

ATLAS OF REGIONAL

PLANNING MAPS

January 31, 1969

"These maps have been prepared as part of a comprehensive planning and economic development program being carried out in part with an Urban Planning Grant from the Department of Housing and Urban Development under the provisions of Section 701 of the Housing Act of 1954, as amended, and in part with a Planning Assistance Grant from the Economic Development Administration under the provisions of Title III of the Public Works and Economic Development Act of 1965 with the financial participation of a State Regional Planning Grant administered by the Massachusetts Department of Commerce and Development and with Barnstable County funds."

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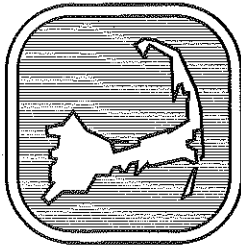
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Planning Consultants:

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Metcalf & Eddy, Boston
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Cambridge.



CAPE COD PLANNING AND ECONOMIC DEVELOPMENT COMMISSION
436 Main Street, Hyannis, Massachusetts 02601 · Telephone: Area Code 617/775-3532

February 3, 1969

To The Local Municipal Officials
of Barnstable County

Gentlemen:

The Cape Cod Planning and Economic Development Commission is herewith presenting for your consideration an atlas of regional planning maps recently published by the Commission.

These maps are available at cost individually or in a series to any public or semi-public agency as well as any interested private group or individual. The highway maps have been prepared from the photogrammetric highway maps of the Massachusetts Department of Public Works based on an aerial overflight conducted in 1965. The topographical maps were prepared from source material supplied by the Woods Hole Oceanographic Institution.

Series I:

(All maps approximately 5 1/4" x 5 1/4" in size; please make check payable to Boston Blue Print Company.)

1. Cape Cod Highway	@ 1" = 5,280'	.....	\$ 2.52 each
2. Cape Cod Topographical	@ 1" = 5,280'	.....	2.52 each
3. Bourne-Sandwich Highway	@ 1" = 2,000'	.....	2.52 each
4. Falmouth-Mashpee Highway	@ 1" = 2,000'	.....	2.52 each
5. Barnstable-Yarmouth Highway	@ 1" = 2,000'	.....	2.52 each
6. Chatham-Dennis-Harwich Highway	@ 1" = 2,000'	.....	2.52 each
7. Brewster-Eastham-Orleans Highway	@ 1" = 2,000'	.....	2.52 each
8. Provincetown-Truro-Wellfleet Highway	@ 1" = 2,000'	.....	2.52 each

Series II:

(All maps approximately 11" x 17" and are included herein as a sample; please make checks payable to County of Barnstable.)

1. Cape Cod Highway	.....	.20 each
2. Cape Cod Topographical	.....	.20 each
3. Bourne-Sandwich Highway	.....	.20 each
4. Falmouth-Mashpee Highway	.....	.20 each
5. Barnstable-Yarmouth Highway	.....	.20 each
6. Chatham-Dennis-Harwich Highway	.....	.20 each

Series II conts:

7. Brewster-Eastham-Orleans Highway	.....	.20 each
8. Provincetown-Truro-Wellfleet Highway	.....	.20 each

Please note that there is a different payee on each map series requiring two separate checks if maps from the two series are desired. No cash may be accepted, only checks or money orders.

Respectfully submitted,



E. Fletcher Davis
Executive Director

EFD:bc



Cape Cod

Resource Inventory & Analysis

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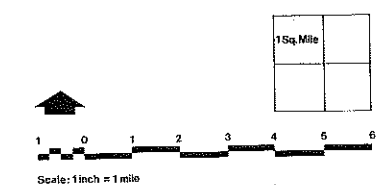
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Environmental Planning, Design and Development Consultants
MICHAEL & PERRY, Boston, Massachusetts
Urban and Regional Consultants
SYSTEMS ANALYSIS & RESEARCH CORPORATION, Cambridge, Massachusetts
Economic and Transportation Consultants

Roadway source: supplied by the Massachusetts Department of Public Works.
Base map source: General Highway Map, Wareham County, The Commonwealth of Massachusetts, prepared by Lockwood, Kistler & Bartlett, Inc., 1965.

