

CHAPTER 15

COMMUNITY CHARACTER

SCENIC VISTAS

SCENIC VISTAS II

HISTORIC PRESERVATION PORTION

YARMOUTH COMPREHENSIVE PLAN
Community Character Chapter 15 - Historic Preservation Portion
Executive Summary

Introduction

Yarmouth's long, distinguished history has produced an unusually rich and varied mix of historic and archaeological resources. Some, like the Old King's Highway Historic District, the Judah Baker Windmill, and the Bangs-Hallet House are widely known and appreciated. From houses to churches, salt marshes to cranberry bogs, and burying grounds to historic village centers, Yarmouth's historic sites are treasured for their distinctive beauty and traditional character. All work together to tell the story of how Yarmouth developed over time, and how it has achieved its unique sense of place. They help to anchor us in time and space, while providing a comfortable environment of human scale, one designed for people rather than automobiles. In addition, historic resources are economic development assets that must be protected to maintain and strengthen the local economy.

Unfortunately historic resources are vulnerable to the tide of development that has swept over the entire region in recent decades. As a result, many have been lost or irrevocably altered. Yarmouth's post-War land consumptive development pattern has played a major role in the loss of its distinctive historic buildings and its pattern of independent villages separated by large, undeveloped tracts of farm and wood lands. Because they are such vital elements of Yarmouth's identity, the destruction of historic resources results in a profound loss of community character. Once destroyed, these venerable buildings and areas are gone forever and cannot be replaced. Without its striking historic resources, Yarmouth loses much of its special feel and becomes indistinguishable from any other suburban town with commercial strip development, sprawling residential subdivisions, and heavily traveled roadways.

This chapter of the local comprehensive plan lays the groundwork for reaching consensus on what is worth saving and presents strategies for achieving historic preservation and community character goals.

Proposed Goals of the Historic Preservation Portion - Community Character Chapter

- 1. Goal:** To ensure that Yarmouth's unique historic and cultural heritage is preserved for future generations.
- 2. Goal:** To ensure that the important historical, archaeological, scenic, and cultural features of the Yarmouth landscape, waterscape, and built environment that are critical components of Yarmouth's heritage and economy are protected and preserved.
- 3. Goal:** To ensure that Yarmouth residents and visitors are aware of the town's historic and cultural heritage and the central role that heritage plays in defining community character and strengthening the local economy.
- 4. Goal:** To ensure that future development and redevelopment is in harmony with Yarmouth's traditional built environment and pattern of historic village centers surrounded by outlying rural areas so as to protect the town's visual character.
- 5. Goal:** To ensure that the rural, village, and small town character and quality of life that make Yarmouth such a unique and enjoyable place to live are preserved, protected, and reinforced to the maximum extent possible.

Historic Preservation Framework

The Yarmouth Historical Commission, established by Town Meeting in 1977, has primary responsibility for historic preservation activities in Yarmouth. Like historical commissions across the Commonwealth, Yarmouth Historic Commission's mandate is the identification and protection of historic and archaeological sites. The Yarmouth Historic Commission has successfully applied for, received, and administered several grants to inventory historic sites, to make nominations to the National Register of Historic Places, and to restore important structures like the Judah Baker Windmill. In addition, Yarmouth's Old King's Highway Regional Historic District Committee plays a central role in preserving the area north of the mid-Cape highway. Both volunteer groups have achieved many successes, but are hampered by small budgets, lack of professional staff, and a position that is often on the periphery of local government. It is recommended that the town pursue "Certified Local Government" status to maximize local control of historic preservation issues and to become eligible for a special pool of federal survey and planning grant funds.

Inventory of Historic and Archaeological Resources

The Yarmouth Historic Commission launched its first major initiative in 1979-1980 with an intensive survey that identified historic structures and areas throughout the community. The project resulted in approximately 400 inventory forms that are filed at Town Hall. Inventory forms provide locational information, physical descriptions, historical statements, and a photograph of each.

The existing inventory is focused on 18th and 19th century buildings. It should be expanded to include 20th century buildings, historic landscapes, and archaeological sites. Priority should be given to areas that are undergoing rapid change like Route 28, Bass River, and remaining undeveloped areas in the town's central section.

Following the initial survey of historic structures, the Yarmouth Historical Commission has established three National Register "Historic Districts" encompassing over 400 properties. Additionally, there are two farmsteads and a mill listed on the National Register that are outside the three districts. These properties are shown on the attached map. Four historic buildings, including two mills, a library and a farmstead are owned by the Town of Yarmouth.

Threats to Historic and Archaeological Resources and Community Character

Cape Cod is widely recognized as one of the fastest growing areas in the state and nation, making development and redevelopment the primary threats to historic sites and community character. Throughout the region former farms, woodlands, and other open spaces have been overwhelmed by a rising tide of commercial and residential development. The result is ever increasing traffic, serious erosion of the traditional regional character, and a perceived decline in the quality of life. The problem is clearly recognized by local, regional, and state agencies as well as private organizations and individuals. For example, the National Trust for Historic Preservation named Cape Cod one of nation's most endangered historic sites in 1992.

Yarmouth, where the Weir Road area remains as the last vestige of the town's once rural character, is no exception to the regional trend. Several chapters of Yarmouth's Local Comprehensive Plan acknowledge the problems that accompany development and redevelopment, and the important role that historic resources play in defining community character and enhancing quality of life.

Limits to Existing Protection

Yarmouth has adopted several tools to protect historic resources and community character. The Old King's Highway Regional Historic District, with its 25 years of design review of exterior changes, offers the strongest protection.

Outside of historic district boundaries, some historic buildings receive very limited protection under a local demolition delay bylaw which allows 60 days for the YHC to negotiate with property owners to find an alternate solution to demolition. Most similar statutes provide a 6 -12 month delay. In addition, buildings that are listed on the National Register are protected from demolition and major alteration through Development of Regional Impact review by the Cape Cod Commission. They also receive some protection from projects that are funded and permitted by state and federal agencies.

The trees and stonewalls along several roads in Yarmouth are protected through scenic road designation but other aspects like signs and guardrails are not covered. Some historic landscapes are protected such as wetlands (marshes), through municipal ownership (cemeteries, Bray Farm), or as permanent open space, but most are vulnerable to development.

Several recent town initiatives are having a positive effect on community character. One is the ROAD zoning overlay District Bylaw enacted by town meeting in 1999 to provide voluntary design review for redevelopment projects while providing zoning relief to commercial property owners along the Route 28 corridor. The Route 28 Task Force has also been active in trying to improve the character of one of Cape Cod's best known examples of "strip" development. The creation of village "Activity Centers" in South Yarmouth/Bass River and West Yarmouth, now in the planning phase, is another important community character initiative.

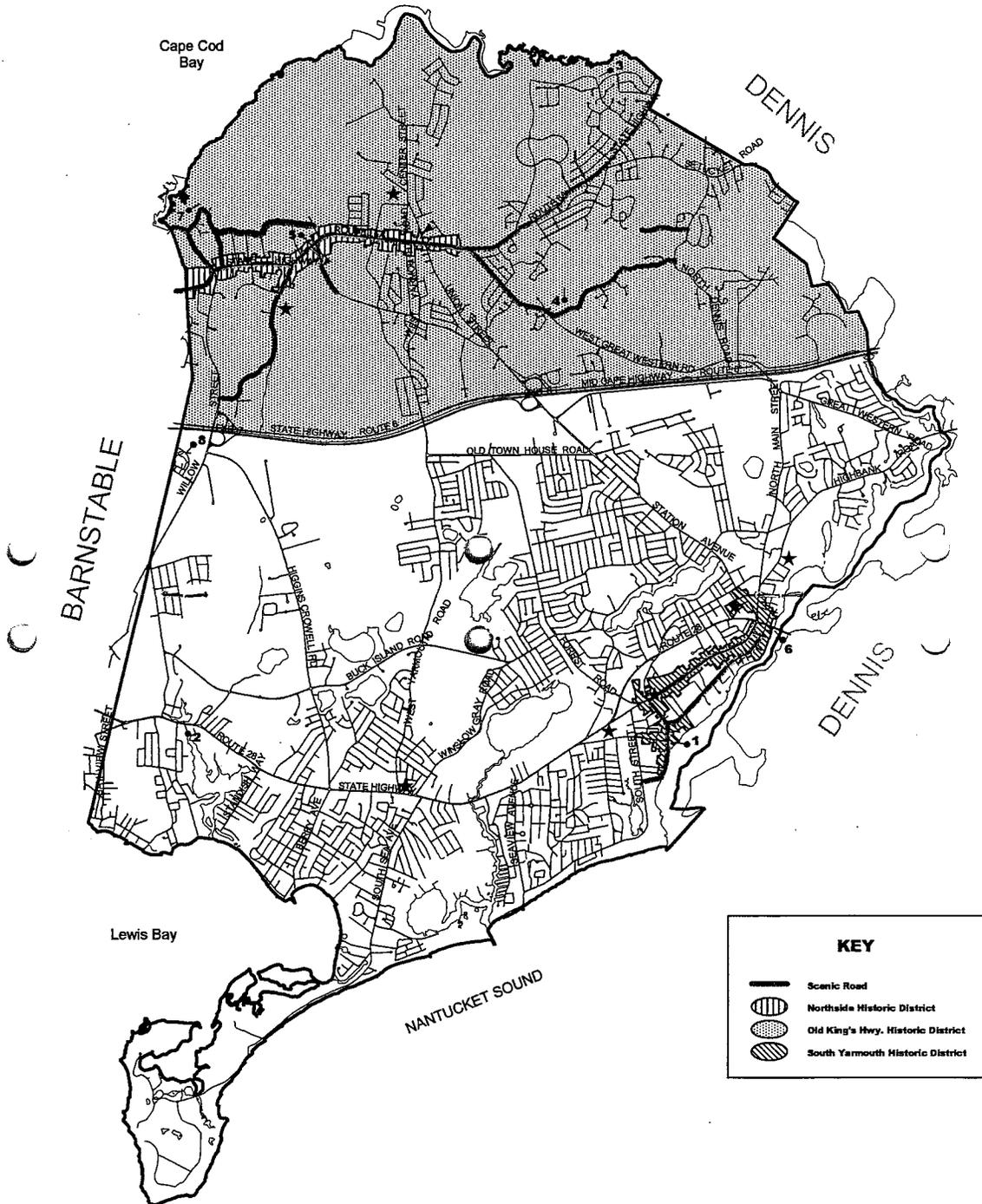
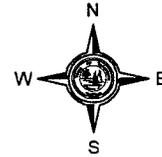
Issue: Public Awareness

Appreciation of the multi-faceted role that historic resources play in maintaining quality of life, economic well being, and environmental integrity is rising, but very few residents or town officials understand the full scope. Community support for historic preservation grows from awareness which can be cultivated in many ways, including programs for local schools, newspaper articles, lectures, awards programs, publication of walking tours, etc. A widespread appreciation for the economic benefits of preservation is particularly important, so any public awareness campaign should promote the concept that preservation of Yarmouth's historic and natural resources may be the "highest and best use" of the land because they are the among raw materials of the tourism industry. The Cape Cod Commission has already initiated a *Sense of Place* tourism campaign that recognizes the contributions of historic and scenic resources. The Yarmouth Historical Commission, in partnership with related groups has already initiated several efforts to foster appreciation of Yarmouth's historical heritage among businesses, community leaders, and the general public.

Primary Public Awareness Recommendations

- Promote a common vision for and understanding of historic preservation and community character objectives.
- Educate property owners, realtors, public officials, and others about the value of historic preservation by distributing information packages, by creating historic preservation sections at local libraries and town hall, and by posting information on the town web site.
- Continue to work with other town agencies, Cape Cod Commission, local Chamber of Commerce, Route 28 Task Force, and local businesses to promote historic/cultural activities, programs, and sites, and to demonstrate their economic value to the tourism industry.

**COMMUNITY CHARACTER - CHAPTER 15
 YARMOUTH COMPREHENSIVE PLAN
 Historic Preservation Section
 March 2001**



**SAMPLING OF
 HISTORIC PROPERTIES**

- | | |
|-------------------------------------|---|
| 1 ^a Judah Baker Windmill | 7 ^a Wharf Lane |
| 2 ^a Baxter Gristmill | 8 ^a Yarmouth Campground National
Historic Register District |
| 3 ^a Taylor Bray Farm | ◁ Town Commons |
| 4 ^a Thomas Bray Farm | ★ Historic Cemeteries |
| 5 ^a Swedenborgian Church | |
| 6 ^a Packets Landing | |

**TOWN OF YARMOUTH
 COMPREHENSIVE PLAN
 COMMUNITY CHARACTER
 CHAPTER 15
 HISTORIC PRESERVATION SECTION
 Inventory and Analysis Map**



Issue: Development and Redevelopment

Development and redevelopment are the primary threats to historic and archaeological sites, and to community character. Rapid construction is radically changing the friendly pedestrian scale and traditional character of Yarmouth's historic villages. At the same time, subdivision of previously undeveloped farms and woodlands that once separated these distinctive village clusters has transformed most of Yarmouth from a rural town to a suburban community. Traditional zoning and planning formulas based on lot size and set backs have promoted this pattern.

