood. One- and two-story single family dwellings and cottage colonies are most common throughout.

## Advantages:

- ❖ **Historic Independence (Neighborhood/Village Center):** The South Chatham neighborhood has a strong sense of community that is committed to preservation. The area's success during the mid-nineteenth century led to the development of civic resources independent of Chatham and Harwich. The Long Range Comprehensive Plan (LRCP) acknowledges South Chatham's well-established identity. Its historic independence fosters devotion in local residents to protect the integrity of South Chatham.
- ❖ **Long Range Comprehensive Plan (Village Center):** One goal in the LRCP is to preserve the character of South Chatham. This plan expresses a clear vision to preserve the defining elements of the neighborhood and recognizes that the residential setting of South Chatham could easily be compromised.
- ❖ **Zoning (Village Center):** South Chatham Village is zoned Small Business (SB) from Pleasant Street to Cockle Cove Road but has experienced minimal commercial development. This kind of development is diverted away from South Chatham Village because seasonal traffic at the junction of Routes 28 and 137 is routed east, allowing the village to retain its nineteenth-century historic

development and character.

- ❖ **Chatham Historic Business District (Village Center):** Most of South Chatham Village is zoned Small Business (SB) which gives the Historic Business District Commission (HBDC) authority to review all exterior modifications visible from a public way. While this zone does include most of Route 28, the HBDC is only authorized to review changes to buildings within this business zone. The portion of Main Street between Pleasant Street and the Harwich border is zoned Residential (R), and is therefore not protected by HBDC review.
- ❖ **Inventory of Historic Resources (Village Center):** The Chatham Historical Commission (CHC) surveyed the South Chatham Village in August 1991. According to the CHC, the area is worthy of being listed in the National Register for its association with broad patterns of history and its embodiment of distinctive nineteenth-century architectural characteristics and landscape.
- ❖ **Scenic Road Bylaw (Neighborhood):** Within the South Chatham neighborhood, Forest Hill Road, Cockle Cove Road, and Pleasant Street have all been designated as Scenic Roads through the Scenic Road Bylaw. This bylaw requires a public hearing be held in order to review the requests for the removal of any trees or stonewalls that fall within the public right of way on a town road. If the removal of these items negatively impacts the historic character of a designated road, the Planning Board can deny the request.
- ❖ **Demolition Delay Bylaw (Neighborhood):** Chatham's Demolition Delay Bylaw gives the Historical Commission the authority to delay proposed demolition for up to 540 days for properties that are seventy-five years or older and also found to be historically significant. This includes properties or areas listed in the National or State Register of Historic Places. Though this bylaw does not apply within Chatham's Historic Business District, it would certainly apply to all of the historic homes within South Chatham. The delay buys time to find alternatives to the demolition of the historic resource.

#### Threats:

- ❖ **Neglect (Neighborhood/Village Center):** A method of circumventing demolition delay is to neglect the building until it is condemned. Once the building is condemned the owner is able to demolish the building and sell an undeveloped parcel. This results in a loss of significant historic resources over time and could eventually mean a loss of historic integrity in South Chatham. This threat has been clearly articulated in Chatham's Long Range Comprehensive Plan (LRCP), and certainly affects both South Chatham Village and neighborhood, as some buildings currently fall under this category.
- ❖ **Inappropriate Alterations (Neighborhood/Village Center):** The western portion of South Chatham Village by Harwich and the surrounding neighborhood are also threatened by inappropriate alterations to historically significant houses. New owners are often not aware of the historic integrity of their centuries-old building at purchase. The historic fabric of these buildings is frequently destroyed before there is a chance to document them.
- ❖ **Demolition (Neighborhood):** A new trend has recently developed where homeowners apply for a demolition permit well in advance of selling their home. The delay period is allowed to expire in time to accommodate the development agenda of the owner. This facilitates the demolition of historic resources.
- ❖ **Inappropriate Development (Neighborhood):** Pressures for new development increase as land value surpasses building value, particularly in the South Chatham neighborhood where there is water frontage. Since HBDC jurisdiction is limited to business zones, many historically significant residential buildings within the neighborhood are not protected. Specifically, cottage colonies are threatened due to the large size of their lots. Some cottage colonies have already started to sell off individual parcels for redevelopment. Beach access roads are threatened by the increasing predominance of inappropriately massed development, which blocks the historic views of Nantucket Sound and the beach.
- ❖ **Lack of Documentation (Neighborhood):** While the Massachusetts Historic Commission (MHC)

retains records of the village center, individual survey forms for the majority of the neighborhood are not documented. Significant roads, namely Cockle Cove Road, Forest Beach Road, and Pleasant Street, lack formal documentation.

## **Recommendations:**

**1. Affirmative Maintenance (Neighborhood/Village Center):** An affirmative maintenance provision should be added as a general bylaw and apply to all buildings. This standard would be enforced within all zones, extending beyond South Chatham Village and neighborhood. As a second option, this standard should be added to the local preservation ordinance, currently administered by the HBDC. To expand the purview of the HBDC to manage exterior alterations in other zones, either amend the zones under HBDC control or expand their jurisdiction. If a neighborhood conservation district (NCD) is created in South Chatham, this standard could also become part of the ordinance and enforced by the NCD Commission. Since both the village and neighborhood are currently experiencing threats to historic resources through neglect, a maintenance standard could ensure that the owners of these resources are held accountable.

**2. South Chatham Neighborhood Conservation District (Neighborhood):** Create a South Chatham Neighborhood Conservation District (NCD) that encompasses the three beach access roads: Cockle Cove Road, Forest Beach Road, and Pleasant Street. This NCD would be overseen by a Neighborhood Conservation District Commission (NCDC) and should allow for comments and recommendations from both the Historic District Business Commission (HBDC) and the Chatham Historical Commission (CHC). A neighborhood conservation district provides some design review as specific defining elements of the neighborhood are identified, and then preserved through design review. NCD is not as stringent as a local historic district, but still allows for regulatory control using identified neighborhood characteristics. Enacting a NCD permits a NCDC to appropriately maintain the historic setting and character that is South Chatham neighborhood. This recommendation builds on the stated goal in Chatham's LRCP to establish Local Historic Districts for the preservation of the character of neighborhoods and streetscapes.

**3. Scenic Overlay District Zoning (Neighborhood):** Chatham's Long Range Comprehensive Plan states as a goal the protection of the scenic qualities of roadways. Create a Scenic Overlay District along the beach access roads to limit the impact of development on historic views of Nantucket Sound and conservation land. This zoning overlay requires additional design criteria for construction in areas that are determined a scenic vista. This tool would help prevent the loss of historic views for inappropriate construction. Additionally, since this tool addresses inappropriate development through zoning, there are other zoning changes that could address the height and bulk of new construction.