Map references: U.S.G.S. Quadrangle Sheet updated from other source map and aerial photography (April and May, 1965). Field photography taken July, 1965.
Massachusetts State Plane Coordinate System. Contour lines shown at 100-foot and 10,000-foot intervals. Roads designated as private by local authorities are not shown.

"This document is part of a comprehensive planning and economic development program being carried out in part with an Urban Planning Grant from the Department of Housing and Urban Development under the provisions of Section 701 of the Housing Act of 1954, as amended, and in part with Planning Assistance Grants from the Economic Development Administration under the provisions of Title III of the Public Works and Economic Development Act of 1965 with the financial participation of a State Regional Planning Grant administered by the Massachusetts Department of Commerce and Development and with Barnstable County funds."





Cape Cod

Resource Inventory & Analysis

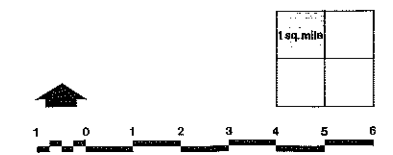
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Base Map Compiled from U.S.G.S. Quadrangle Maps / 1:62,500 / 23 August 1965

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Scale: 1 inch = 1 mile
Contour Interval: 20 feet
Datum: mean sea level

MAPPING PROGRAM AND GRAPHICS BY DESIGN - SCIENCE INTERNATIONAL

Conn. Town Zoning Pioneer

Incentives Offered To Developers for Improved Planning

By WILLIAM E. DORMAN
Real Estate Editor

Most of the great advances in land use and environmental design have been achieved by developers working in a zoning vacuum.

You often hear the view expressed that such and such city or town is a good place to live because it is well zoned. Any appraiser would explain this by saying residential values have been enhanced over long periods by excluding those forces which cause blight.

But what it really boils down to is that groups have been neatly separated by income levels. There is truly no full, or imaginative use of land, because most zoning is inherently restrictive. So-called good or tight zoning usually sets up minimums which a few developers can satisfy and still fewer buyers can afford.



WHEN NEW SEABURY was started, the Town of Mashpee, for practical purposes had no real zoning. To the credit of town officials they gave Emil Hanslin, planning consultant, full opportunity to introduce concepts which were revolutionary, and Hanslin, to his credit, made this Cape community so well known that housing and planning leaders visited it from many countries. Other model towns and planned residential developments have been created only when restrictive zoning did not apply to the area, or was waived.

What has long been needed in zoning is flexibility, incentives, some built-in mechanism that allows a planning board to say to a developer in effect: "Look, Joe, you give us some open space, recreational facilities, school sites, traffic planning, hire a professional land planner, and we'll give you the density to make it worth your while."

A Connecticut town has done just that, and it may well become a model for other municipalities.

The Middletown Planning and Zoning Commission accepted a planned residential development ordinance drafted by City Planner Alex R. Posze, Jr., which gives density increases in return for better land use.

CATALYST FOR THIS STEP was Hill Development Corp., established by Wesleyan University to develop a university-owned tract into a model community. Hill Development retained Hanslin as consultant, a singular honor and opportunity because with the university behind him he will likely be in a position to see his efforts completed.

The intent of the new ordinance is to eliminate the stereotyped subdivision which wastes land and places the burden of creating low-cost housing on the taxpayer.

Hanslin describes the new zoning as a "carrot and stick" approach. There is always a carrot in front of the developer and, since it is based on performance, always a stick.

Immediate goals in Middletown: small networks of utilities and streets with resulting low-cost housing, new approaches to living environments, broader housing mix—to include singles, town houses, garden apartments, high-rise,

condominiums, co-operatives and both individual and municipal ownership.