Side effects of development that have a negative effect on historic preservation and community character include:

- Loss of historic buildings and their settings;
- Enlargement of existing structures and construction of new structures on a scale that dominates their setting and obscures off-site views;
- Modernization of historic building exteriors that destroys distinctive historic architectural elements and overall character;
- Loss of open space including traditional settlement patterns of distinct/discrete village clusters separated by large expanses of fields, forests, and marshland;
- Loss of scenic views, especially of the water, which is an asset that belongs to all, and plays a major role in Yarmouth's desirability as a place to live, work, and visit;
- Destruction of both historic and pre-historic archaeological sites;

Despite the centrality of historic preservation and community character issues and the threat posed by development, the Yarmouth Historic Commission and Old King's Highway often lack close ties to town boards with related concerns. The Yarmouth Historic Commission and Old King's Highway are not formally integrated into the local development review and appeal process, denying other boards the benefit of their expertise and information about scenic roads, historic buildings and landscapes, and design review.

Primary Development and Redevelopment Recommendations

- Integrate consideration of historic preservation into the local development review and appeals process by including the Yarmouth Historical Commission and by amending and adopting bylaws as necessary.
- Study and adopt incentives to encourage the continued use and reuse of historic buildings.
- Adopt design guidelines to guide appropriate rehabilitation of existing buildings and new construction. Guidelines foster a common understanding between review boards and property owners. The Old King's Highway has abbreviated guidelines and is currently working on an update.
- Encourage development and redevelopment in Yarmouth's existing neighborhoods that is consistent with their established scale, building placement, and general character.
- Encourage traditional village center commercial development that reinforces the development patterns, architecture, and social structure of the surrounding community. Commercial development that successfully integrates into its surroundings is densely sited, small in scale, and offers the broken mass and varied rooflines that characterize existing village centers. It also takes advantage of existing infrastructure improvements.
- Require amenities and improvements (parking lots, screening, lighting, signs, building rehabilitation, etc.) that enhance community character and pedestrian comfort during the development and redevelopment review process.

Issue: Historic Municipal Properties

Like most communities, the Town of Yarmouth owns several historic buildings and landscapes. The Judah Baker Windmill, the Baxter Mill, and the Taylor-Bray Farm (scenic agricultural landscape as well as buildings) are unusually important and rare property types that have value to the entire region as well as Yarmouth. A recent conditions survey has documented deteriorating building conditions at the two latter properties.

The Town is also the custodian of two historic municipal buildings: the South Yarmouth Library and the John Simpkins School, both of which are included within the South Yarmouth/Bass River National Register District. Finally, it is responsible for several historic landscapes including the grounds around some of the buildings cited above, cemeteries, and cranberry bogs.

Primary Historic Municipal Property Recommendations

- Commit sufficient resources to ensure the compatible long-term preservation of the three unique and regionally rare town-owned historic structures and associated landscapes. Explore strategies cited in the Analysis section and the Preservation Planning Framework appendix of this Chapter.
- Include the Yarmouth Historical Commission in all decisions that affect these properties.
- Promote compatible continued use or reuse and develop maintenance standards that respect the unique character of historic municipal properties.
- Apply to Massachusetts Preservation Projects Fund and Department of Environmental Management Historic Landscape Grant Program for funding.

Issue: Historic Buildings and Areas

Yarmouth has a wealth of historic buildings and districts. They embrace a varied mix including Colonial dwellings, Greek Revival churches, early mills, agricultural complexes, and village centers. These buildings and areas encode Yarmouth's history in three-dimensional form and foster a strong sense of place. Their ring of authenticity provides a valuable counterpoint to our modern age of scripted experiences and computer-enhanced images.

Primary Historic Building and Area Recommendations

- Expand and update the existing inventory.
- Nominate eligible buildings and districts to the National Register of Historic Places.
- Consider designation of additional design review historic districts under state Chapter 40C.
- Work with property owners to obtain preservation restrictions.
- Develop and adopt incentives to encourage the continued use and compatible reuse and rehabilitation of historic buildings and areas.

Issue: Historic Landscapes

Historic landscapes abound in Yarmouth and play a central role in defining its unique sense of place and community character. They include agricultural fields, town commons, marshlands, cranberry bogs, cemeteries, parks, and designed landscapes. These landscapes are the glue that bind individual historic resources together and invite us to step back into past eras.

Historic landscapes are very vulnerable to development and redevelopment. On a macro-scale, Yarmouth has already lost most of its traditional rural character consisting of dense village clusters separated by large undeveloped areas and connected by lightly developed roadways. The Weir Road area is the only part of Yarmouth that still retains this character. Elsewhere, fields and woodlands have been lost to intense commercial and residential development.

Primary Historic Landscape Recommendations

- Incorporate historic landscape preservation into broader land conservation efforts.
- Give special attention to the placement of utility structures such as radio towers, high voltage lines, water towers and other transmission structures, and their effect on historic, archaeological, and scenic resources and community character.
- Make use of Department of Environmental Management Historic Cemeteries Preservation Initiative, Historic Landscape Preservation Grant Program, Town Common Initiative, and Heritage Landscape Inventory Program.

Issue: Archaeological Sites

Yarmouth's archaeological sites reflect thousands of years of human occupation. Through scientific study and dissemination of information, they have the potential to elucidate little known aspects of the town's history. The sites are likely scattered throughout the town in a variety of environmental settings. They probably range from small pre-historic camp sites to the remains of 19th century industries and dwellings.

Archaeological sites are threatened by underreporting as described in the Inventory section, by lack of awareness, by development and redevelopment, and by natural forces like coastal erosion. An inventory and educational program introduced by the Yarmouth Historical Commission in 1995 highlighted the value of archaeology and the interest it can generate if thoughtfully presented to the public. It is currently inactive however.

Primary Archaeological Site Recommendations

- Identify sensitive areas through reconnaissance survey.
- Revive the "Native American Research Project" initiated in 1995 to address the need for information about archaeological sites.
- Revise development bylaws as necessary to protect archaeologically sensitive areas and to achieve historic preservation objectives.

Issue: Historic and Scenic Roads

Yarmouth has many older roadways that remain traditionally narrow and winding, often with an overarching tree canopy and a frame of stonewalls and wooden fences. Over time, this pleasing pedestrian-friendly image has been affected by the demands of modern life with its ever increasing populations and new technologies. As a result, many roads have been widened and straightened, trees have been replaced by signs and overhead utility lines, and stone walls and fences have succumbed to metal guardrails. These changes make the town far less attractive as a tourist destination and as a place to live.

Primary Historic and Scenic Road Recommendations

- Study and designate additional scenic roads as appropriate to protect trees and stonewalls within the road corridor
- Adopt Corridor Management Plans for key scenic and historic roads like Route 6A and Weir Road to enhance preservation of historic sites, trees, and scenic vistas and to limit changes that damage scenic and historic character.

Credits: Text prepared by Candace Jenkins, Preservation Consultant

Map Prepared By: Yarmouth Geographic Information System (GIS) April 5, 2001

CHAPTER 15

COMMUNITY CHARACTER

SCENIC VISTAS

SCENIC VISTAS II

HISTORIC PRESERVATION PORTION

- LONG SUMMARY -

There is no “Long Summary” of the Scenic Vistas Portion just the 26 VISTAS and more to come- Especially of “Cultural Landscapes”

**Scenic Vistas and Cultural Landscapes Element
Yarmouth Comprehensive Plan
Community Character Chapter 15**

Introduction

The scenic and cultural vistas of Yarmouth are distinct and define the town's visual character. Sweeping coastlines, beaches, salt marshes, cranberry bogs and river corridors depict community character and in some cases serve as major attractions for residents and visitors.

However, with continuing development pressures in Yarmouth, as in other Cape towns, its scenic and cultural landscapes have become increasingly vulnerable to destruction and alteration. Yarmouth's consumptive pattern of development plays a major role in the loss of its distinctive landscapes. Because they are vital elements of Yarmouth's identity, landscape and vista deterioration results in a loss of community character. Without its striking scenic and cultural landscapes, Yarmouth loses its special niche and becomes much less attractive to its residents and visitors.

In order to preserve the town's community character and visual appeal, Yarmouth's distinctive landscapes need to be protected wherever possible and practical. Many of the town's historical structures and wetland areas have various levels of protection. Many scenic and cultural landscapes do not have such protection and need some form of preservation. In order for this additional preservation to occur, prudent and practical steps need to be examined.

An important first step for protecting Yarmouth's scenic landscapes is to identify them and develop an inventory. Documentation is both informative and useful. Identifying these areas increases public awareness and appreciation. Furthermore, as the town considers its future land use acquisition plans, an inventory of its scenic and culturally significant landscapes will act as a valuable tool and enrich the decision making process.

This section of the Comprehensive Plan contains an initial inventory of these sites. It is important to note that it is difficult, if not impossible, to ensure that every one of the town's scenic or culturally significant sites is included in this inventory. This initial list should serve as a good starting point, but it is no means a finite record and should be modified as needed.

In addition to the inventory of scenic and cultural landscapes, this chapter also analyzes each inventoried site in terms of its current protection level, and makes recommendations for improved preservation strategies where necessary and practical.

Scenic and Cultural Landscape Definition

For the purpose of this chapter, a scenic landscape is defined as "an outdoor panorama as viewed by one or more observers that is visually noteworthy in comparison to landscapes in general". This includes distinctive view sheds and vistas such as hilltops, stream corridors, open meadows and coastal views. While most people understand the concept of scenic landscapes, many are unfamiliar with the term "cultural landscape". The term is somewhat subjective and abstract, but for the purpose of this chapter, a cultural landscape is defined as "a land area that is associated with a significant historical or cultural event, person or theme within the town". Examples of cultural landscapes include "working" landscapes such as farms, cranberry bogs, and salt marshes where salt marsh hay was harvested. Other cultural landscapes include traditional maritime sites, town historic centers and historic structures.

Goals and Policies

- Goal 1: To protect and preserve important scenic and cultural features of the Yarmouth landscape and built environment that are critical components of the town's heritage and economy.
- Goal 2: To ensure that future development and redevelopment respects the traditions and character of historic village centers and outlying rural areas so as to protect and improve, where necessary, the visual character of Yarmouth.

Minimum Performance Standards

All new development and redevelopment shall be encouraged to provide landscaped buffers that mitigate visual adverse impacts on surrounding areas, when such development is adjacent to significant vistas.

Other Development Review Policies

The integrity of natural landforms and broad, open views of significant landscapes as seen from any local, county, or state designated scenic roads should be maintained.

Existing views to the shore from surrounding areas should be maintained wherever possible.

Town Action Plan

The town should identify its scenic and cultural landscapes and develop techniques to protect them for future generations.

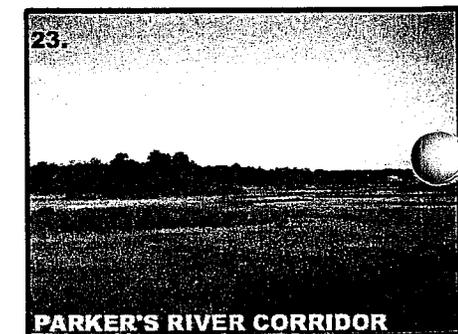
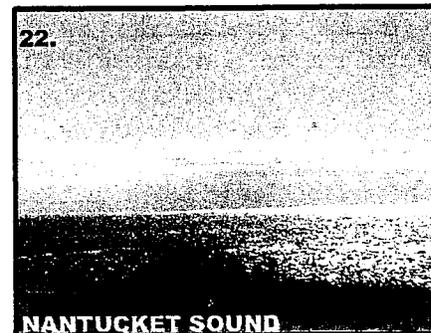
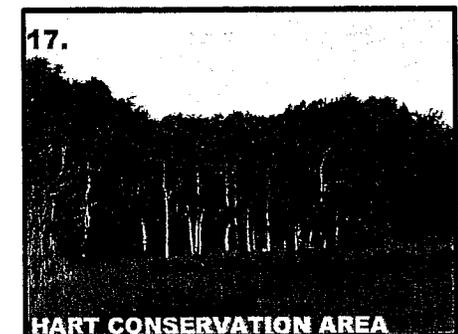
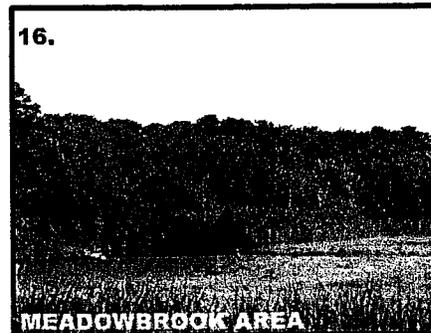
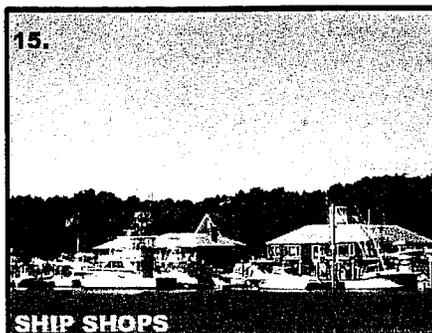
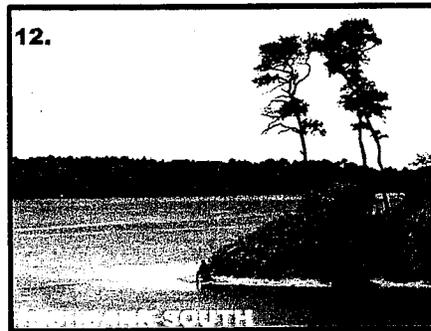
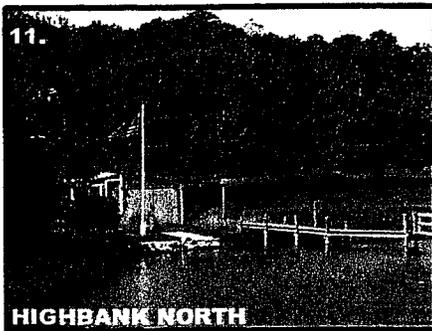
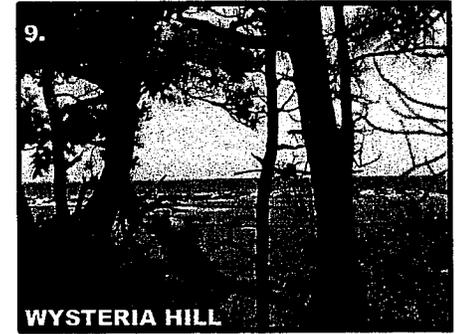
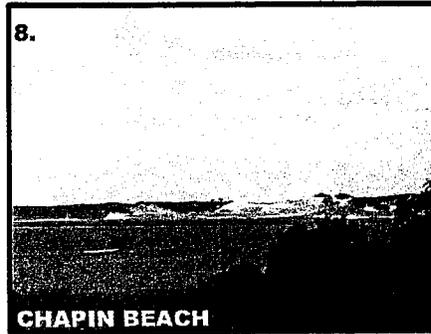
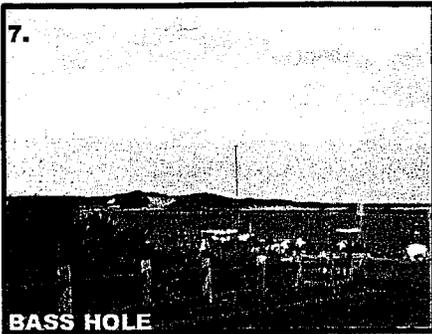
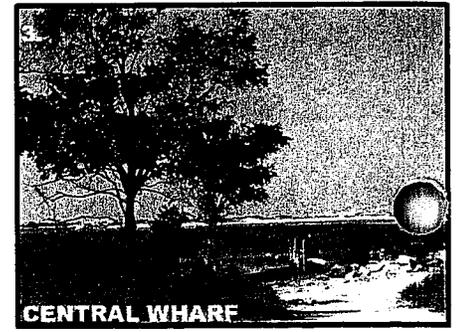
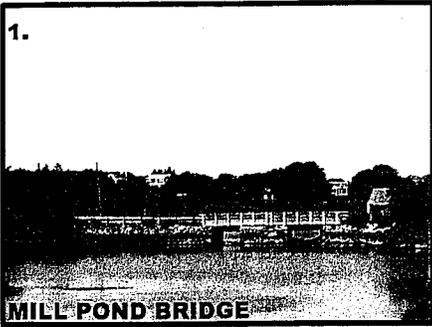
The town should explore the development of a bylaw that restricts land clearing and alteration of natural topography prior to development review. A "local landscape ordinance" should also protect significant natural vegetation and require screening and creative landscaping of new development.