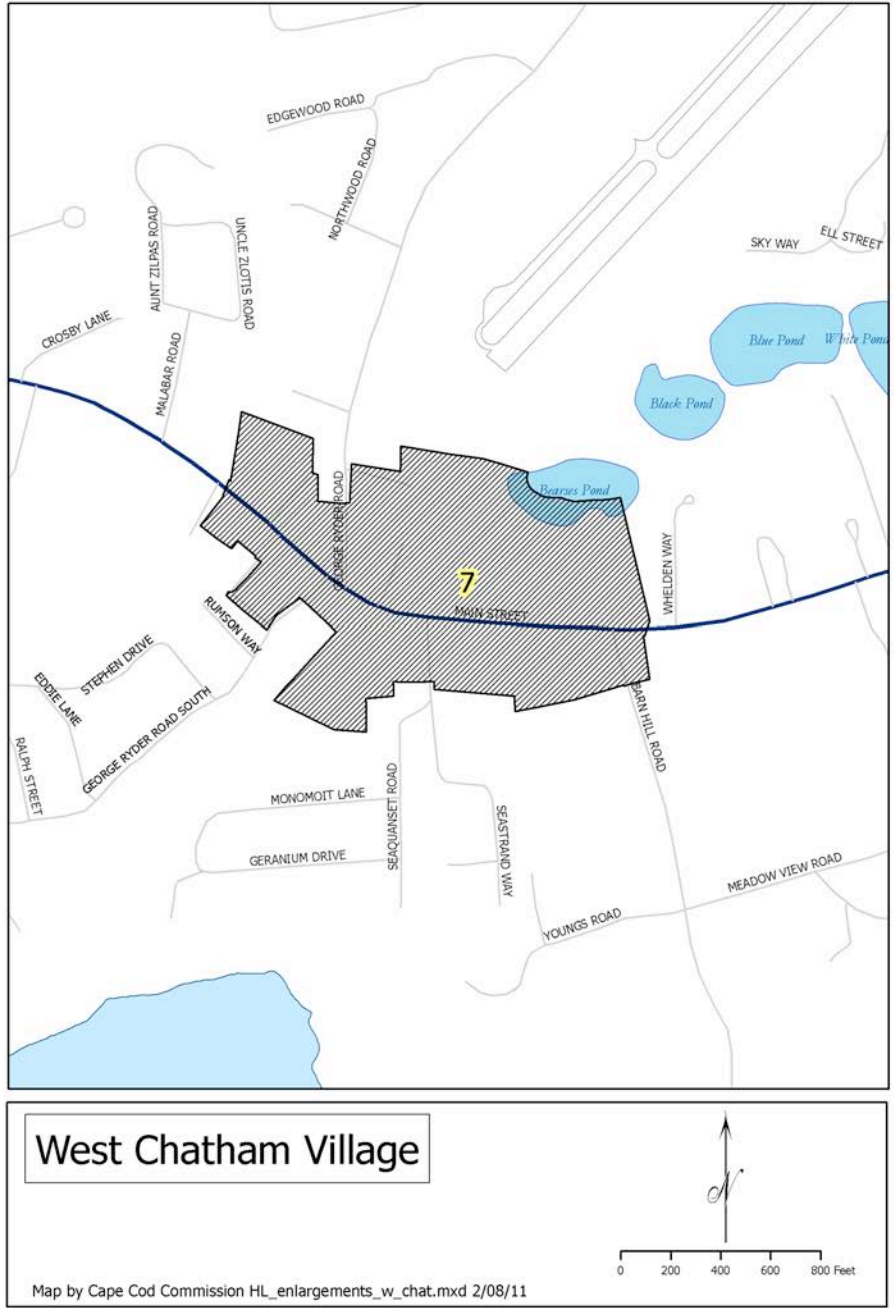
**4. Expand and Update Inventory of Historic Resources (Neighborhood):** Historic resources cannot be protected until they are identified - both their physical characteristics and historical significance. The essential first step is to record information about the resources with the Massachusetts Historical Commission (MHC). MHC's Inventory of Historic and Archaeological Assets is a database of sites, structures, buildings, districts, and other properties that have been identified in the Commonwealth and brought to the attention of the MHC. It includes the properties listed in the State Register as well as thousands of others that may or may not be eligible for listing in the State Register. In order to be included in the inventory, a resource must be documented on an MHC inventory form.

Many historically significant buildings within South Chatham have not yet been documented, especially south of Route 28. Identifying and documenting these important buildings and cottage colonies are the first steps to their preservation. Specifically, buildings and structures over the fifty-year state and federal threshold should be surveyed on Cockle Cove Road, Forest Beach Road, and Pleasant Street. This recommendation promotes the goal of completing the historic properties survey as stated in Chatham's

LRCF.

**5. Expand Chatham Historic Business District (Village Center):** Currently, the CHBD does not extend to the Harwich border. While this zone does include South Chatham Village, it could be extended to the Harwich border if commercial development begins to encroach upon the western portion of South Chatham. This change is merely an amendment to the current zoning bylaws; however, the HBDC would then have authority over exterior changes from a public way throughout the entire Route 28 corridor in South Chatham Village. A stated goal in Chatham's LRCF is to provide design review for commercial development outside of the existing Historic Business District, thus expansion of this district would accomplish that goal.

# West Chatham Village



## *West Chatham Village*

### **Historical significance**

The area known as West Chatham today was initially purchased by John Quason from the Monomoyick natives in the mid-seventeenth century. In 1679, William Nickerson, the original settler of Chatham, purchased the land west of Stage Neck to the Harwich boundary from Quason. This land was reserved as common land until it was formally divided at the time of Chatham's incorporation in 1712.

Farming dominated the area from the time of its original settlement until well into the twentieth century. During the Colonial Period (1675-1775), the road that is now Route 28 (historically known as both the Harwich Road and the Inlands Road) became a major transportation route and many of the West Chatham farms were scattered along this thoroughfare. Modest eighteenth-century farmhouses survive in the West Chatham neighborhood, including the Lt. Nicholas Eldredge Farmhouse at 1409 Main Street, the John Hawes Homestead at 1731 Main Street, and the Prince Young Farmhouse at 49 Young's Road.



**Captain John Hawes House in West Chatham Village** (Photo by Leo Greene)

Modest eighteenth-century farmhouses survive in the West Chatham neighborhood, including the Lt. Nicholas Eldredge Farmhouse at 1409 Main Street, the John Hawes Homestead at 1731 Main Street, and the Prince Young Farmhouse at 49 Young's Road.

Though still distinctly rural in feel, West Chatham Village saw incremental commercial development in the nineteenth century. The first store was opened circa 1830 by Stephen G. Davis on the bank of the Oyster Pond River. In 1840, the house at 1603 Main Street (previously known as "Luscious Louie's") was constructed. In 1849, the first village post office was established in Daniel Howes' general store. In 1882, Howes built a new store, which survives at the intersection of Route 28 and Barn Hill Road at 1563 Main Street. This building now houses a Dunkin' Donuts franchise.

By the 1920s, Route 28 looped through Chatham from Orleans to Harwich, bringing increasing automobile traffic and accompanying development catering to motorists. In 1959, the Shop Ahoy Shopping Plaza was built; both the plaza and its historic signage still stand to the south of Route 28 in West Chatham Village. The latter half of the twentieth century saw increasing change to the area, as Route 28 was widened to three lanes and varying forms of commercial development displaced farms along the corridor. It was also during this time that most residential buildings were adapted for commercial use.

### **Description**

For the purposes of this report, West Chatham Village is defined as the stretch of Main Street (Route 28) between 1563 and 1731 Main Street. These two addresses correspond to historic homes which have been adapted for commercial purposes. They are the former "Sou'wester" at 1563 Main Street and the Captain John Hawes House at 1731 Main Street, and these two houses bookend the village.