The density may be increased as much as 33 per cent over standard zoning. For unimproved open space a six per cent increase may be allowed for the first acre of open spacing per 20 acres of gross development, three per cent for the second acre per 20 acres, and for improved open space an eight per cent increase may be allowed.

Also considered for density increases are: landscaping, siting, design features, including plazas, recreational areas, pedestrian ways, architectural styles, harmonious use of materials and varied set-backs, to cover a few.

THE PLANNING COMMISSION still has the ultimate decision on whether the total plan submitted under the ordinance is acceptable. Neither does the ordinance eliminate regular zoning laws. It is a voluntary alternate. In other words, a developer trying to gimmick up a land plan wouldn't stand a chance.

Just to fulfill the application requirements guarantees retention of professional planning and engineering skills. Space does not permit listing all of them, but an evaluation of the total plan, conceptual plans, details of traffic control, drainage controls, contour delineation insure that a developer must seek sophisticated consultants. In fact, the points covered in this section of the new law are in much greater depth than the usual zoning provisions.

I visited a friend at New Seabury recently. It was significant to hear him, an appraiser, document his reasons for buying in the community. He had his own dock, a deck with a wonderful view and privacy. Yet his lot probably wasn't an acre, and ground and house maintenance was minimal.

Obviously, Hanslin is anxious to carry out some concepts beyond these successes. He believes it can be done under the new Middletown zoning law.

Real Estate Market Notes

Forgive the personal reference, but one of the fringe benefits of being a newspaperman is the number of close friends you accumulate in 30 years, a discovery I made last week while undergoing surgery, at Phillips House for a ruptured knee cartilage. Dr. Ed Cave says it will be some time before normal walking and driving may be resumed so personal acknowledgements will have to wait. For a real estate investor interested in building a medical facility, he should borrow a few of the methods they use at Phillips House for patient care.

How much does a new two-family house cost these days? The property at 3-5 Caltha Rd., Brighton, was sold by George J. Kyrpianos, trustee, to Shuck Wai Wong for \$55,000.

Don't scorn underwater land! A state park in Florida off Key Largo is making money catering to skin divers, glass-bottomed boat concessions, water skiers and fishermen. California plans to open three underwater parks next summer.

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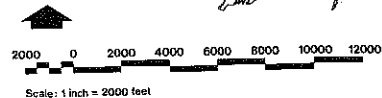
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Base map source 1 supplied by the Massachusetts Department Of Public Works.
Base map source 1 "General Highway Map, Barnstable County, The Commonwealth of Massachusetts," prepared by Lockwood, Kossler & Bartlett, Inc. 1966.

Map references: U.S.G.S. Quadrangle Sheets updated from other source maps and aerial photography taken April and May, 1965. Field inventory taken July, 1965. Massachusetts State Plane Coordinate System Matched Zone shown as well grid at 10,000 foot intervals. Roads designated as private by local authorities are not shown.

²This document is part of a comprehensive planning and economic development program being carried out in part with an Urban Planning Grant from the Department of Housing and Urban Development under the provisions of Section 701 of the Housing Act of 1954, an amendment, and in part with a Planning Assistance Grant from the Economic Development Administration under the provisions of Title III of the Public Works and Economic Development Act of 1965 with the financial participation of a State Regional Planning Grant administered by the Massachusetts Department of Commerce and Development and with Barnstable County funds.



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Map sources: 1. Supplied by the Massachusetts Department of Public Works.
Bureau of State Highway Map, (Revised 1965), The Commonwealth
of Massachusetts, prepared by Jackson, Knicker & Bartlett, Inc., 1965.
Map sources: 2. U.S.G.S. Quadrangle Sheet updated from other source material
aerial photography taken April and May, 1965. This inventory taken July, 1965.
Statewide State Plane Coordinate System Map and State Plane Grid
1:100,000 scale. Road designations given by local authorities are not shown.