The town should work to enhance public awareness of culturally significant landscapes through informational pamphlets or markers, where appropriate.

Utilizing its GIS, the town should update and improve its database of designated scenic roadways including documentation of each road's primary scenic features, (vistas, stone walls, vegetation, tree types, and fencing).

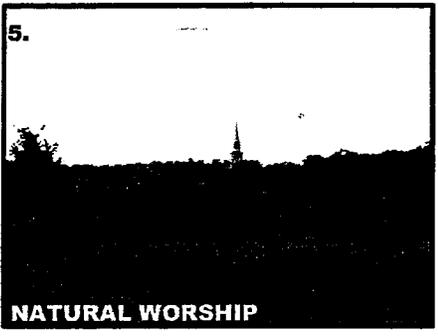
Future preservation plans, (already underway), for Packet's Landing and Bray Farm should be implemented as soon as possible.

Photo Credits and Text

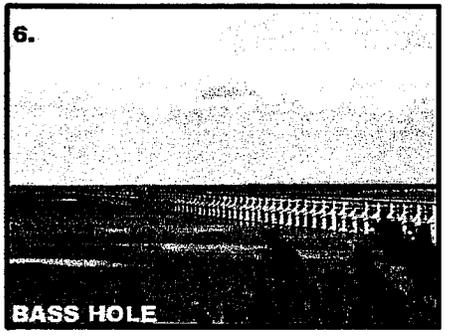




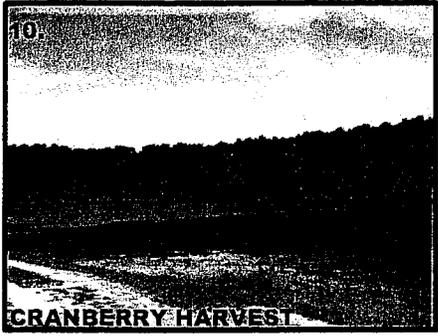
4. LONE TREE MARSH



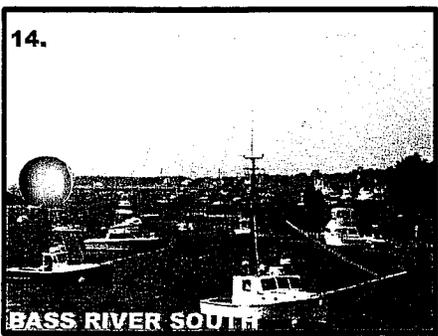
5. NATURAL WORSHIP



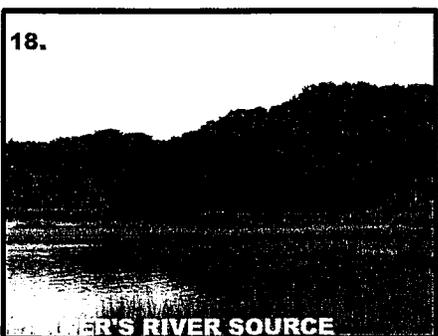
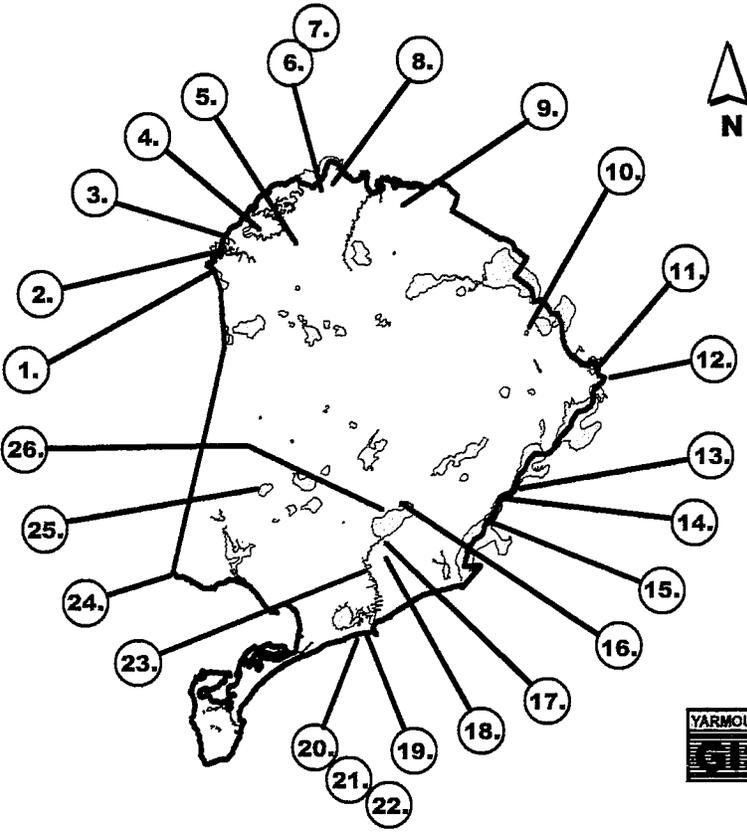
6. BASS HOLE



10. CRANBERRY HARVEST



14. BASS RIVER SOUTH



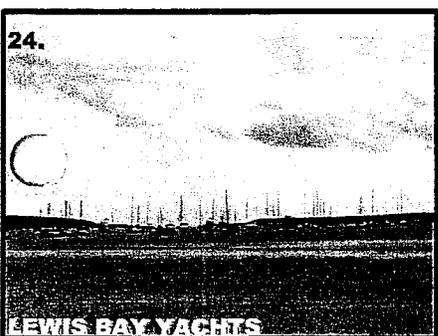
18. FATHER'S RIVER SOURCE



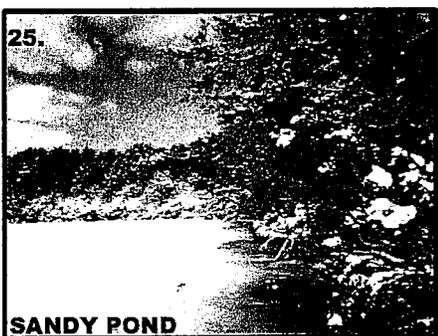
19. SEAGULL BEACH



20. GREAT ISLAND DUNES



24. LEWIS BAY YACHTS



25. SANDY POND



26. SYVJALA CONSERVATION AREA

**YARMOUTH COMPREHENSIVE PLAN
COMMUNITY CHARACTER CHAPTER 15**

**SCENIC VISTAS AND CULTURAL LANDSCAPES PORTION
PART 2**

APRIL 2002

INTRODUCTION

The scenic and cultural vistas of Yarmouth are distinct and define the Town's visual character. Sweeping coastlines, beaches, salt marshes, cranberry bogs, and river corridors depict community character and in some cases serve as major attractions for visitors and residents.

However, with continuing development pressures in Yarmouth, its scenic and cultural landscapes have become increasingly vulnerable to destruction and alteration. Yarmouth's pattern of development plays a major role in the alteration of its landscapes. Because they are vital elements of Yarmouth's identity, landscape and vistas deterioration results in a loss of community character. Without its striking scenic and cultural landscapes, Yarmouth will lose its special niche and become less attractive to its residents and visitors.

In order to preserve this town's community character and visual appeal, Yarmouth's distinctive landscapes needs to be protected whenever possible. Many of the town's historical structures and wetland areas have various levels of protection. Many of our scenic and cultural landscapes do not have such protection and need some form of preservation. In order for this additional preservation to occur, prudent and practical steps need to be considered.

INVENTORYING OUR SCENIC LANDSCAPES

An important first step towards protecting Yarmouth's scenic landscapes is to identify them and develop a logical inventory. Identifying these areas increases public awareness and appreciation. And as the Town considers future land acquisition plans, an inventory of its scenic and culturally significant landscapes will act as a valuable tool and assist in the decision making process.

This section of the Scenic Vistas Plan in our Community Character Chapter commenced an initial inventory in Part 1. It is difficult to ensure every vista and site is included. But this list will serve as a good starting point, to which other sites may be added or deleted.

Our first part of this portion of Chapter 15 included mostly scenic vistas, 21 of the 26 could be categorized in that manner. This part, 2, of Scenic Vistas is concentrating on institutional and historic building settings.

SCENIC AND CULTURAL LANDSCAPE DEFINITION

For the purpose of this chapter portion, a scenic landscape is defined as "an outdoor panorama as viewed by one or more observers, that is visually noteworthy in comparison to landscapes in general." This includes distinctive viewsheds, and locations such as hilltops, stream corridors, open meadows and coastal views.

While most people understand the concept of "scenic landscapes", for the purpose of this portion of Chapter 15, a "cultural landscape" is defined as a "Land area that is associated with a significant historical or cultural event, person or theme within a town". Cultural landscapes include traditional maritime sites, town historic centers, and historic structures.