Today, West Chatham Village is the second largest business district in Chatham after the town center. This neighborhood is distinct within the context of Chatham as a whole, due to the fact that commercial development patterns here are less consistent with the small seaside village character exhibited in the rest of the town. Conformance with zoning bylaws enacted in the 1950s has led to large parking lots along the main corridor as well as large-scale buildings, such as the Ocean State Job Lot, which is set back well beyond the traditional location of buildings in the village. These late twentieth-century commercial buildings are



**Shop Ahoy Plaza in West Chatham Village**  
*(Photo by Erin Chapman)*

interspersed with historic eighteenth, nineteenth and twentieth-century homes, though few of the latter remain. A notable exception is the Queen Anne style home at 1566 Main Street, built by Captain Nathan Harding in 1905. Others include the Captain John Hawes house built in 1736 and the 1840 Greek Revival house at 1603 Main Street. All of these historic homes have been converted to commercial use. North of Main Street lies a small park from which Bearses' Pond is visible.

### **Advantages:**

- ❖ **West Chatham Intersections and Corridor Project:** The West Chatham Intersections and Corridor Project presents the opportunity to make significant changes to Route 28 in West Chatham Village. The objectives of this project are to improve conditions along Main Street in West Chatham Village for all users, including vehicles, pedestrians, and bicyclists. Another objective is to develop a unified vision for traffic improvements for both the intersections and corridor with enhanced safety in mind. Still in the design stage, town officials, interested residents and local community organizations are in the process of determining the nature of these changes.
- ❖ **Community Support:** The West Chatham Association and the West Chatham Village and Business Association are two organizations actively engaged in formulating a vision for West Chatham Village.
- ❖ **Private Investment:** Preservation-minded commercial investors are willing to invest in historic buildings in the village. The 264 year-old Captain John Hawes house was recently sold to an investor who plans to use it for a furniture retail business.
- ❖ **Willingness to Re-examine Zoning:** The town has shown willingness to re-examine zoning bylaws in an effort to retain community character. Earlier this year, a new bylaw regulating chain business in Chatham was approved by the state attorney general's office. While chain businesses are not banned, they must follow a specific set of guidelines that help ensure that their traditional methods of doing business do not compromise the historic character of Chatham.
- ❖ **Chatham Historic Business District:** All of West Chatham Village is designated as part of the Chatham Historic Business District (CHBD). Within this district, any proposals to erect, reconstruct, alter or restore buildings or structures must be reviewed by the Historic Business District Commission. The goal is to maintain the rural, fishing and residential character which distinguish Chatham as a desirable community in which to live.
- ❖ **Flexible Development Overlay District:** The north side of Route 28 between Barn Hill Road and the Ocean State Job Lot is designated a Flexible Development Overlay District. This designation allows for a special permit and site plan approval to better control and provide for a mix of multi-family and commercial development. The Long Range Comprehensive Plan (LRCP) encourages mixed-use development in neighborhood centers.
- ❖ **Long Range Comprehensive Plan:** Many of the community-wide goals and objectives specific to West Chatham Village have already been laid out in Chatham's LRCP. This planning tool can provide a more specific base vision from which a more specific vision related to West Chatham may be created.

## Threats:

- ❖ **Loss of Village Character:** The total loss of West Chatham Village's agricultural past is eminent due to the continued demolition and development of the few remaining historic buildings and landscapes. Additionally, commercial development has not always been in keeping with the character of the town as a whole. Such development has done much to undermine the small town feel of this area.
- ❖ **Commercial Stagnation:** Several commercial properties have remained vacant for extended periods of time, tying up the real estate in private hands when it could be put to more productive use. A major cause of this problem is unsuitable infrastructure, particularly sewer capacity to accommodate service-oriented businesses such as restaurants.
- ❖ **Commercial Sprawl:** Members of the community have expressed concern that continued commercial strip development along Route 28 will further detract from the remaining historic character of West Chatham Village.
- ❖ **Lack of Shared Vision:** There are differences in opinion regarding the future of West Chatham Village. While some want to see more traditional development in keeping with the overall character of Chatham, some are content with West Chatham the way it appears today. Given existing timelines for the Intersections and Corridor Project, it is imperative to have a shared vision of West Chatham's future.

## Recommendations:

**1. Village Center Overlay District:** Overlay districts are separate zoning districts that are applied over the current zoning. As a result, the regulations of both the underlying zoning and the overlay district zoning must be adhered to. Several overlay zones have been established on Cape Cod with special criteria to protect traditional development patterns in historic villages and neighborhoods. This type of district should be created for West Chatham Village. Such an overlay district encourages new construction that is compatible with the setbacks and scale of existing historic structures. Additionally, the overlay district could call for increased landscaping requirements on new development and redevelopment projects. This would provide buffering of adjacent uses and provide screening and beautification of parking areas. An overlay district would accomplish many of the goals for neighborhood centers found in Chatham's LRCP, such as the enhancement of neighborhood identity, the creation of attractive streetscapes and landscaping, the retention of local architectural styles and compatible new construction. The LRCP also advocates for creative zoning as a means to accomplish these goals, particularly in West Chatham Village.

**2. Preservation Easements:** Chatham strongly believes in protecting its historic resources, as articulated in its Long Range Comprehensive Plan (LRCP). Preservation easements protect historic and archaeological properties from changes that may be inappropriate. A preservation easement on a property restricts present and future owners from altering specified portions of that building, structure, or site. This type of restriction can run for a few years or in perpetuity and may be included as part of the property deed. Preservation easements can be donated or purchased by a government body or private preservation organization and are enforced by the holder of the restriction. Charitable donations of easements on historical buildings or archaeological sites may qualify for federal income tax deductions.

In West Chatham Village, owners of historic properties should be encouraged to put in place preservation easements. Such an easement should at a minimum protect against demolition and inappropriate alterations to the exterior, character-defining features of the building. The donation of such an easement could qualify the owner for federal tax incentives if the easement is crafted to be permanent. By protecting the historic resources that have survived in West Chatham Village, the historic character of the area could be better maintained, and these resources could provide a model for future development in keeping with the area as a whole.



## THEMATIC CONCERNS

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Thematic concerns address categories of resources that are found throughout Chatham rather than specific sites and areas. At the Heritage Landscape Identification Meeting, Chatham residents expressed general concern about the natural and man-made changes that are affecting Chatham's beaches and scenic views, as these are vital to the overall character of Chatham.

### *Beaches*

The picturesque and historic coastline of Chatham is one of the town's most significant characteristics. While the town's economy once relied on the ocean for fishing and shipping, today the ocean is vital to summer tourism. The forces of wind and water are constantly eroding and altering the coastline, creating the potential for the loss of beach habitats.

The protection of beaches and coastlines is beyond the scope of this report, and beyond the reach of preservation planning tools. It is, however, important to recognize their significance to the town of Chatham.

### *Scenic Views*

Throughout Chatham, scenic views provide exceptional perspectives of the ocean and conservation land. The deforestation of Cape Cod in the nineteenth century created expansive views uninterrupted by vegetation. As the twentieth century progressed, trees grew taller and neighborhoods became denser, which created obstacles to the historic views that were once common.



Scenic view over wetlands (Photo by Amie Schaeffer)

In the twenty-first century, the greatest threats to scenic views in Chatham come in two forms. First, large-scale additions and the desire for privacy results in restricting public access to views. Additionally, privacy fences, landscaping and other barriers block scenic views otherwise visible from public ways. The other threat to scenic views has to do with the composition of the view itself. What was once a landscape sparsely settled with modest dwellings is increasingly dominated by grand summer homes. These homes are often not in keeping with the historic character of Chatham, and their increasing numbers can adversely affect the composition of scenic views.