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Scale: 1 inch = 2000 feet



Chatham · Dennis · Harwich
Resource Inventory & Analysis

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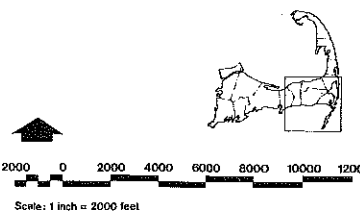
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Base map source / General Highway Map, Townable County, The Commonwealth
of Massachusetts, prepared by Lockwood, Greiner & Thibault, Inc., 1964.

Map references (U.S.G.S. Quadrangle Sheets) updated from other source maps and
aerial photography taken April and May, 1965. Field inventory data July, 1965.
Massachusetts State Plane Coordinate System Modified Zone shown as solid grid at
10,000 foot intervals. Roads designated primarily by level, width, and name.

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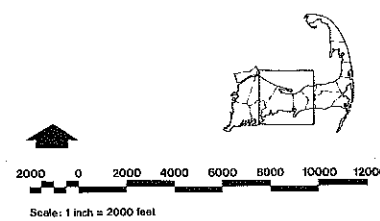
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Base map source / supplied by the Massachusetts Department of Public Works.
Planning source / General Highway Map, Massachusetts, The Commonwealth of Massachusetts, prepared by Lockwood, Greenleaf & Burdett, Inc., 1962.

Map references: U.S.G.S. Quadrangle Series, updated from other sources, 1961.
Aerial photography taken July and Aug., 1963, photo courtesy of the U.S.G.S.
Map of Barnstable and Yarmouth, Massachusetts, prepared by the U.S.G.S., 1961.
Map of Barnstable and Yarmouth, Massachusetts, prepared by the U.S.G.S., 1961.

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DR SHEN - SCHOOL OF INTERNATIONAL, Undergraduate and Graduate, Management,
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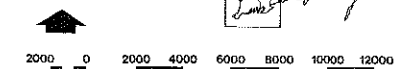
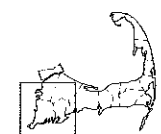
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University and Transportation Concepts