YARMOUTH COMPREHENSIVE PLAN

CHAPTER 15

LONG SUMMARY REPORT

COMMUNITY CHARACTER CHAPTER HISTORIC PRESERVATION PORTION

Prepared by:
Candace Jenkins, Preservation Consultant
and
The Yarmouth Department of Community Development
for
The Yarmouth Local Planning Committee
and
The Growth Policy Advisory Council
for the
Yarmouth Comprehensive Plan

Endorsed April 10, 2001

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48	15-4	Scenic Roads

CREDIT PAGE FOR CONSULTANT

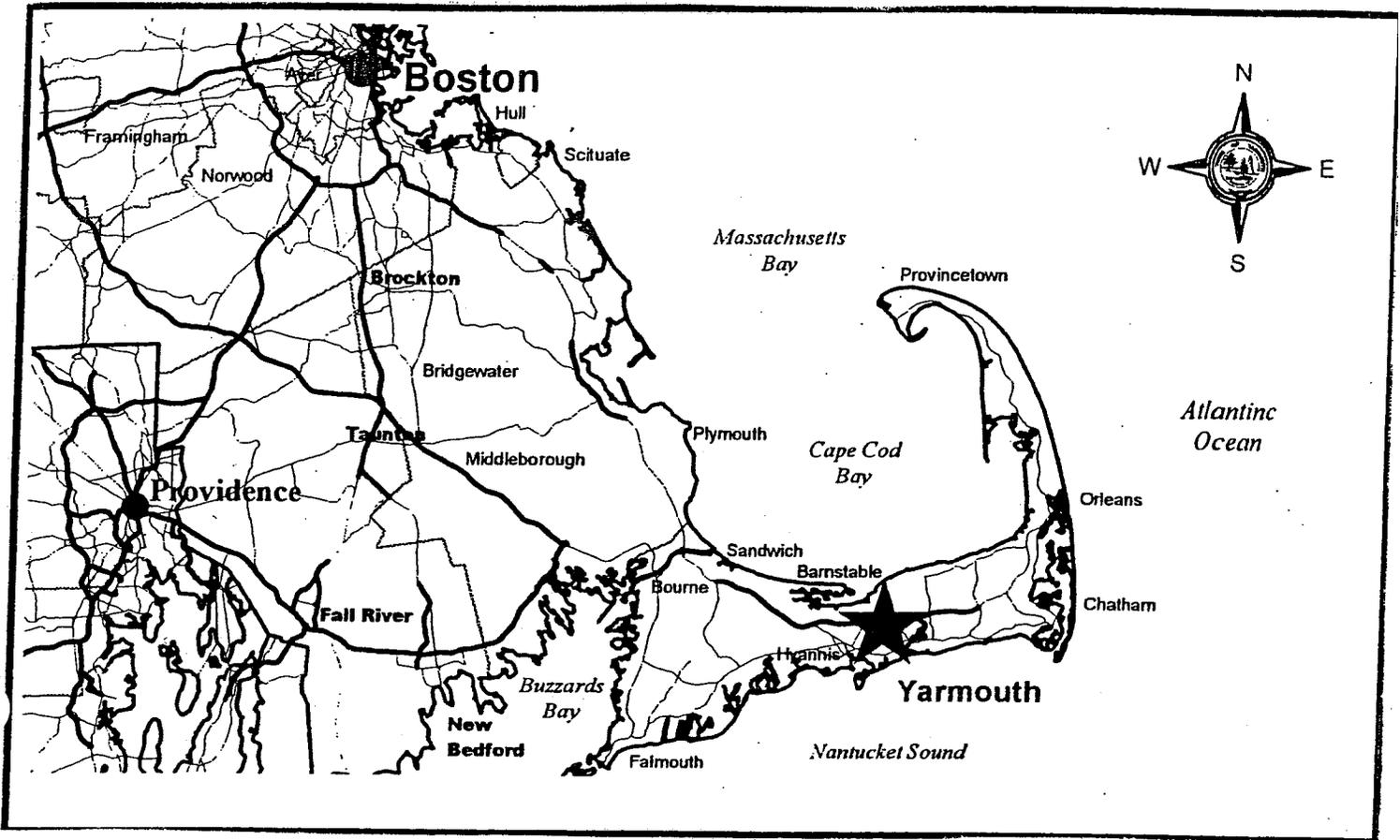
To complete the Historic Preservation Portion of the Community Character Chapter we hired Candace Jenkins, Consultant in Architectural History and Historic Preservation, of Belmont, Mass. She has proven herself to be extremely helpful in the preparation of the long summary report, as this is a highly specialized subject.

Ms Jenkins, not only prepared a large part of the long summary; but also prepared a substantial part of the executive summary which was presented at the Special Town Meeting. She has given us two base documents of outstanding quality.

Finally she as the consultant prepared additional background and planning analysis that were very useful, but too voluminous to publish for Town Meeting use, but this information is available as back-up and research materials not only for the present but future years.

It has been the pleasure of the Planning Division staff, the Historic Preservation Steering Sub-Committee, and the Historic Commission to work with her on this chapter.

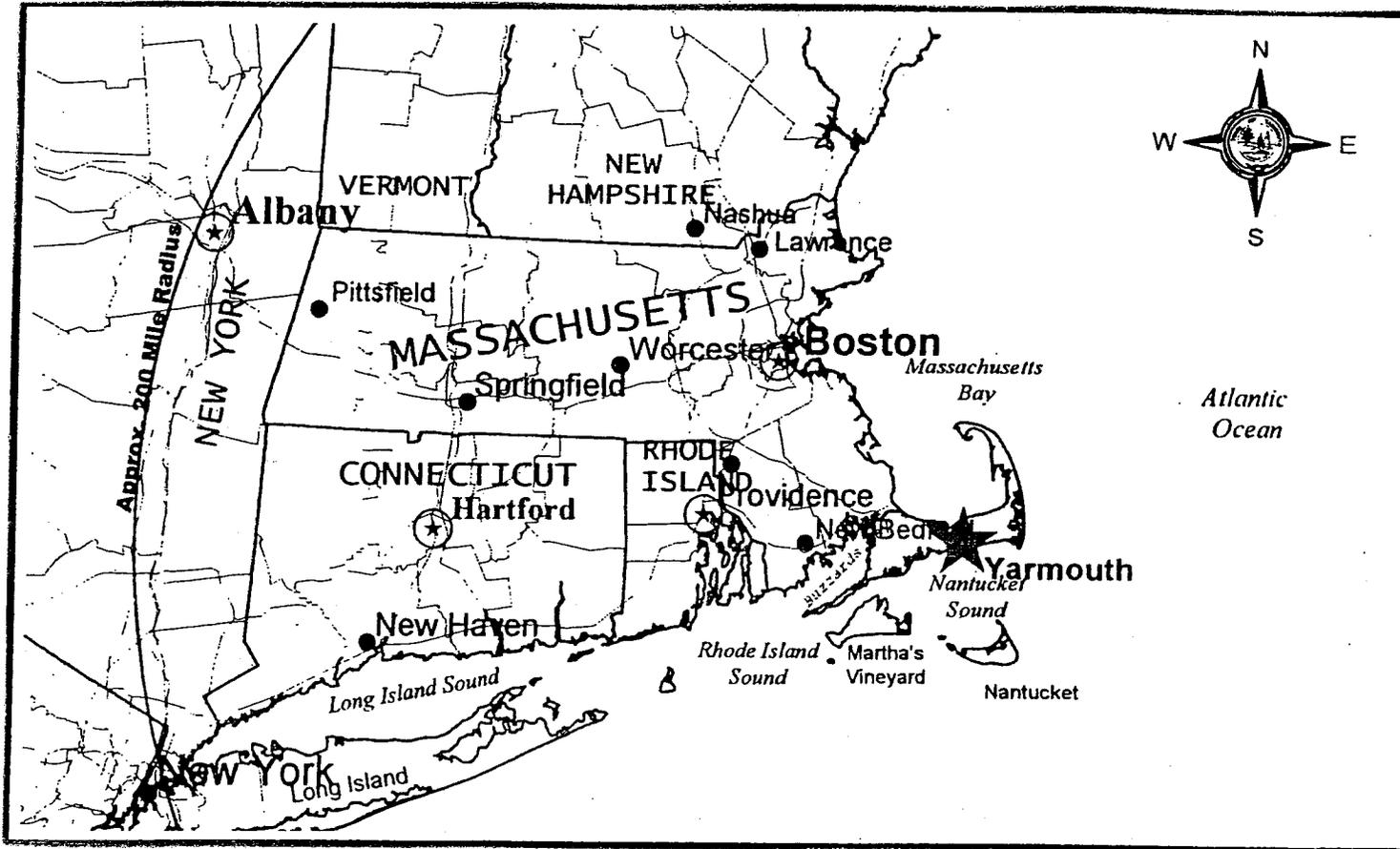
REGIONAL LOCATION MAP



15-1 Map from Here to New York/Albany/Portland/Maine

The importance of the Cape Cod location cannot be over-emphasized. Yarmouth lies on the Cape Cod neck some 22 miles out into the Atlantic Ocean on a spit of sand pushed up by the last glaciation approximately 50,000 years ago. It is both the best and worst of locations. On the one hand it is remote for some things, and yet very accessible for others. Improved telecommunications have made it just that much more accessible.

SOUTHEASTERN NEW ENGLAND MAP



15-2 Map of Yarmouth - in a southeastern New England Location.

While the Cape was indeed an off-beat site for many years, first, the construction of the two bridges over the Canal in the early 1930's; and then, the construction of the inter-state highway system in the mid-1950's made it highly accessible for tourists and retirees.

The Cape has boomed as a result. But, it is a boom that has been achieved at a price - traffic jams, pollution, over-crowding, noise, etc. But, this is a location that attracts high-tech trained business persons, especially in telecommunications and related businesses. However, that kind of businesses or industry, although dependent on rapid communications, will cause further growth and stress.

One of the main purposes of the Comprehensive Plan is to try to help deal with the dislocations related to change.

HISTORY OF YARMOUTH'S DEVELOPMENT

Yarmouth was first settled by English families seeking an escape from the religious intolerance characteristic of 17th century England. After constructing a defense garrison, the settlers built their homes in a line, along a northern strip which was across from individual strips (furlongs) of farm land. The houses were built close together in order to provide protection from Indian attacks. In 1639, the first meetinghouse was built in Yarmouth. Symbolic of church and state, the meetinghouse was the first public building in the new settlement. The first Yarmouth settlement actually established the direction in which Yarmouth was to grow over the centuries. Land was continually subdivided into common (public) property and private farming lands. Indian lands were set aside for the waning tribes whose members were gradually decimated through contact with civilization and disease. The emphasis on behavior and religious character produced many a sterling representative and councilman.

During the 1700's, Yarmouth people began to develop a stronger control over their environment. Having reaped the benefits of full harvests from the soil, they were quick to realize the potential that life upon the sea held. Whaling became a profitable enterprise during this century. In Swift's account of Olde Yarmouth there is recognition of the fact that whaling first brought Yarmouth people into contact with the people living on Martha's Vineyard. Many a small boat set out upon the open sea in search of the leviathan that was capable of producing massive supplies of oil for lamps in Yarmouth and other towns.

By the 1800's, Yarmouth had switched its emphasis away from whaling towards full scale maritime endeavors that included fishing fleets and brigs, a large sailing vessel popular at this time. Four wharves were built along the Bass River. From here boats were built and launched. One particular type of ship sailed as far as the British West Indies.

From the Yarmouth wharf located on the north shore, a small fleet of boats called "packets" made daily excursion trips to Boston. Yarmouth resounded with the names of famous sea commanders, some of whom lived out their years in Yarmouth; others lost their lives at sea. For mainlanders living during the 1800's, Yarmouth was an exciting place. A number of merchants, doctors and lawyers established businesses and residences at this time. Credit is given to the industrious efforts of those men who established a number of small ocean-related industries. Salt works, Epsom salt factories thrived alongside cod and mackerel fisheries, agricultural and cranberry bogs. Though most of these industries provided short-lived means of support to the community, agricultural fields and cranberry bogs have continued into the 20th century.

The spread of growth in Yarmouth by 1900 was distinct in two main areas - Yarmouth Port (northern Yarmouth) and Yarmouth (areas, west and south). Because Yarmouth Port was the first area to be settled, it is richer in historic structures than are other parts of Yarmouth. By the early 1900's, the town's population had increased to about 3,000. The first library in Yarmouth

was constructed in 1840. In the 1800's, it served a population of little more than 2,000 people. Today it is one of three serving a population of over 20,000. At the turn of the century, in 1900, Yarmouth still enjoyed a social structure based upon a closely knit neighborhood. By then, the Old Colony Railroad had all but replaced the schooners and packets as the direct means of transportation to Boston and the Lower Cape. The "furlongs", or farm strips of the first settlement, had been subdivided. However, most families had a backyard garden. In and amongst the houses that lined the Old King's Highway were grocery stores, the Register newspaper, printing shops, a tailor's shop, a meat market, a bank, and the Firemen's Insurance Company.

Other than the increased spread of Yarmouth, caused by the gradual population increase over time, change was minimal. The advent of the automobile brought about subtle but inevitable change. Slowly, the horse and buggy was literally driven off the roads.

The 1930's changed the face of Yarmouth! Quaint dirt roads were beginning to be overgrown and were eventually reclaimed by nature while major routes were covered by pavement. Avenues, which at one time had had room for groups of people, became "streets" which serviced newcomers in search of pleasant views. The wealthier of these people often bought homes for summer enjoyment. As the road system grew, so the town continued to grow. Men found jobs building homes in developments along the southern coastal areas, and before long, a large summertime population developed and the foundation for a tourist economy took shape. By the 1950's, Yarmouth took on the character of a summer resort area. Massive hotels attracted thousands of tourists yearly to the southern coast where gulf breezes and warm waters provide excellent swimming and sunning conditions.

Over the past thirty-five years many of these earlier tourists have purchased homes and retired in Yarmouth. This substantial growing, retirement community has produced other subtle changes in the town, not the least of which may be a greater concern, or awareness, of the "quality of life" in Yarmouth and on the Cape.

COMMUNITY CHARACTER “SETTING THE SCENE”

Cape Cod is treasured for its distinctive historic character and its small town organization and layout of its communities and open lands. Due to continuing development pressure, erosion of this special character is of great concern to its residents. There is no better example of this than in Yarmouth.

Every community on Cape Cod is struggling to manage growth, preserve historic resources, and maintain town character, often without adequate growth controls and zoning standards. Use of historic districts and design review has increased on Cape Cod in the past decade, as indeed it has in Yarmouth. But, a variety of other methods should be pursued to protect the region's character. These include demolition delay by-laws, preservation and conservation restrictions, scenic roadway regulations, innovative design review districts, and incentives for redevelopment and for new development which are consistent with traditional patterns.

Archaeological resources, except for burying grounds, currently have limited protection. Recognizing that areas surrounding wetlands are likely to contain archaeological resources, wetland protection by-laws should require Massachusetts Historical Commission (MHC) review to determine if a proposed site is archaeologically sensitive. The MHC can presently require that important artifacts be carefully removed from an excavated site, but has no power to require that these areas remain intact. A balanced program of land acquisition, preservation, conservation restrictions, coordination with conservation organization, and outreach should be pursued for protection of these resources.