### **Recommendations:**

**Scenic Overlay District Zoning:** Chatham's Long Range Comprehensive Plan states as a goal the protection of scenic views. Scenic Overlay District Zoning protects scenic vistas by creating a no-disturb buffer on private lands, thereby helping to maintain specific viewpoints. This zoning overlay requires additional design criteria for construction in areas that are determined a scenic vista. This tool would help prevent the loss of historic views through large-scale development. This recommendation has been made for the Loop and South Chatham, but could be successful in preserving additional views in other areas of Chatham. Sandwich and Bourne are two communities on the Cape that have adopted this tool.

**Scenic Vista Protection Bylaw:** This bylaw helps to limit development impacts to scenic vistas, which are often identified as heritage landscapes for their natural and cultural features as well as their historic associations. This is a preservation planning tool that seeks to protect scenic views by requiring additional design criteria for new construction in these visually sensitive areas. A scenic vista protection bylaw can be created as a scenic overlay district to protect a larger area or can address specific views such as those only visible from a certain area or above a certain elevation. A scenic vista protection bylaw is generally administered through site plan review and the development application process. Chatham should consider such a bylaw for visually sensitive areas such as islands, pond and harbor perimeters, and wetland areas not currently protected by conservation easements.

## GENERAL RECOMMENDATIONS

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### Introduction

Each priority heritage landscape has specific recommendations addressing the particular threats potentially affecting that resource. This section offers general recommendations relevant to preserving the overall historic character of Chatham. These tools can be used to protect a multitude of resources that are essential to Chatham, including heritage landscapes.

Three useful documents to consult before beginning to implement preservation strategies are:

- ❖ *Reading the Land*, Department of Conservation and Recreation (DCR)
- ❖ *Long Range Comprehensive Plan*, Town of Chatham,
- ❖ *Preservation through Bylaws and Ordinances*, Massachusetts Historical Commission (MHC)

Each publication provides useful information for the identification, evaluation and preservation of the cultural heritage of a community.

**Funding** for preservation projects is an important aspect of implementing preservation strategies, including many of those listed in this report. The most commonly used sources of funding for preservation work in Massachusetts include:

- ❖ Survey and Planning Grants, administered by MHC, support survey, National Register and preservation planning work.
- ❖ The Massachusetts Preservation Projects Fund (MPPF) administered by MHC, funds restoration and rehabilitation projects.
- ❖ The Historic Landscape Preservation Grant Program (HLPGP), administered by DCR, funds planning, rehabilitation, education and stewardship projects focused on historic landscapes.
- ❖ The Community Preservation Act (CPA), administered by Chatham's Community Preservation Committee, funds historic preservation, open space planning, and affordable housing.

Funding for these programs varies from year to year, so it is important to consult with DCR and MHC during the planning process to determine the availability of funds.

### General Recommendations

**1. Obtain Certified Local Government Status:** Established by a 1980 amendment to the National Historic Preservation Act of 1966, the Certified Local Government (CLG) program is a unique partnership that provides a close integration of federal, state and local preservation activities. Local governments apply to become a CLG through MHC. The benefits of becoming a CLG include eligibility for grants to fund various preservation activities, training and technical assistance from MHC, participation in the review of National Register nominations, and participation in statewide preservation planning efforts. Usually, the process to become a CLG is initiated by the town's historical or preservation commission. On the Cape, both Eastham and Falmouth have obtained CLG status.

**2. Expand and Update Inventory of Heritage Landscapes and Other Historic Resources:** Historic resources cannot be protected until they are identified - both their physical characteristics and historical significance. The essential first step is to record information about the resources with the Massachusetts Historical Commission (MHC). MHC's Inventory of Historic and Archaeological Assets is a database of sites, structures, buildings, districts, and other properties that have been identified in the Commonwealth and

brought to the attention of the MHC. In order to be included in the inventory, a resource must be documented on an MHC inventory form.

The vital first step in developing preservation strategies for historic resources is documentation. As discussed previously in this report, many historic resources in Chatham have already been surveyed. This important work is continuing, as Chatham has been funding the collection of data for additional property surveys since 2005 and is in the process of packaging new Form Bs for submission to MHC with the assistance of consultants.

MHC recommends that survey efforts begin with resources that are under-represented or not sufficiently documented and are under immediate threat or have the least amount of protection. It is important to document secondary features on residential properties, such as outbuildings, garages and stone walls, as well as the primary buildings.

### ***3. Increase Outreach, Education, Collaboration and Assistance***

Raising public awareness is a vital step in broadening the base of support for heritage landscapes in Chatham. Walking tours of historically significant areas inform residents and visitors of the value of these resources. The Chatham Historical Commission could assist in developing brochures outlining the most interesting and important facts about the area or neighborhood.

### ***4. Adopt Scenic Overlay District Zoning***

Scenic Overlay District Zoning protects scenic vistas by providing for a no-disturb buffer on private lands, thereby helping to maintain specific viewpoints. This type of zoning is more far-reaching than a Scenic Road Bylaw and may be applied to numbered routes. Two communities in this region have adopted this tool, including Sandwich and Bourne.

### ***5. Nominate Significant Resources to the National Register of Historic Places***

Though listing in the National Register offers only minimal protection against federal or state-permitted or funded projects, under the Cape Cod Commission Act, the CCC has authority to review demolition or substantial alteration of these properties when they are outside of Local Historic Districts. The review provides some additional protection for National Register properties where no other historic resource protections exist. It protects against demolitions and major alterations that would unnecessarily destroy the Cape's architectural heritage.

The Massachusetts Historical Commission recommends that communities develop a National Register listing plan, taking into consideration a property's integrity and vulnerability. Properties that are in need of recognition in order to advance preservation strategies should be given priority. This report recommends that several of the priority heritage landscapes be nominated, as noted in the individual recommendations.

## CONCLUSION

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This report is a critical step toward implementing preservation strategies by first identifying the rich and diverse heritage landscapes that Chatham values most. However, it is only the first step in the planning process. Most of the landscapes identified in this report, particularly those found in Appendix B, will likely need further documentation on MHC inventory forms. This documentation can be used to build consensus and gather public support for their preservation.

Implementation of the recommendations included in this report will require a coordinated effort between municipal boards and commissions, local non-profits (such as the Chatham Historical Society), local neighborhood associations, and the Massachusetts Historical Commission, among others. Distribution of this report to the municipal land use boards and commissions will assist in making this one of the planning documents that guides Chatham in preserving important features of the community's character.

It is also recommended that this document be presented to the Board of Selectmen. Finally, distribution of the report to conservation organizations, neighborhood associations and other groups with a stake in preserving Chatham's unique character will broaden the audience and assist in gathering interest and support for Chatham's heritage landscapes.