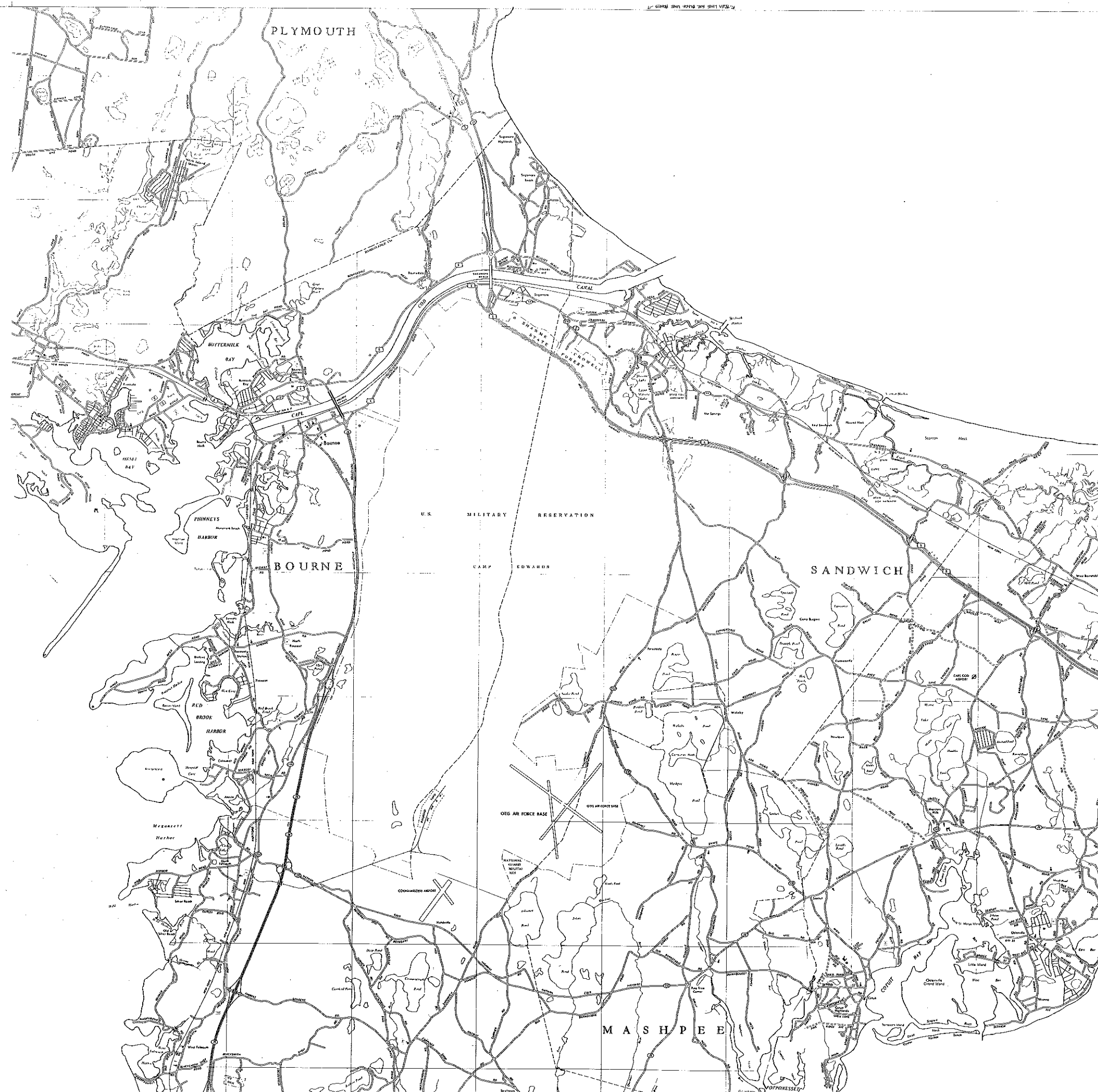
Reprints of *Journal of Applied Behavior Analysis* supplied by the Massachusetts Department Of Public Works
Reprints source of "General Hospital Map, Hospital-to-Home Project, The Commonwealth
of Massachusetts," prepared by Richard, Richard & Bartholomew, Inc. 1966

Map references: U.S. G. S. Quadrangle Sheets updated from other source maps and aerial photography taken April and May, 1962. Field notes: 1960-1962. 1964. Massachusetts State Plane Coordinate system. Mountain zone shown as used until 1983 and preferred. Roads designated private by local authorities are not shown.

¹³ This document is part of a comprehensive planning and economic development program being carried out in part with an Urban Planning Grant from the Department of Housing and Urban Development under the provisions of Section 704 of the Housing Act of 1954, as amended, and in part with Planning Assistance Grants from the National Development Administration under the provisions of Title III of the Public Works and Economic Development Act of 1955 with the financial participation of a State Legislative Planning Grant administered by the Massachusetts Department of Commerce and Development and with Rochester County funds.¹⁴



Scale: 1 inch = 2000 feet



Bourne - Sandwich

Resource Inventory & Analysis

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Engineering Consultants
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Economics and Transportation Consultants

Mapwork source: supplied by the Massachusetts Department of Public Works.
Bourne source: General Highway Map, Barnstable County, The Commonwealth of Massachusetts, prepared by Lockwood, Greene & Bertram, Inc. 1964.

Map references: U.S.G.S. Quadrangle Sheets updated from other sources using aerial photography taken April and May, 1965. Field inventory taken July, 1966. Massachusetts State Plane Coordinate System. Elevation from above sea level given at 10,000 foot intervals. Roads designated as private by local authorities are not shown.

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