Distinctive landscapes, vista and scenic roads are abundant on Cape Cod. Yarmouth has already adopted eleven scenic roads, and twenty-six scenic vistas. They contribute greatly to its seaside charm and rural atmosphere. But, state and local regulations all provide few protections for these resources, such as scenic road regulations and special overlay districts. The need for coordinated transportation, land use, and preservation planning to protect community character is constantly being reinforced by unfortunate examples.

Preservation of Cape Cod's heritage and efforts to guide new development reach beyond a focus on individual sites and structures. To protect the Cape's, as well as Yarmouth's traditional landscape and development patterns, these issues need to be addressed within the broader context of land use and growth management controls with a balance of preservation tools.

Partnerships with conservation organizations, business and economic development interests, and housing assistance groups, can identify common preservation goals, whether they relate to landscapes, commercial districts redevelopment, or individual structures.

Finally, the Cape's communities, including Yarmouth, like many others around the nation, have visually suffered from the construction of above-ground utility lines and radio towers. The recent proliferation of cellular and other communications towers has also had a significant visual impact on the Cape's landscape, and pressure to construct additional towers is continuing. To this is added the recent interest in wind-generated power structures.

COMMUNITY CHARACTER

CHAPTER 15

HISTORIC PRESERVATION

Introduction

Yarmouth's long, distinguished history has produced an unusually rich and varied mix of historic and archaeological resources. Some, like the Old King's Highway Regional Historic District Commission, the Judah Baker Windmill, and the Bangs-Hallet House are widely known and appreciated. From houses to churches, salt marshes to cranberry bogs, and burying grounds to historic village centers, Yarmouth's historic sites are treasured for their distinctive beauty and traditional character. All work together to tell the story of how Yarmouth developed over time, and how it has achieved its unique sense of place. They help to anchor us in time and space, while providing a comfortable environment of human scale, one designed for people rather than automobiles. In addition, historic resources are economic development assets that must be protected to maintain and strengthen the local economy.

Unfortunately, historic resources are vulnerable to the tide of development that has swept over the entire region in recent decades. As a result, many have been lost or irrevocably altered. Yarmouth's post-war land consumptive development pattern has played a major role in the loss of its distinctive historic buildings and its pattern of independent villages separated by large, undeveloped tracts of farm and wood lands. Because they are such vital elements of Yarmouth's identity, the destruction of historic resources results in a profound loss of community character. Once destroyed, these venerable buildings and areas are gone forever and cannot be replaced. Without its striking historic resources, Yarmouth loses much of its special feel and becomes indistinguishable from any other suburban town with commercial strip development, sprawling residential subdivisions, and heavily traveled roadways.

This chapter of the local comprehensive plan lays the groundwork for reaching consensus on what is worth saving and presents strategies for achieving historic preservation and community character goals. Specific goal standards and action items are referenced in the text.

Goals and Policies

- 1. Goal:** To ensure that Yarmouth's unique historic and cultural heritage is preserved for future generations.
- 2. Goal:** To ensure that the important historical, archaeological, scenic, and cultural features of the Yarmouth landscape, waterscape, and built environment that are critical components of Yarmouth's heritage and economy are protected and preserved.
- 3. Goal:** To ensure that Yarmouth residents and visitors are aware of the town's historic and cultural heritage and the central role that heritage plays in defining community character and strengthening the local economy.

4. **Goal:** To ensure that future development and redevelopment is in harmony with Yarmouth's traditional built environment and pattern of historic village centers surrounded by outlying rural areas so as to protect the town's visual character.
5. **Goal:** To ensure that the rural, village, and small town character and quality of life that make Yarmouth such a unique and enjoyable place to live are preserved, protected, and reinforced to the maximum extent possible.

Performance Standards and Development Review Policies: *General*

1. Historic preservation and community character should be fully integrated into the town's overall zoning, planning, and development review policies, procedures, and process; and should be coordinated with those of other towns, the region, and the state.
2. Yarmouth should develop a strategy of public information, education, and awareness that will increase understanding of and promote a common vision for historic preservation and community character goals and objectives.
3. Yarmouth, through its Historical Commission, should continue efforts to identify, evaluate, and protect historic and archaeological resources that contribute to the town's historic and community character.
4. Yarmouth should continue to foster partnerships among historic preservation, open space/conservation, economic development, and affordable housing interests to better preserve its historic and community character.
5. Historic and cultural resources should be considered economic development assets that must be protected in order to maintain and strengthen the local economy.
6. Yarmouth should provide adequate budgetary and professional support to achieve historic preservation goals.

Performance Standards and Development Review Policies: *Historic Structures*

7. Additions or alterations to historic structures should be consistent with their architectural style and character and should not diminish their historical and architectural significance.
8. The distinguishing qualities of an historic building, structure, or site, and its setting should be preserved and the needless destruction, removal or alteration of historic material or features should be avoided unless such removal will not damage the integrity of the building.
9. Yarmouth should actively promote continued use, reuse, and restoration of historic structures that contribute to its historic and community character, especially those located in village centers, and/or those under municipal ownership.
10. Yarmouth should preserve and maintain the three highly distinctive and regionally rare historic properties owned by the town -- the Baxter Mill, Judah Baker Windmill, and Taylor-Bray Farm -- in a manner that reflects their high degree of significance.

Performance Standards and Development Review Policies: *Historic Districts and Areas*

11. Yarmouth should preserve the integrity of important historic areas and districts, especially village centers. These areas are central to the issue of community character. The distinguishing features and qualities of historic districts and their setting should be preserved.

Performance Standards and Development Review Policies: Roadways

(Yarmouth Transportation Plan - Goal #5: "Implement actions that enhance historic, environmental, and natural resources while minimizing the negative impact on those resources.")

12. Yarmouth should preserve the unique qualities of roads, paths, ancient ways, and other byways that contribute to its historic and community character. Examples of such ways include rural roads, roads with scenic views, roads within historic districts and village centers, and main approach roads to the community.
13. Improvement, construction, or reconstruction of historic and scenic roadways, including associated footpaths, sidewalks, and bikepaths, should not destroy distinguishing features such as narrow, winding roadbeds, trees greater than 4" diameter, and stone walls.
14. Special standards should be adopted for scenic and rural roads, roads within historic districts, and village centers. Curbs should be omitted where they would detract from the historic, scenic, and/or rural character of the road and its surroundings. Steel guardrails, signalized intersections, turning lanes, shoulders, striping, and excessive signage should be avoided.
15. Yarmouth should protect existing street/shade trees and other landscaping, and encourage the planting of additional trees and landscaping along roadways to improve their visual quality, unless such plantings obstruct scenic views. Special consideration should be given to ancient and specimen trees. New trees and other plantings should be tolerant of roadside conditions and a minimum of 3" in diameter, use of indigenous species is encouraged. Vegetative continuity and scale should be maintained along major roadways. Traffic islands should be planted rather than covered with a hard surface like concrete or asphalt.

Performance Standards and Development Review Policies: Historic Landscapes

16. Yarmouth should preserve important maritime, rural and designed historic landscapes, including views of those landscapes from surrounding areas and roadways. Maritime landscapes include harbor, ocean, and other navigable waterway frontage. Rural landscapes include farmsteads, agricultural fields, cranberry bogs, etc. Outbuildings, fences, stonewalls, patterns of fields and wood lots, abandoned ways, *and ancient and specimen trees* are important elements. Designed landscapes include parks, town commons, and cemeteries, as well as the grounds around private residences, public and private institutions, and commercial establishments.
17. The integrity of natural land forms and broad open views of scenic landscapes, as seen from major arterial and scenic roads and navigable waterways, should be maintained.

Performance Standards and Development Review Policies: Archaeological Sites

18. Where development is proposed on or adjacent to prehistoric or historic archaeological sites as identified by the Massachusetts Historical Commission, Yarmouth Historical Commission, or Yarmouth Old King's Highway Regional Historic District Commission it should be configured so as to maintain and/or enhance such resources whenever possible. A pre-development investigation of such sites should be required before a final design proposal is submitted. This will minimize difficulties and expense should the site be of archaeological or historic importance.

Performance Standards and Development Review Policies: *Development and Redevelopment*

19. Development and redevelopment should preserve and reinforce Yarmouth's traditional development pattern by encouraging dense, multi-use village centers such as South Yarmouth/Bass River and West Yarmouth. It should not contribute to sprawl with its attendant degradation of the natural and built environment.
20. Development and redevelopment in Yarmouth's existing neighborhoods should be consistent with their established scale, building placement, and general character and should enhance rather than disrupt the social and visual fabric of the community.
21. New development in Yarmouth should respect the small scale, broken mass, varied roof lines, and traditional local materials that characterize the town's historic buildings and villages. Roadside strip development should be prohibited (see RPP element 1.1.3), and improvement of such existing development should be encouraged (see RPP element 1.1.7)
22. The height, scale, and massing of a new building or structure and any addition to an existing building, should be compatible and harmonious with its site and existing surrounding buildings. On a street of generally aligned facades, new construction should conform to the predominant height, scale, roof lines, proportion, setback, and general design of the facades of the existing buildings on the street.
23. Compatible design that draws upon and supports the surrounding historic context while clearly expressing itself as a product of its own time should be considered.
24. Attractive landscaping that integrates buildings with their environment, enhances architectural features, and provides amenities for pedestrians, should be provided on site by all new development and redevelopment. Landscape materials which are suitable to the climate and location of the site should be used.
25. All development should implement a landscape plan which addresses the functional aspects of landscaping, such as drainage, erosion prevention, wildlife, wind barriers, provision for shade, energy conservation, sound absorption, dust abatement, and reduction of glare.
26. Distinguishing original features of a site such as trees of greater than 6" diameter, existing plantings, and topography should be preserved where possible, and otherwise replaced. Special consideration should be given to ancient and specimen trees. Plantings on the street-facing side of buildings, window boxes, and planters are encouraged. Benches or other seating arrangements and walkways within the development and linking to other buildings should be provided where appropriate.
27. Unnecessarily bright lighting of buildings or grounds which permits glare across property lines should not be permitted in order to maintain the integrity of our dark night sky and to minimize negative effects on neighboring properties and roadways. Only shielded fixtures that cast light downward should be used. The shortest poles recommended by the manufacturer should be used. The use of *box lights*, yellow sodium vapor lights as security lights on private property should be discouraged in historic districts. All exterior lighting should be part of the architectural and landscape design concept. Fixtures, standards, and exposed accessories should be concealed or harmonious with other project design materials.
28. The installation of billboards, off-site advertising (excepting approved directional signs) and internally lit or flashing signs and vending machines should not be permitted. Neon signs should be discouraged. In general, the size and color of all signs should be in scale and compatible with the surrounding buildings and street. When more than one sign is used, the

graphics should be coordinated to present a unified image. Wooden signs, either painted or carved, are usually most appropriate.

29. All utilities for development and redevelopment, including cable, should be placed underground except where the presence of natural features such as wetlands or archaeological resources prevent such placement so as to minimize negative effects to scenic and historic areas and roadways and to avoid damage to important street trees.
30. Parking should be located to the rear or the side of a building or commercial complex unless such location is completely infeasible. **Where appropriate, parking lots** should have pervious surfaces, and be planted with shade trees in the interior portions of the lot and as a buffer along roadways. Any seasonal parking lot which does not have its main function or sales outlet on that lot should have paved travel lanes and pervious parking spaces. In reviewing off-site parking lots, the **Site Plan Review Team** should consider the impact of the lot on the environment, landscape, community character, and existing traffic in the area.
31. Open storage areas, exposed machinery, including that on rooftops, refuse and waste removal areas, service yards and exterior and work areas, and parking lots should be visually screened from roads and adjacent residential areas and maintained in a sanitary condition. Where landscaping is used as screening, it should be equally effective in summer and winter. Landscape screening should be installed at a height, density, and depth that provides for the full desired effect immediately, or within three years growing time. If a fence is used, it must be screened with vegetation. **Solid fencing should not project beyond the front corners of buildings and should not run along any street.** Parking lots for more than 100 vehicles should be screened with natural vegetation 6 - 8' high. If plantings are not an alternative due to site limitations, the facilities should be screened from public view with materials harmonious with the building.
32. Continuation of traditional rural, economic, and cultural activities on the land, sea, and inland waters should be encouraged.
33. Tiered, above-ground boat storage should be situated so as to have minimal visual impact from public roadways and navigable waterways, especially in areas of historic and scenic vistas.

SUMMARY OF YARMOUTH INVENTORY EFFORTS

The Yarmouth Historical Commission was established in 1977 when the provisions of Chapter 40, Sec. 8D, of the Massachusetts General Laws were accepted by a majority vote at the Annual Town Meeting. Like historical commissions across the Commonwealth, YHC's mandate is the identification, evaluation, preservation, and protection of Yarmouth's historic and archaeological resources.

The YHC launched the first step of that three-part mandate in 1979-1980 with an intensive survey that identified historic structures and areas throughout the community. The YHC was assisted by three researchers, a coordinator, a photographer, and a secretary funded by the Comprehensive Employment Training Act. The vast majority of Yarmouth's inventory forms (c.476) result from that period. Approximately thirty additional properties were recorded in 1984-1987. Yarmouth documented these properties on the standard inventory forms that have been developed by the Massachusetts Historical Commission (MHC) to record areas, buildings, objects, archaeological sites, burial grounds, structures, streetscapes, and historic landscapes. Inventory forms provide locational information, physical descriptions, historical statements, and a photograph.