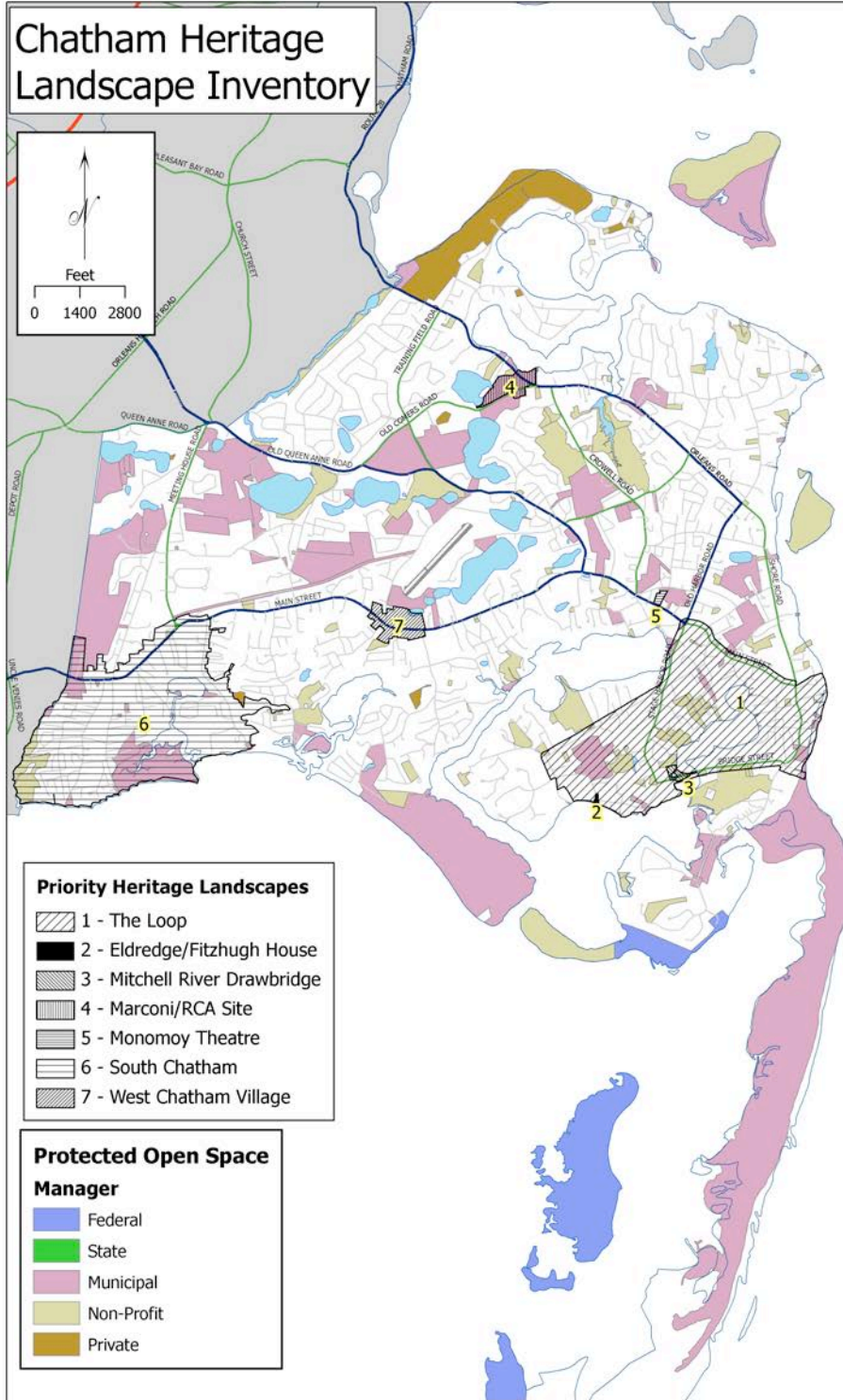
The list of heritage landscapes within this report (see Appendix B) is not exhaustive. It is the result of the Heritage Landscape Identification Meeting which took place on October 14, 2010. Though the list generated during this meeting represents a good start at identifying Chatham's heritage landscapes, it cannot be considered a definitive list as it represents only the views and opinions of those who attended the meeting. It is the recommendation of this report that the List of Heritage Landscapes be continually supplemented with historic resources that create the unique identity of Chatham. Such a continual, critical expansion of the list will result in a more historically rich and resource-inclusive picture of what makes Chatham unique.

Finally, it should be noted that this report builds upon the vision outlined in Chatham's Long Range Comprehensive Plan, which states: "Chathamites strongly desire a quality of life based upon the continuing historical presence and character of a small town with its overriding feeling of Cape Cod — human scale, a seaside atmosphere and physical beauty."<sup>3</sup> By being pro-active rather than re-active in its preservation goals, Chatham creates the opportunity to preserve that "character" that draws not only seasonal and permanent residents, but also thousands of visitors each year to this charming Cape Cod town.

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<sup>3</sup> Town of Chatham-Long Range Comprehensive Plan (Community Vision Statement). [http://www.town.chatham.ma.us/Public\\_documents/chathamma\\_planning/CLRP1](http://www.town.chatham.ma.us/Public_documents/chathamma_planning/CLRP1) (Accessed 11/19/2010).

# APPENDIX A: MAP OF PRIORITY HERITAGE LANDSCAPES



## APPENDIX B: CHATHAM HERITAGE LANDSCAPES

The following list of heritage landscapes was generated at the October 14, 2010 Heritage Landscape Identification Meeting at Chatham’s Community Center. The landscapes are grouped by category of resource (Agricultural, Institutional, Open Space, etc.).

Note: Light blue headings identify resource categories. Yellow highlighted landscapes directly correspond to a priority heritage landscape detailed in this report.

Landscape Name	Votes	Location	Landscape Notes
<b>Agricultural</b>			
Emery Pond Cranberry Bog		North of White Pond; west of George Ryder Road; east of Old Queen Anne Road	Working cranberry bog
George Ryder Road Cranberry Bog		George Ryder Road, West Chatham	Working cranberry bog; part of the South Conservation Trail
Hawes House	1	1731 Main Street, West Chatham Village	Oldest homestead in Chatham, 1736
Kendrick Road Cranberry Bog		Near Crowell and Kendrick roads	Working cranberry bog
Old Queen Anne Road Cranberry Bog		Old Queen Anne Road	Former working cranberry bog
Oyster Pond		Fed by Oyster River from Stage Harbor	Located in central Chatham; center of seasonal home construction; safe anchorage for small boats; popular swimming location; conservation restriction held by Chatham Conservation Foundation
Sam Ryder Road Cranberry Bog		Sam Ryder Road	Located along the Barclay bike trail
<b>Archaeological</b>			
Battle Field Landing		REDACTED	Revolutionary War activity
Tom's Neck		REDACTED	Early land purchase from Monomoyick tribe to Samuel Smith of Eastham

Landscape Name	Votes	Location	Landscape Notes
William Nickerson Homestead Site	1	REDACTED	Original homestead site of William Nickerson, a founder of Chatham
<b>Areas of Thematic Concern</b>			
Beaches		Numerous	Erosion of coastal bluffs and beaches; new development encroaching
Scenic Vistas		Numerous	Inappropriate new development impacts scenic views; includes Cockle Cove Road, Pleasant Street, Stage Harbor Road, Champlain Road, and Great Hill
<b>Burial Grounds</b>			
Bassett Family Burial Ground		Cockle Cove Road and Song Bird Lane	Also known as Cockle Cove Road Family Cemetery, 1847
Bethel Cemetery		Route 28, South Chatham	Also known as South Chatham Cemetery, 1780
Chatham Come-Outer' Cemetery		Bar Cliff Ave; west of Old Harbor Road	
Chatham Old Burying Ground		Old Queen Anne Road and George Ryder Road	Also known as Old Queen Anne Cemetery
David Eldredge Cemetery		Bay View Road; near Orrick Smalley Chase House	Also known as South Chatham Orrick Smalley Chase Burial Plot, 1840
Methodist Cemetery		Crowell and Depot roads	Within Seaside Cemetery
Old Baptist Cemetery		Old Queen Anne Road	1766
Old Burying Ground North	2	Old Queen Anne Road	1742
Old Burying Ground South		Old Queen Anne Road	1718
Peoples Cemetery		Crowell and Stepping Stones roads	Also known as Universalist Cemetery, 1786



Landscape Name	Votes	Location	Landscape Notes
Sailor's Cemetery		Main Street; near Chatham Coast Guard Station	Unknown Sailors Cemetery, 1846
Seaside Cemetery		Crowell and Depot roads	1811; incorporates the Old Methodist Cemetery
Seth Nickerson's Cemetery	2	A. Leonard's Way end	1832
Small Pox Cemetery		Old Comers Road	Also known as Ryder, Doane, Berry, or Smith Cemetery, 1766
South Chatham Eldredge Burial Plot		Mill Creek Road and Juniper Lane	1818
Union Cemetery		Main Street; between Queen Anne Road and Heritage Lane	Also known as Congregational Cemetery, 1800
William Nickerson Cemetery		4 Ryder's Cove; near Cod Lane	1689
<b>Commercial</b>			
Chatham Bars Inn		297 Shore Road	National Trust for Historic Preservation <i>Historic Hotels of America</i> ; built 1914 by Harvey Bailey Alden and William H. Cox
Chatham Historic Business District	3	Portions of Main Street/Route 28 and Bridge Street	Established to preserve historic character of the commercial corridor
Marconi/RCA site	4	Near Ryder's Cove, Chatham Port; Route 28 and Old Comers Road	Built 1914 by Marconi/RCA; site of wireless communication station; busiest ship to shore station on East Coast until 1993

Landscape Name	Votes	Location	Landscape Notes
Monomoy Theatre	4	776 Main Street	Operated since 1930s by Ohio University; site includes theatre, actor accommodations, and workshop
South Chatham RCA Transmitting Site		Forest Beach	Part of Marconi Station; moved to Forest Beach Road 1948
West Chatham	7	Main Street/Route 28	Site of 1736 Hawes House; additional agricultural resources
<b>Institutional/Civic</b>			
Community Center		702 Main Street	Former school
Doc Keene "Scout" Hall		224 Stage Harbor Road	Former school
Ice Cream Store	3	South Chatham	Current Kreme n' Kone; former South Chatham School
School moved from Stage Harbor Road			
School Street school		Corner School Street and Eliphamet's Lane	Italianate building, 1869
<b>Maritime/Industrial</b>			
Champlain Road fishing shacks	1	Near Stage Harbor Freezer, on Champlain Road	Part of marina and steamboat pier; near outlet of Stage Harbor; one used as office to Harbor Master
Chatham Light/Coast Guard Station/Monuments	3	Main Street	Site of 1808 original twin; rebuilt 1847 and 1877
Fish pier	1	Shore Road and Barcliff Avenue; Aunt Lydia's Cove	Operated by the town of Chatham for registered small fishing boats; catch is freshly caught daily; serves one of two commercial fishing fleets left on Cape Cod
Fish weirs	1	Near Harding's Beach	Fish traps of commercial fisherman

Landscape Name	Votes	Location	Landscape Notes
Godfrey Mill	1	Shattuck Place; Chase Park	Also known as Old Grist Mill 1797; moved from Mill Hill to Chase Park; use of CPA funds
Halfway House	1	Harding Land	Built 1920s; National Register 1978; located between life saving stations
Monomoy Point Light	3	Previously Monomoy Point/Sandy Point Peninsula, south of Chatham	Fifth lighthouse built on Cape Cod, 1823; includes cast iron lighthouse towers, wooden keeper's quarters, and brick generator house
Naval Air Station		Eastwards Road edge; across from Strong Island	Operated as US Naval Air Station, 1917-1922; established as blimp base during WWI; closed 1918 after pandemic; buildings have been torn down
Oyster shacks	3	Monomoy Island	Few existent; part of Monomoy Natural Wildlife Refuge
Pease Boatworks	2	43 Eliphamet's Lane	Boatworks and marine railway; preserve traditional wooden boatbuilding skills
Stage Harbor Freezer	1	Champlain Road	Built 1912; used to store fish and cranberries
Stage Harbor Light	3	Harding's Beach	Champlain landing point, 1606; wood-frame light; first service 1880; replaced 1933 by automated light; owned by Hoyt family, Nickerson descendants
Stage Harbor piers	2	Stage Harbor and Main Street	Harbor Master location; last private commercial piers

Landscape Name	Votes	Location	Landscape Notes
Tern Island Fish Pier		Near Stage Harbor Road	Wildlife and recreational sanctuary
<b>Natural</b>			
Frost Fish Creek		South Chatham	Owned by Chatham Conservation Foundation; part of Barclay Trail
Herring run, Ryder's Cove	1	Ryder's Cove	Traditional herring run grounds
Monomoy Island		Southwest Chatham	Taken by U.S. government during WWII; Monomoy National Wildlife Refuge established 1944
Muddy Creek		Near Old Queen Anne Road	Inappropriate new development encroaching
Ponds (fresh and salt)		Numerous	Inappropriate new development encroaching
Shorefronts	1	Numerous	Inappropriate new development encroaching; erosion and pollution Concerns
Wading Place, Jackknife Cove	3	Jackknife Cove, North Chatham	Sheltered swimming cove
<b>Open Space/Recreational</b>			
Chase Park	2	Shattuck Place; Cross Street	Location of Old Grist Mill, 1797; also known as Godfrey Mill
Children's Beach/Oyster Pond		Oyster Pond	Popular summer swimming location
Cow Yard		Old Harbor Road, North Chatham	Once pasture land and watering area for livestock
Eastward Ho Golf Club		325 Fox Hill Road	Incorporated 1917; three buildings and golf course

<b>Landscape Name</b>	<b>Votes</b>	<b>Location</b>	<b>Landscape Notes</b>
Kate Gould Park/Chatham Band Stand	1	Chatham Bars Avenue and Main Street	Used by Chatham Band since 1934
Samuel Hawes Park		Chatham Airport, west	Named for Samuel Hawes, born 1830s; ten acres of pristine land; contains three ponds and bike trail
Sea Side Links		Seaview Street	Golf course; built 1895; part of Chatham Bars Inn
Strong Island		Pleasant Bay	55 acre island; marks northern border of town; most owned by Chatham Conservation Foundation
Veteran's Field		Depot Road	Home of Chatham Anglers; built 1920-23
<b>Religious</b>			
First Congregational Church		650 Main Street	Also known as United Church of Christ; established 1655; found by William Nickerson
First Light Church of Cape Cod		195 Meeting House Road	1981
Holy Redeemer Church		57 Highland Avenue	1915
Masonic Hall/Old Baptist Church		Old Harbor Road	1850 meeting house; Masonic Lodge, 1873
Our Lady of Grace Church		Route 137, South Chatham	
South Chatham Community Church		2555 Main Street	Built 1911; rebuilt after 1917 fire in 1917; also known as Bethel Church
St. Christopher's Episcopal Church		625 Main Street	Within original Universalist Church, 1830; found 1961
Unitarian Universalist Meeting House	1	819 Main Street	1958
United Methodist Church		16 Cross Street	Site of first meeting house, built 1822 near Seaside Cemetery; site of second meeting house built 1832; current structure built 1849 and moved to Cross Street