Copies of these inventory forms are maintained at the MHC in Boston and at the Yarmouth Town Hall. The Historical Society of Old Yarmouth also maintains a set of forms which they have updated with information from their own extensive collections.

Other sources have made small contributions to the Yarmouth historic resources inventory. For example, the ongoing, statewide historic bridge survey undertaken by the Massachusetts Highway Department recorded the three bridges that cross Route 6 in Yarmouth in 1994. None are considered eligible for listing in the National and State Registers. An historic landscape survey of the Route 6A corridor conducted by the Cape Cod Commission in 1995 identified a total of twelve historic landscapes in Yarmouth and produced three historic landscape inventory forms. At the same time, numerous ancient trees were also identified and evaluated (see historic landscapes section). Stone-specific surveys have been undertaken for several of Yarmouth's historic burial grounds. That information is maintained by the Cemetery Division.

Finally, on May 18, 1995 the Y H C initiated a "Native American Research Project" to begin to address the need for information about archaeological sites. The volunteer effort was directed by Mark Horvath, a commission member and avocational archaeologist. Over thirty pre-historic sites were identified, with a focus on the Bass River area. It depended on the cooperation of private landowners who were willing to allow archaeological surveys of their properties. This project is currently inactive.

In addition to these site-specific surveys, the MHC conducted a regional reconnaissance survey of Cape Cod and the Islands in 1985-1986, and published their findings in a 1987 report entitled *Historic and Archaeological Resources of Cape Cod and the Islands*. This report creates a contextual framework for understanding the development of the region and the historic and archaeological resources that reflect that development. It includes chapters on topography,

prehistoric, settlement and social development, architectural development, and economic development. It concludes with chapters that summarize the region's historical development and make recommendations for resource identification, evaluation, and protection. The regional report is derived from individual town reports that summarize the historical development of each community within the region. Both the regional and town reports provide an invaluable resource for understanding historic and prehistoric resources on Cape Cod and the Islands in general and Yarmouth in particular. The management recommendations found in the regional study are periodically updated in the Massachusetts Historic Preservation Plan.

General survey and registration priorities identified by MHC for the Cape and Islands region include:

- Historic landscapes, especially rural agricultural field including cranberry bogs
- Resources associated with the ethnic history of the region
- Maritime and industrial resources
- Twentieth century resources
- Archaeological resources
- Historic village centers that are experiencing redevelopment pressure or that are targeted for concentrated development (South Yarmouth; West Yarmouth)

The Cape Cod Commission has identified many of the same historic and cultural resource types as being significant to the region, as a whole, in its Regional Policy Plan:

- Historic village centers
- Working waterfronts and harbor areas
- Active agricultural areas including cranberry bogs
- Properties listed in or eligible for listing in the National and State Registers of Historic Places
- Scenic landscapes
- Archaeological resource areas

HISTORIC RESOURCES

Historic Resources Included in the Inventory of Historic Assets of the Commonwealth

A total of approximately 650 Yarmouth properties are included in the statewide inventory according to MHC's computerized MACRIS system.¹ The listing includes 614 buildings, 9 structures, 8 areas, 7 objects, and 3 burial grounds. Most of those resources are located within three geographic areas: Bass River/South Yarmouth Village (273 resources), Yarmouthport (213 resources), and West Yarmouth (110 resources). They range in date from 1639 to 1986 and embrace dwelling houses, commercial buildings, churches, municipal buildings, mills, bridges, and milestones. Dwellings in private ownership are by far the most commonly recorded property type, reflecting the fact that they represent the preponderance of historic buildings in Yarmouth. The vast majority of buildings are of wood-frame construction. Most date to the first half of the 19th century, which was Yarmouth's greatest period of growth and prosperity until modern times.

A complete MACRIS listing of properties that are included in the Historic Assets of the Commonwealth is found in the appendix. The list is arranged alphabetically by street and includes historic and common names, approximate construction dates, architectural styles, designers if known, village locations, designation status, and the date recorded. Most properties included on the list are recorded on an MHC inventory form that provides more detailed information about its history and appearance. Copies of those inventory forms are available at the MHC (State Archives Building, Boston) and YHC (Town Hall) offices.

Historic Resources Listed in the National and State Registers of Historic Places

Yarmouth currently has nine properties that are listed in the State Register of Historic Places which is a master list of properties that carry at least one of several historic designations. They include two mills, two farmsteads, one church, three historic districts that are listed in the National Register, and one local design review district. Information about the National and State Registers of Historic Places is found in the Analysis section.

Baxter Mill, Route 28, between Camp Street and Mill Pond Road, West Yarmouth

The Baxter Mill was listed in the National and State Registers of Historic Places on August 27, 1981. It is located in West Yarmouth on the north side of Route 28 between Camp Street and Mill Pond Road. The property is bordered by Mill Pond and Mill Creek, a tidal waterway that provided power for the mill. A grist mill has stood in this location since 1710 when the first mill was constructed by John and Shubel Baxter. The current mill dates to 1860. Grist mills were crucial components of the local and regional agricultural economies in the 18th and 19th centuries. The Baxter Mill is one of the few to survive in the region and remains as a rare example of a water-powered mill.

Judah Baker Windmill, River Street, South Yarmouth

The Judah Baker Windmill of 1791 carries a preservation restriction in exchange for restoration funding provided by the Massachusetts Historic Preservation Projects Fund. It is included within the South Yarmouth-

¹ The MACRIS list includes properties that are listed on National Register district data sheets in addition to those that are specifically recorded on MHC inventory forms. Approximately 140 properties may fall into the former category. (5 MACRIS pages @ ca. 28 page with no recordation date)

Bass River National Register District. Judah Baker was the original miller at this grist mill which ground corn from the surrounding countryside. Henry Hall of Dennis is believed to be the designer and builder. The mill was located in South Dennis and West Dennis before it was moved to South Yarmouth in 1863. It was donated to the town and moved to its present site in 1953. The mill is a smock-type windmill, an octagonal wood-frame structure sheathed with weathered wood shingles.

Taylor-Bray Farm, Bray Farm Road North, Yarmouth Port

The Taylor-Bray Farm was listed in the National Register of Historic Places on September 29, 1993. It is also included within the Old King's Highway Regional Historic District of May 1, 1973. By virtue of those two designations, it is also listed in the State Register of Historic Places. It consists of a 17th century farmstead with early-19th century building components. Preserved under town ownership, it remains as a rare regional survivor of the agricultural property type that once characterized much of Cape Cod's northside. Although a portion of the farm has been subdivided, the Cape style house, barn, and other outbuildings remain surrounded by fields and wooded areas. The property overlooks Chase Garden Creek where the Bray family constructed ships in the late-18th to early-19th centuries in addition to their agricultural pursuits.

Thomas Bray Farm, 280 Weir Road, Yarmouth Port

The Thomas Bray Farm was listed in the National Register of Historic Places on September 15, 1988. It is also included within the Old King's Highway Regional Historic District of May 1, 1973. By virtue of those two designations, it is listed in the State Register of Historic Places. It is significant as a small representative 18th and 19th century farmstead that was converted to seasonal use in step with Cape Cod's transformation into a resort region in the early-20th century. The 18th-century dwelling house represents an unusually intact and early example of the region's most prevalent 18th and early-19th century house form. The house, together with the surrounding stonewall-lined fields, provide a fine example of the long-term persistence of small-scale farm operations, their eventual decline, and subsequent conversion to recreational use.

Church of the New Jerusalem, 266 Old King's Highway, Yarmouth Port

The Church of the New Jerusalem carries a preservation restriction in exchange for restoration funding provided by the Massachusetts Historic Preservation Projects Fund. It is included within the Old King's Highway National Register District. Interest in the Church of the New Jerusalem arose in 1823. Early services were held in the Yarmouth Inn and on the upper floor of what is now the Parnassus Book Service. When the current building was constructed in 1870, this church was one of the most influential in Yarmouth. The building is an excellent example of the locally and regionally rare Stick Style.

South Yarmouth Bass River National Register District

The South Yarmouth/Bass River National Register District was listed in the National and State Registers of Historic Places on May 29, 1990. It includes approximately 423 resources that line a network of streets on the west side of Bass River, both north and south of Route 28. It is roughly bounded by Old Main street from Pine to South streets, River street from Main street. to Bass River Parkway, and Willow Street from River to South Streets. This district is a large and exceptionally well-preserved historic village area within the town of Yarmouth. Like neighboring southside villages, the Bass River area rose to prominence in the late-18th century on the strength of its maritime industries including coastal and deep sea shipping, whaling, ship building, rope making, salt making, and magnesium production. As these industries fell into decline in the mid to late-19th century, the economy began to shift to summer tourism. While typical in this respect, the history of the area also encompasses some unique aspects. These include its 18th century role as a native reservation, and its strong early-19th century associations with the mid-Cape Quaker community. Today, the dominant character of the area is firmly rooted in its fine collection of residential, institutional and commercial buildings that date from the period of maritime prosperity. It has been targeted as a village center redevelopment area. (Economic Development Strategy 3)

Yarmouth Camp Ground National Register District

The Yarmouth Camp Ground National Register District was listed in the National and State Registers of Historic Places on August 28, 1990. It includes approximately 67 resources, located just south of the Mid-Cape Highway and roughly bounded by County Avenue, Willow Street., Wood Road, and the Camp Ground Pond. The district is one of a small number of Methodist Camp Meeting grounds established on Cape Cod. Founded in 1863, camp meetings were held every year in Yarmouth until 1939. The camp ground conveys its history through a well preserved collection of buildings and the intact setting in which they continue to exist. The district is characterized by small scale, wood-frame cottages, many designed in a fanciful Gothic Revival style. The cottages are sited on small lots lining narrow, curving roadways whose pre-automobile era remain clear.

Northside National Register District

The Northside National Register District was listed in the National Register of Historic Places on November 24, 1987. It is also included within the Old King's Highway Regional Historic District of May 1, 1973. By virtue of these two designations, it is listed in the State Register of Historic Places. It encompasses approximately 309 properties centered on the western half of Route 6A from the Barnstable town line to White Brook. This area was the focus of Yarmouth's early colonial settlement, served as its civic center, and subsequently attracted commercial activities along the important regional transportation corridor. It remains today as one of the densest concentrations of 18th and 19th century buildings on Cape Cod. Dwelling houses, which constitute the majority of buildings within the district, date primarily from the 1780s to the 1860s and form a regionally significant cluster that demonstrates the variety of the Federal and Greek Revival styles. Commercial and institutional buildings date primarily to the mid-19th century, which marked the height of the area's development.

Old King's Highway Regional Historic District

The Old King's Highway Regional Historic District is the only historic design review district in Yarmouth. It is part of a unique six-town regional district (Sandwich, Barnstable, Yarmouth, Dennis, Brewster and Orleans) that was established by special act of the state legislature in 1973. To help unify this large area, and give it an easily understood popular identity, well-known, common boundaries were chosen: the shores of Cape Cod Bay on the north and east, and the Mid-Cape Highway on the south and west. The Old King's Highway, also known as Route 6A, was the primary regional transportation corridor on Cape Cod in the 17th, 18th, and 19th centuries and is lined by some of its most important historic buildings. Surrounding areas include a mix of historic and modern buildings. In Yarmouth, historic buildings are concentrated in the western half of the district where the area framing Route 6A has also been listed in the National Register as noted above.

Recommendations for Additional Inventory and Registration of Historic Buildings and Areas

In 1988-1989 the Town of Yarmouth, with assistance from a MHC Survey and Planning Grant, hired a professional preservation consultant to follow up on some of the recommendations of the 1987 MHC regional reconnaissance survey. The project included three high-priority nominations to the National Register of Historic Places (Taylor-Bray Farm, South Yarmouth/Bass River Historic District Yarmouth Camp Ground Historic District), and an evaluation of the town-wide inventory to identify other properties that were eligible for National Register listing or that should be added to the inventory. At that time, MHC identified Yarmouth as one of only three towns on Cape Cod that had produced a reasonably complete and comprehensive inventory of historic resources.

Recommendations for registration and additional inventory were based on analysis of the town-wide inventory as it existed in 1989, fieldwork, consultation with the Yarmouth Historical Commission, and application of the National Register Criteria for Evaluation. The first step involved a thorough review of the inventory to identify all properties and areas with any potential for National Register listing. This was followed by fieldwork by the consultant and members of the YHC to confirm eligibility and integrity, and to identify other properties that

might have been omitted from the inventory. The result was a list of National Register eligible properties that included addresses and was organized by area within the town. Where appropriate, other protective strategies such as preservation restrictions, were suggested. Properties were prioritized based on level of threat. Thus, properties on the commercial corridor of Route 28 were identified as those with the highest priority for action due to redevelopment pressure. Those on the northside that are protected by the Old King's Highway Regional Historic District, were similarly identified as those with the lowest priority.

The Yarmouth Historical Commission updated the evaluation list, which they refer to as the Provisional List, in February, 2000. The YHC noted demolitions and major alterations and added some additional properties. That list is provided below along with some preliminary observations on survey needs made during preparation of the Local Comprehensive Plan in 2000-2001. A more thorough evaluation of survey and registration needs should be undertaken. When that occurs, the recommendations of the most recent Massachusetts State Historic Preservation Plan (2000: 10-2) should be considered. MHC now recommends that Yarmouth update its inventory, especially its comprehensive geographic coverage. MHC does not make any specific National Register recommendations for Yarmouth.