Landscape Name	Votes	Location	Landscape Notes
<b>Residential</b>			
Atwood Corners		Stage Harbor Road	Atwood family Houses; including 1752 Atwood House, currently Chatham Historical Society
Baker House	2		
Cannon Hill, North Chatham)		Near Shell Drive	Overlooks Pleasant Bay
Captain Fred Eldredge House/Fitzhugh House	4	Champlain Road	Late eighteenth century house; currently under demolition delay.
Catalpa trees		Numerous	Planted for arbor day, 1921; given to school children, signals oldest homes in Chatham.
Cottage colonies	3	South Chatham neighborhood	Summer retreat cottages; coincides with tourism in Chatham
Great Hill		Near Skyline Drive	Overlooks Lover's Lake
North Beach Residential Camps	1	Near Shore Road	Sight of first purposeful seasonal homes
South Chatham Village and neighborhood	5	Main Street/Route 28	Numerous resources
The Loop	6	Southeast Chatham	Numerous resources
<b>Transportation</b>			
Chatham Airport		George Ryder's Road	
Bike trail/railroad bed	1	Near Route 28; White Pond to Crowell Road	4.5 mile trail to Harwich; transitions to Cape Cod Rail Trail
Mitchell River Drawbridge	6	Bridge Street	Wooden drawbridge built/rebuilt c. 1858; currently under Section 106 review with CCC
Morris Island Road Dyke		Morris Island Road	Once connected Morris Island to mainland, 1958

<b>Landscape Name</b>	<b>Votes</b>	<b>Location</b>	<b>Landscape Notes</b>
Stage Harbor Road	2	Chatham Old Village Historic District	Site of first European exploration; early roadway within Chatham

## APPENDIX C: PRESERVATION AND PLANNING TOOLS REFERENCED IN THIS REPORT

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The following is a list of tools and programs specifically recommended in this report, but discussed in more depth here. For a more complete list of preservation tools and programs, refer to:

- ❖ *Regional Planning Tool and Training Needs Assessment*, Cape Cod Commission
- ❖ *Preservation Through Bylaws and Ordinances*, Massachusetts Historical Commission  
<http://commpres.env.state.ma.us/publications/PTBylaws/PTBO-1.pdf>

### **Affirmative Maintenance**

Section 126 of The Urban Municipality Act of 1984 provides that a Council through bylaw may establish standards for repair and maintenance of the physical condition of the exterior of buildings or structures. Affirmative maintenance can be added as a provision to existing local preservation bylaws or may be adopted independently. Such a provision cannot be added to a local historic district, as an LHD is created pursuant to M.G.L. Chapter 40C which does not contain this protection. This bylaw requires buildings that do not conform to specified minimum standards to be repaired and maintained to conform to the standards. Affirmative Maintenance is a common tool used to address the demolition of historic structures by neglect.

### **Cape Cod Commission Act: Review of National Register Properties**

Under the Cape Cod Commission Act, an act of the State Legislature in 1990, the Commission has authority to review demolition or substantial alteration of properties listed on the National Register of Historic Places when they are outside of Local Historic Districts. The review provides some protection for National Register properties where no other historic resource protection exists. It protects against demolitions and major alterations that would unnecessarily destroy the Cape's architectural heritage. This review was designed to protect the most important characteristics of historic properties significant to the region, while respecting the need for buildings to evolve over time. The Cape Cod Commission coordinates with the town's Building Commissioner and Local Historical Commission in the review of National Register properties. If a proposed project involves full demolition, the Building Commissioner refers the project to the Cape Cod Commission for review. If a proposed project involves alterations (including more than a 25% change in the gross floor area of a single family home), the Building Commissioner seeks an opinion from the Local Historical Commission as to whether the project should be reviewed by the Cape Cod Commission. The Cape Cod Commission prefers to have the Local Historical Commission work with property owners planning major alterations to explore options that would not trigger review.

### **Certified Local Government**

Towns that have a local historic district bylaw may apply for Certified Local Government (CLG) status which is granted by the National Park Service (NPS) through the MHC. At least 10% of the MHC's yearly federal funding allocation is distributed to CLG communities through Survey and Planning matching grants. To become a CLG, the town completes an application; after being accepted as a CLG, it files a report yearly on the status of applications, meetings, and decisions; in return the town may apply for the matching grant funding that the MHC awards competitively to CLGs annually. CLG status is dependent in part on a municipality having at least one Local Historical District as evidence of the community's commitment to historic preservation.



## **Community Preservation Act**

The CPA allows communities to create a local Community Preservation Fund to raise money through a surcharge of up to 3% of the real estate tax levy on real property for open space protection, historic preservation and the provision of affordable housing. The act also creates a significant state matching fund, which serves as an incentive to communities to pass the CPA. In 2010, the Department of Revenue distributed matching funds of more than \$25 million to 142 communities. The distribution also used the first, second, and third round formula. The statewide match average was 31.5% of the local surcharge revenue. The Community Preservation Act (CPA) is an innovative tool for communities to address important community needs and finance specific community preservation acquisitions and initiatives. Once adopted locally, the Act requires the legislative body to annually appropriate, or reserve for future appropriation, at least 10% of the estimated annual fund revenues for acquisitions or initiatives in each of the following three categories of allowable community preservation purposes: open space (excluding recreational uses), historic resources, and community housing. This allows the community flexibility in distributing the majority of the money for any of the three categories as determined by the community.

## **Inventory and Documentation of Historic Resources**

### *Massachusetts Historical Commission Records*

The first step in developing preservation strategies for heritage landscapes is to record information about the resources on MHC inventory forms. One cannot advocate for something unless one knows precisely what it is – the physical characteristics and the historical development. Survey methodology has advanced since the early work of the 1980s. If a community had survey work done during that time period, it is time for an inventory update, looking at resources in a more comprehensive and connected way than may have been done at that time. Even if survey work is more recent, there may be a need to document more resources throughout the community. Using the Massachusetts Historical Commission survey methodology:

Compile a list of resources that are under-represented or not thoroughly researched, beginning with heritage landscapes.

Document unprotected resources first, beginning with the most threatened resources. Make sure to document secondary features on rural and residential properties, such as outbuildings, stone walls and landscape elements.

Record a wide range of historic resources including landscape features and industrial resources.

### *National Register Listing*

Survey work for the National Register of Historic Places, a program of the National Park Service includes evaluation of whether resources meet the qualifications for listing. This will provide new information about the eligibility of properties. Using the information generated in the survey work and the accompanying National Register evaluations, expand your town's National Register program. Listing in the National Register brings a number of benefits, including recognition, consideration when federally and state-funded or permitted projects may impact the resource, eligibility for tax incentives, and qualification for certain grant programs. A National Register listing plan, should take into consideration a property's or area's integrity and vulnerability. Properties in need of recognition in order to advance preservation strategies should be given priority.

The Cape Cod Commission (CCC) offers additional protection to National Register properties that are outside of local historic districts. The CCC has the authority to review proposals for demolition or substantial alteration to key character-defining features of properties listed on the National Register. Single-family homes are exempt from this review unless the alterations change at least twenty-five percent of the total gross floor area of the house. This review is meant to protect the historic character of Cape Cod while respecting the need for buildings to evolve over time. More information is detailed on their website, found

at: <http://www.capecodcommission.org>.