General survey and registration priorities identified by MHC for the Cape and Islands Region include:

- Historic landscapes, especially rural agricultural fields including cranberry bogs
- Resources associated with the ethnic history of the region
- Maritime and industrial resources
- Twentieth century resources
- Archaeological resources
- Historic village centers that are experiencing redevelopment pressure or that are targeted for concentrated development (South Yarmouth; Yarmouthport; West Yarmouth)

Specific survey and registration recommendations for buildings and areas are found in the appendix. They are organized by geographical area and are derived primarily from the 1989 evaluation by Candace Jenkins, the current Yarmouth Historical Commission Provisional List, and comments of the Steering Committee. *The summary recommendations for each geographical area are presented below:*

Northside/Route 6A Summary Recommendations

Northside properties are low priority in terms of threats since they are protected by the Old King's Highway Regional Historic District. One exception to this may be 38 Union Street which is vacant and deteriorating. In terms of quality, the group at 189, 200, 208 and 210 Center Street, and the single Federal period house at 48 Mill Street are most important. Where there is a choice between individual nomination and adding a property to the existing Northside National Register District, the district approach is preferred due to efficiency and recognition of setting factors. Properties on the list that have not been inventoried should be. Additional 20th century buildings should also be inventoried like the bungalows at 39 Center Street, 66 Willow Street, and 72 Willow Street.

West Yarmouth, South of Route 28 Vicinity Recommendations

Most 18th and 19th century properties in this general area have been inventoried as well as some from the 20th century. Two summer areas have been recorded: Hyannis Park and Railway Bluffs. Yarmouth's greatest concentration of turn-of-the-century summer dwellings and colonies are located in West Yarmouth and more should be surveyed. Many appear to be eligible for listing in the National Register. The Massachusetts Avenue area is especially important as a relatively intact turn-of-the-century summer colony that has not been impacted by the degree of alterations and modern infill seen in other similar areas. South Sea and Berry Avenues should be thoroughly looked at to identify other historic houses, especially from the early-20th century. The former

school at 28 Lewis Road is also a high priority as the last of its type.

Route 28 Vicinity Recommendations

The properties on Route 28 are the highest priority for additional survey and registration due to extensive commercial development and redevelopment. Many of the properties surveyed in the late-1970s had been demolished ten years later. More have been lost in the 1990s. Of particular importance is 281 Main Street which is an extremely rare gambrel roof Cape. Any properties listed here that have not been inventoried should be recorded. The area should also be thoroughly checked to identify additional properties for inventory and National Register listing.

South Yarmouth/Bass River Area Recommendations

Water view properties are threatened by major alteration and replacement; they are a priority for survey and registration.

Bass River North of Route 28 Vicinity Recommendations

Very little survey and no registration work has been undertaken in this area. It is a priority due to development pressure. Water view properties are a special priority due to the threat from major alteration and replacement.

Weir Road/North Dennis Road Vicinity Recommendations

This is the only part of Yarmouth that retains a significant sense of its early rural agricultural character. It is undergoing rapid suburban development, but receives some protection from the Old King's Highway Regional Historic District. The properties listed above as well as others should be inventoried as a priority. Preservation and conservation restrictions, conservation land purchase, and creative zoning will help to preserve the unique character of the area.

ARCHAEOLOGICAL RESOURCES

Levels of Knowledge

Unlike historic resources, archaeological resources have not been identified or evaluated in a systematic way in Yarmouth. This is typical of the region and state as a whole. Until recently, local historical commissions did not commonly engage in this activity due to lack of expertise. Information has most typically been gathered by avocational archaeologists and often lacks contextual data.

The Yarmouth Historical Commission initiated a "Native American Research Project" on May 18, 1995 to begin to address the need for information about archaeological sites. The effort was directed by Mark Horvath, a commission member and avocational archaeologist. Over thirty pre-historic sites were identified, with a focus on the Bass River area. It depended on the cooperation of private landowners who were willing to allow archaeological surveys on their properties. Educational outreach was a primary goal of the program from the start. This volunteer program was hampered by lack of funds. It is currently inactive.

The Inventory of the Historic and Archaeological Assets of the Commonwealth currently lists forty-four archaeological sites in Yarmouth. Among them, forty-one sites are listed as prehistoric and three as historic. Three landowner codes are also listed for the town. Landowner codes refer to areas where prehistoric artifacts have been found, however, their original source can only be identified with a general location.

The majority of the forty-four known sites in Yarmouth are clustered around the Bass River area between Follins Pond and Route 28. Most of these sites were recorded by amateur archaeologists and collectors. In addition, prehistoric artifacts from sites in Yarmouth have been identified from at least seven artifact collections curated at the Cape Cod Museum of Natural History and reported by the MHC Prehistoric Survey Team in 1985.

The history of archaeology in Yarmouth may date to the 18th or 19th century as increased lands were farmed and colonists encountered Native American artifacts during construction and agricultural activities. Documented amateur and collecting activities began in the 20th century, especially during the post-World War II period. Amateur archaeological research and artifact collecting characterized most archaeology in the mid-Cape and Yarmouth area until the 1980's when professional archaeological studies emerged under the auspices of new state and federal legislation that required consideration of archaeological resources. (Especially section 106 of the National Historic Preservation Act and MGL Chapter 254.) During the 1990's, the Cape Cod Commission and some individual Cape towns began developing procedures and regulations aimed at the protection of archaeological resources.

During the evolution of archaeological studies outlined above, under-reporting has characterized the Yarmouth vicinity from the start. While many other Cape towns have artifact collections dating to the late 19th and early 20th centuries, mostly the result of farming activities, few similar collections exist for the Yarmouth area. Collecting activity was either absent or the collections simply did not survive. Major collecting activity, common in other Cape towns during the early to mid 20th century, may also not be recognized or reported. Increased amateur and collecting activity appeared during the post-World War II period, concentrated at the Bass River drainage in the eastern portion of the town.

These patterns characterized archaeological research in the Yarmouth area into the 1980's when professionally conducted cultural resource management studies began to emerge as the result of state and federal legislation. Unfortunately, even this new development failed to reverse the trend of under-reporting that characterizes the mid-Cape and Yarmouth locale. Among nearly 2000 professional archaeological studies conducted in Massachusetts since the 1970's, only four have been completed in Yarmouth. Thus, the archaeological resources of Yarmouth

remain poorly understood and under reported.

The problem of low and geographically clustered site recordation is compounded by a similarly low level of information available for the sites. Most sites are characterized by locational information with cultural information provided for only seven sites. Until recently, Woodland Period settlement (3,000-400 B.C.) was thought to represent most prehistoric settlement throughout most of the Cape including the Yarmouth area. Recent studies elsewhere in the region, however, have shown that early Native American settlement on Cape Cod parallels most if not all the periods of settlement recognized for southeastern New England.

Pre-historic Site Potential of Yarmouth

Yarmouth was part of an important regional center in pre-historic periods.

The Mattacheese regional core is centered in what is now Barnstable, but also includes portions of Yarmouth (most), Dennis, and possibly Sandwich. Activities appear to have focused on Mattacheese or Barnstable Harbor, although evidence also suggests that the area along Barnstable's and Yarmouth's southern coastline was important as well. This core occupies a central place on Cape Cod and originally contained rich agricultural land, particularly north of the Sandwich Moraine. Much of this area around the harbor had been cleared, probably for corn agriculture, prior to European settlement. Woodland period site frequencies are high in this area, second only to the outer Cape, and at least one Contact period site has been reported. Ethno-historical accounts also indicate that this area was densely settled. (*MHC 1987: 327-328*)

Specific time periods are described below:

Paleoindian sites have not been identified in Yarmouth. However, a possible fluted point, characteristic of that period has been recognized in collections from the Blue Rock Site (19-BN-562) along the Bass River in Yarmouth.

Early Archaic Period (9,000-8,000 B.C) sites and artifacts have not been found in Yarmouth, however, artifact finds in other areas of the Cape and the possible presence of Paleoindian artifacts in Yarmouth indicate the potential for recoveries dating to this period.

Middle Archaic Period (8,000-6,500 B.C.) artifacts have been found at several sites in the Bass River drainage including the Town of Yarmouth (Blue Rock Site, 19-BN-562; Wilbur Park, 19-BN-564; Yarmouth Narrows#1) indicating this area might be a locus of settlement during this period.

Late Archaic Period settlement (6,000-2,000 B.C.) is also reasonably well represented in the Yarmouth and mid-Cape locale, especially at larger multi-component sites identified for the earlier Middle Archaic Period.

Woodland Period sites, usually represented by shell middens are probably the most widespread site types in the area found at most of the larger sites identified above and smaller single component sites.

Evidence of *Contact Period* (1500-1620 A.D.) settlement is expected throughout the mid-Cape and Yarmouth area. However, until recently these sites have gone unrecognized and unrecorded. In the 1990's professional archaeological surveys in the southern part of Yarmouth produced documented evidence of settlement during this period including an associated cornfield.

The general lack of interpretative information for prehistoric sites in the Yarmouth area limits our predictions of site type variability in the town. Based on existing information and other sites in neighboring towns we can,

however, make some conclusions and predictions. Site types are generally classified into two varieties: larger habitation sites and smaller special purpose type sites. The latter sites are most frequently represented by shell middens and lithic finds.

Environmental characteristics of the town indicate the presence of several locational criteria (slope, soil drainage, distance to wetlands) that are favorable indicators for most types of prehistoric sites. Several areas in the town include well drained, level to moderately sloping land forms in close proximity (within 300 meters/1000 feet) to wetlands. These areas would be considered archaeologically sensitive locations. Coastal drainage and marine related ecosystems are present in both the northern and southern portions of town. Coastal drainage often extend into the interior portion of town where ponds and related brooks and wetlands are also present. Each of these areas contain a wide variety of flora and fauna that would have been available for Native subsistence activities. Outwash soils in the area also contain lithic materials important for Native tool technologies.

Given the information presented above, the presence of prehistoric sites has been documented in the Town of Yarmouth and a high potential exists to locate sites in most areas of the town. Site frequencies and distributions are generally under reported in the town with most known sites clustered in the Bass River area. Additional sites are expected, especially around the margins of coastal and interior wetlands.

Historic Site Potential of Yarmouth

As with pre-historic sites, under reporting characterizes the status of historic archaeological sites in Yarmouth. Although only three historic archaeological sites have been recorded for the Town of Yarmouth, the long history of settlement for the town indicates many more sites likely exist.

Historic documentary sources indicate European settlement of Yarmouth occurred in c.1638. Beginning at this date, potential exists to recover structural evidence of residences, farmsteads, and outbuildings associated with each successive stage of settlement in the town. Archaeological evidence of occupational related features (trash pits, privies, wells) also can exist with historic archaeological sites and structures still extant in the town.

Archaeological evidence of economic activities associated with different periods of settlement also likely survive in Yarmouth. Structural evidence from buildings associated with farming and husbandry can survive, as well as similar evidence from industrial sites including water and wind powered grist mills, saw mills, salt works, and tanneries. Historic archaeological evidence of maritime related industries are also probably present in the town and may include evidence of shipbuilding activities, fisheries and numerous trades and businesses that supported marine related industries. Archaeological evidence of wharves, piers and landings should also exist. Bass River, Bass Hole/Chase Garden Creek, and Lewis Bay were centers of maritime activity.

Recommendations

Much of Yarmouth appears to have a moderate to high potential for the presence of significant archaeological sites as described above. The Massachusetts Historical Commission cites Bass River as a priority for reconnaissance level archaeological survey along with other areas surrounding marshes, streams, and ponds, all of which are generally considered sensitive for the presence of archaeological resources. Because documentation of prehistoric utilization of freshwater habitats is especially low, MHC also suggests an intensive archaeological survey for the Bass River area. (*MHC Regional Report: 399-404*)

.... the Bass River appears to have been intensively settled from Middle Archaic times to the present. Paleo Indian activity may have occurred here as well. Despite extensive recent development, small undeveloped tracts of land still remain, and some, such as Wilbur Park in Yarmouth and the Nickerson-Berth property across the river in Dennis,

are known to contain archaeological sites. The archaeological potential must be considered extraordinarily high for other parcels. Information from systematically surveyed and excavated sites is needed to place the many artifact collections that have already been studied into context and to understand more fully the role that this region played in the pre-history of Cape Cod.

It is recommended that a professional, town-wide, archaeological reconnaissance survey be undertaken. The Town of Falmouth conducted such a study in 1995-1996, providing a model for the region. Another example is the work undertaken by the National Park Service in the Cape Cod National Seashore. Professional archaeological surveys have also been conducted as part of the planning for large-scale development projects. MHC has developed research questions to guide archaeological surveys.

HISTORIC LANDSCAPE RESOURCES

Historic landscapes abound in Yarmouth and play a central role in defining its unique sense of place and community character. These landscapes are the glue that bind individual historic resources together and invite us to step back into past eras.

Historic landscapes include a variety of types, many of which are identified as having regional significance by the Cape Cod Commission Regional Policy Plan. (Sect. III) Types with potential regional significance include historic town centers and commercial districts like Yarmouthport and South Yarmouth/ Bass River (related to Land/Growth; Economic Development); historic waterfront and harbor areas like Bass River (related to Coastal Resources); historic farms like Taylor-Bray Farm, Thomas Bray Farm (related to Open Space), cranberry bogs (related to Wetlands); churches; cemeteries; scenic roads (related to Transportation); and other parts of Yarmouth's built environment that contribute to its distinctive community character.

Two specialized survey efforts have identified historic landscapes on Cape Cod. One was geographic (Old King's Highway) and the second was thematic (Olmsted-designed landscapes).