### **Local Historic Districts**

Local historic districts (LHDs) offer the strongest form of protection for the preservation of historic structures. LHDs are adopted pursuant to Chapter 40C of the Massachusetts General Laws, which enables communities to adopt a local historic district ordinance. LHDs recognize special areas within a community where the distinctive characteristics of buildings and places are preserved and protected. A locally appointed historic district commission reviews any changes to the exterior of a building visible from a public way. LHDs are adopted by a 2/3 vote at town meeting and are administered by a historic district commission appointed by the Board of Selectmen. For more information review the Massachusetts Historic Commission's (MHC) guidebook, *Establishing Local Historic Districts*, available on the MHC website.

### **Neighborhood Conservation Districts**

A Neighborhood Conservation District (NCD) is an effective method for maintaining the scale and character of established, older neighborhoods. The review requirements of a Neighborhood Conservation District are more flexible than for a Local Historic District. For instance, review authority in a Neighborhood Conservation District could be limited to major construction projects or demolition. Other minor changes such as small additions, vinyl siding or window replacement could be reviewed but in an advisory capacity. Neighborhood Conservation Districts can be administered by a Historical Commission, Planning Board, Historic District Commission or a special Neighborhood Conservation District. It is preferable to include some residents of the District on the Commission. Neighborhood Conservation Districts are effective at maintaining overall neighborhood character but they are not as effective at preservation as Local Historic Districts. This is because the incremental changes allowed in a Neighborhood Conservation District can impact the integrity of an area. Nevertheless, if a Local Historic District is not practical, Neighborhood Conservation Districts are a recommended alternative

### **Outreach, Education, Collaboration, and Assistance**

#### *Outreach and Education*

The best stewards and advocates for heritage landscape protection are members of the community. There are many ways to communicate the importance of these special places to the public, and to connect their preservation with the shared values and goals that community members have already expressed in various planning documents and forums. Think creatively about how to educate the community about the values and threats to heritage landscapes, and how each town resident benefits from these special places. Use a combination of strategies to get the word out about heritage landscapes and preservation of community character, including:

Festivals and Tours – Tours are a great way to draw attention to the history around us, and to engage more people in caring for it. Consider hosting a Heritage Celebration Day including tours and family-friendly activities, or plan a celebration around a particular place or area on a meaningful date. Make sure events are well publicized.

Signage and Banners – Signs are a very effective way to announce special historic sites and districts. Banners can also bring attention to the significance of an area and make a celebratory statement about its contribution to the town.

Written Materials – Clear, concise and engaging written material with engaging illustrations is a reliable way to relay information about community character and heritage landscapes. Make use of fact sheets and flyers to get the word out on particular issues such as a town ordinance that protects heritage landscapes, a threat that needs to be addressed, or an upcoming event.

School Curricula – Start teaching at a young age. Children are very receptive to engaging stories, and there are no better stories to excite children’s imaginations and build pride of place than stories of their town’s past and present. Teachers have an opportunity to connect history with environmental issues through classroom study, hands-on history projects, and field exploration of a town’s heritage landscapes. Subsequently, students have an opportunity to teach their parents that preservation is everybody’s business.

Lectures and Workshops – Use these forums to raise awareness, educate at a deeper level about the community’s history and its resources, and broaden the base of interest.

Website – Keep Historical Commission and local historical organizations’ entries on the town’s website current, and include information about issues, proposals for preservation strategies, and upcoming events.

Press Releases – Use all avenues including press releases to keep the public informed when a meeting or event is about to occur. Work with local reporters to develop special interest articles that highlight landscape resources.

Remember that bringing an issue or a heritage landscape to people’s attention once will have only short-term effect. Outreach, education and interpretation must be ongoing concerns that involve preservation and conservation interests, teachers and community organizations in repeated projects to attract and engage the general public.

#### *Collaboration Opportunities*

Because heritage landscapes encompass such a broad range of resources and issues—from preservation of town centers, scenic roads and river corridors to promotion of smart growth and economic development – stewardship of these resources involves many interests in a community. It is essential that there be good communication between the many departments and committees that address issues related to heritage landscapes. Collaboration between public and private partners is also an essential element in a successful preservation strategy.

Broaden the base - Preservation, particularly preservation of landscapes, is not just for the Historical Commission. It is important that the cause not be marginalized by those who view preservation as opposed to progress, or to personal interests. A look at DCR’s *Reading the Land* shows the range of organizations and viewpoints that value heritage landscapes.

Nurture public-private partnerships - Friends groups, neighborhood associations, and local land trusts all have important roles to play to spread the word, and to expand the capacity of the public sector to care for heritage landscapes.

Take advantage of forums created to share issues and ideas.

#### *Technical Assistance*

Beyond DCR and Cape Cod Commission technical assistance is available from many governmental and non-profit sources, most often free of charge to municipalities and non-profit organizations.

Citizen Planner Training Collaborative: Provides local planning and zoning officials with training opportunities and online information; they also hold an annual conference to support land use planning.

Massachusetts Historical Commission: Provides technical assistance as well as grants to municipalities and non-profits for preservation planning and restoration projects.

The Trust for Public Land is a national non-profit that assists municipalities with land conservation efforts.

DCR's Lakes and Ponds Program works with local groups and municipalities to protect, manage and restore these valuable aquatic resources. They provide technical assistance to communities and citizen groups, help to monitor water quality at various public beaches to ensure public safety, and provide educational materials to the public about a range of lake issues.

UMASS extension (NREC) – Natural Resources and Environmental Conservation) can provide assistance on issues related to land and water resource protection, smart growth/sustainability measures and forestry and farming management.

### **Preservation Easements**

Preservation Easements protect historic and archaeological properties from changes that may be inappropriate. A Preservation Easement (easement) on a property restricts present and future owners from altering a specified portion of that building, structure, or site. An easement can run for a few years or in perpetuity and may be included as part of the property deed. Preservation easements can be donated or purchased by a government body or private preservation organization and are enforced by the holder of the easement. Charitable donations of easements on historical buildings or archaeological sites may qualify for federal income tax deductions.

### **Scenic Overlay District Zoning**

Scenic Overlay District Zoning protects scenic vistas by providing for a no-disturb buffer on private lands, thereby helping to maintain specific viewpoints. This type of zoning is more far-reaching than a Scenic Roads Bylaw and may be applied to numbered routes. This zoning overlay requires additional design criteria for construction in areas that are determined a scenic vista. This tool would help prevent the loss of historic views through large-scale development. Two communities in this region have adopted this tool, including Sandwich and Bourne.

### **Scenic Vista Protection Bylaw**

This is a preservation planning tool that seeks to protect the scenic qualities of mountains, hills and rolling terrain by requiring additional design criteria for new construction in these visually sensitive areas. A scenic vista protection bylaw can be created as a scenic overlay district to protect a larger area or can address specific views such as those only visible from a certain area or above a certain elevation. A scenic protection bylaw is generally administered through site plan review and the development application process.

### **Village Center Overlay District**

Overlay districts are separate zoning districts that are applied over the current zoning. As a result, the regulations of both the underlying zoning and the overlay district zoning must be adhered to. The goal of a village center overlay district is to meet the needs of a small-scale, mixed-use area by encouraging new construction that is compatible with the setbacks and scale of existing structures. Parking requirements may be amended to discourage large lots in front of buildings. Village center overlay districts require zoning changes and share many similarities with Traditional Neighborhood Development, as the terms are sometimes used interchangeably.

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