The Old King's Highway survey was conducted in 1996 by Virginia Adams of the Public Archaeology Laboratory, Inc., and Candace Jenkins for the Cape Cod Commission as part of their Route 6A Scenic Byways Program, Phase II. Its overall objective was to identify and inventory a variety of cultural landscape types visible from Route 6A/Old King's Highway in the towns of Bourne, Sandwich, Barnstable, Yarmouth, Dennis, Brewster, and Orleans. The primary purpose of the completed inventory is to provide a data base to formulate standards, and guide decision-making about future changes to this scenic and historic roadway. Because of this specialized purpose, emphasis was placed on physical description and analysis rather than historical associations.

This landscape inventory followed Massachusetts Historical Commission (MHC) methodology, and used MHC landscape inventory forms. It includes a variety of landscape types that were developed by Cape Cod Commission (CCC) and MHC. The CCC identified six types of cultural landscapes. These are agricultural landscapes, town commons, marshlands, original roadway segments, designed landscapes, and village development patterns. The initial field analysis resulted in the identification of several additional types. They include recreation/park, public and private institutional building settings, roadway features, intersections of historic or scenic significance, and domestic landscapes.

In addition to inventory forms, the project produced a definition of cultural landscape property types, a contextual overview of regional development and land use patterns, identification of surveyed properties, National Register recommendations, future research recommendations, and a research bibliography.

The CCC/OKH inventory identified twelve historic landscape resources in Yarmouth and recorded three. The Olmsted listing did not identify any designed landscapes in Yarmouth.

Historic landscapes that have been identified in Yarmouth to date are listed in the appendix. They are arranged by landscape type and include notations on inventory and designation status. The types include agricultural landscapes, buryial grounds, designed landscapes, marshlands, institutional building settings, recreation/park, roadside features, and town commons. Additional work is required to identify more historic landscapes.

SCENIC ROADS

Designated Scenic Roads

The Town of Yarmouth has established nine scenic roads under Ch. 40, Sec. 15C, of the General Laws, as Amended. Scenic roads are explained in the Analysis section of this chapter. Most were designated/approved by Town Meeting on July 13, 1973 (Article 8). They include:

- Strawberry Lane from White Rock Road to Route 6A (Yarmouth Port) (1973)
- Thacher Shore Road from Church Street to Wharf Lane (Yarmouth Port) (1973)
- Wharf Lane (Yarmouth Port) (1973)
- Water Street (Yarmouth Port) (1973)
- Mill Lane (Yarmouth Port) (1973)
- Weir Road from Route 6A to North Dennis Road; entire length (1973)
(section from Route 6A to Great Western Road built up since then; metal guardrails just going up (October 2000 in very scenic section on south side at North Dennis Road intersection))
- Long's Road 2000' west from Dennis Road (1973)
- Summer Street (Yarmouth Port) (1973)
- Old Main Street (South Yarmouth) through traffic lights at South Yarmouth Center to River Street past windmill including Pleasant Street) (1974)
- In addition, Route 6A was established as a Scenic Road by the Massachusetts General Court on June 10, 1992. (See attached map.) (Also, see Chapter 9 of YCP).

Roads to Consider for Scenic Designation

- Ancient Ways
- Almshouse Road; north side of 6A off Center Street (narrow, unpaved, tree-lined, one of few ancient ways without drastic change)
- Bray Farm Road North in vicinity of farm (Bray Farm Road. to Hillcrest Road.), north side Route 6A
- Center Street from Route 6A to Gray's Landing; entire length is quite narrow; section south of Homer's Dock Road is straight and lined by suburban houses with historic cluster at Homer's Dock Road, section north of Homers Dock Road, which winds through undeveloped conservation land for much of its length, is the most scenic.
- Church Street from Route 6A north to marsh
- Great Western Road from North Dennis to Weir Road
Lined by new development and Blue Rock Golf course from Highbank Road to Route 6, largely undeveloped between North Dennis and Weir roads surroundings rural and wooded with a few scattered and subdivisions (generally set back and not too obtrusive)
- North Dennis Road from Great Western to Setucket Road
Wider than Weir Road and yellow striped, but still winding and tree-lined, increasing suburban development toward Setucket Road
- Old Church Street from Route 6A to Centre Street (borders Yarmouth Village Green)
- Playground Lane from Route 6A to Old Church Street (borders Yarmouth Village Green)
- Seagull Lane; southeast end overlooking Seagull Beach and Parkers River marsh
- Shore Road on Lewis Bay
- South Shore Drive
- West Yarmouth Road in area of cranberry bogs centered on Buck Island Road
- Willow Street between Route 6A and Route 6

- South Yarmouth/Bass River National Register District (include any extensions/landings that access river)
 - Akin Avenue
 - Bellevue Avenue
 - Crosby Street
 - Highland Avenue
 - Homer Avenue
 - North Main Street
 - Pine Street
 - River Street
 - Union Street
 - Willow Street
 - Wing Street
- Yarmouth Camp Ground National Register District
 - Boston Avenue
 - Center Avenue
 - County Road
 - Elder Avenue
 - Grace Avenue
 - Hanover Square
 - Harlow Avenue
 - Leafy Avenue
 - Oak Avenue
 - Park Avenue
 - Park Circle
 - Pleasant Avenue
 - Simpson Avenue
 - Wellfleet Avenue

AREAS IN NEED OF IMPROVEMENT

Most buildings and areas in need of improvement in Yarmouth are mid-20th century shopping plazas and commercial blocks. They are concentrated in the vicinity of Route 28 and Whites Path (including side streets: Commonwealth Avenue, Asticou Road, Huntington Avenue, Rough Rider Path). An incongruous group of auto-related enterprises is tucked between Route 28 and Old Main Street behind the library in the South Yarmouth/Bass River National Register District. Few problems are found north of the mid-Cape Highway, largely due to the presence of the Old King's Highway Regional Historic District. Most problem areas need improvements in a variety of categories including screening, landscaping, lighting, signage, and building renovation. The Great Island Shopping Center, 600 Route 28 @ South Sea Avenue in West Yarmouth, which contains a mid-19th century building at its core, is an example of an older shopping plaza in need of multiple improvements. The Kelley Block at 1305-1317 Route 28 is another.

Parking lots that "bleed" into one another creating a sea of asphalt are a pervasive problem along Route 28; the former Lamberts Fruit & Produce/Cape Cod Tobacco/Bagels and Beyond at 311-325 Route 28, West Yarmouth is an example of continuous parking lots with little or no screening.

Self-serve gas stations, which are among the most brightly lit areas in Yarmouth, form another category. Lighting is clearly necessary to the function, but intensity varies from site to site. Cumberland Farms on Route 28, near Parker's River and Winslow Gray Road, is one of the most subdued.

Several efforts have been undertaken in recent years to address problem areas on Route 28. They include formation of a Route 28 Task Force, appointment of an economic development officer, creation of a ROADS zoning district with a voluntary design review component, incentive programs, tree planting, and awards for property improvement and maintenance. Establishment of the Old South Yarmouth Village Center Redevelopment District (see EcDevel strat 3) and implementation of a \$750,000 grant for Packet's Landing on Bass River will add substantially to efforts to improve the eastern end of Route 28 by taking advantage of the high concentration of historic resources in the area and its pedestrian friendly village atmosphere. A similar district is proposed for West Yarmouth as well. These issues are addressed in detail in the Economic Development Chapter of the Local Comprehensive Plan.

HISTORIC STRUCTURES IN NEED OF REHABILITATION

Historic structures in Yarmouth that are in need of rehabilitation are listed below. Others may exist as well. A master list of vacant land and both historic and non-historic buildings in need of rehabilitation has been compiled by the Yarmouth Chamber of Commerce and the town's Economic Development Officer. The Economic Development chapter of this plan notes that many vacant or under utilized sites exist on Route 28 and in the general vicinity, including Old Main Street and the Super Stop and Shop Plaza on Long Pond Road. Most are small infill sites that offer little opportunity for significant economic development impact but could have a greater affect on community character.

Town Owned Properties

The Town of Yarmouth owns the historic John Simpkins School and South Yarmouth Library in addition to three unique and highly significant historic properties: Judah Baker Windmill, Baxter Mill, and Taylor-Bray Farm. All are included in the National and State Registers of Historic Places. A recent conditions survey and report prepared by consultant Andrew Shrake outlines estimated costs for maintenance and repairs to the mills and farm over the next twenty years for capital budget planning purposes. The report identified major problems with Taylor Bray Farm which, as a result, has been vacated as a result. The Baxter Mill also

requires restoration. The Judah Baker Windmill has recently been restored with assistance from the Massachusetts Preservation Projects Fund and is in excellent condition. (Examples of other town owned/managed historic properties in the region include Brewster's Stony Brook Mill Sites; Falmouth's Poor Farm/Artists Guild; and the Eastham Windmill)

Taylor-Bray Farm, Bray Farm Road North, Yarmouthport

The Taylor-Bray Farm is listed in the National and State Registers of Historic Places and is included within the Old King's Highway Regional Historic District. It is a 17th century farmstead with early 19th century building components that is listed in the National and State Registers of Historic Places. It is very significant as the town's best preserved farmstead, one of a rapidly vanishing breed countywide, and as the clearest remaining illustration of the town's early land division. Typically, the original property holdings were long narrow parcels that stretched from the Old King's Highway (Route 6A) northward to Cape Cod Bay. The Taylor-Bray Farm retained that configuration until 1971 when the acreage closest to the transportation corridor of Route 6A was sold for subdivision. The Bray family also constructed ships on Chase Garden Creek in the late 18th to early 19th centuries. The Town of Yarmouth purchased the Taylor-Bray Farm in July 1987 through eminent domain proceedings. The action was taken to preserve the historic buildings and fields of the town's last farmstead, and to halt further subdivision.

A recent conditions survey by Andrew Shrake revealed that the farmhouse has deteriorated and is no longer safe for habitation, forcing the tenant farmer to move out. It is desirable for this property to remain in public ownership to ensure the greatest possible public benefit. Possible strategies include community-supported agriculture or use for regional vocational programs that include building rehabilitation and farming. The town could apply for planning and restoration grants through the Massachusetts Preservation Projects Fund. Another possible solution includes sale to an individual or private non-profit owner with the property subject to a preservation/conservation/agricultural restriction. Bourne Farm in Falmouth may provide a model for private non-profit ownership. The New England Small Farm Institute and the Conservation Law Foundation New England Farm Defense Initiative are information sources. (see Preservation Planning Framework appendix)

Baxter Mill, Route 28, between Camp Street and Mill Pond Road, West Yarmouth

The Baxter Mill was listed in the National and State Registers of Historic Places on August 27, 1981. It is located in West Yarmouth on the north side of Route 28 between Camp Street and Mill Pond Road. The property is bordered by Mill Pond and Mill Creek, a tidal waterway that provided power for the mill. A grist mill has stood in this location since 1710 when the first mill was constructed by John and Shubel Baxter. The current mill dates to 1860. Grist mills were crucial components of the local and regional agricultural economies in the 18th and 19th centuries. The Baxter Mill is one of the few to survive in the region and remains as a rare example of a water-powered mill. A recent conditions survey by Andrew Shrake documented deteriorating conditions.

Old Cellar House/David Kelley House, 1377 Bridge Street, South Yarmouth, 1790, inventory #493/158

The Old Cellar House at 1377 Bridge Street is a contributing component within the South Yarmouth/Bass River National Register District which is listed in the National and State Registers of Historic Places. It was constructed as a dwelling in 1790 by David Kelley who founded the South Yarmouth Friends Society and was one of the most prominent and successful citizens of his time. The building is significant for both its Georgian architecture and its historical associations. The site may also contain archaeological resources given its proximity to Bass River and the maritime activities that took place here.

The building stands immediately south of Route 28, adjacent to Bass River. The surrounding area is proposed for redevelopment as Gateway Park. The currently vacant Cellar House may be reused as office

space for the Harbor Master and historical exhibits. The surrounding Bass River/South Yarmouth area is targeted for redevelopment as a historic village center/village activity area. Total funding of \$796,000 has been authorized through ISTEPA. Municipal purchase is under negotiation (YHC/Rte 28 Task Force August 23, 2000)

Bass River Bank Building, 309 Old Main Street, South Yarmouth 1931, inventory #611

The Bass River Bank Building at 309 Old Main Street is a contributing component within the South Yarmouth/Bass River National Register District and is listed in the National and State Registers of Historic Places. Dating to 1931, it is a fine example of the Colonial Revival style and one of the few historic brick buildings within the town as a whole. It has recently been purchased privately with the intent of donating it to the town. Reuse is enthusiastically supported by the South Yarmouth Association which organized a group of 40 volunteers to clean up the premises on August 19, 2000, to demonstrate its value to the Town. (SYA letter August 31, 2000) The town is concerned about funds for rehabilitation. (YHC September 4, 2000)

House, 38 Union Street, Yarmouthport

This historic Cape at 38 Union Street has been vacant for many years and is now in deteriorated condition, possibly precluding reuse. It is located within the Old Kings Highway Regional Historic District and may be eligible for individual listing in the National and State Registers.

House in Great Island Shopping Center, 600 Rte 28, mid-19th century, West Yarmouth

This mid-19th century house is embedded within a 20th century commercial block but its front-gable form and Greek Revival details remain clear. It is one of the few 19th century buildings that survive on Route 28.

House at 368 Route 28 (Bridge Street @ Bellevue Avenue), South Yarmouth/Bass River

This handsome late-19th century building is a very important historic presence on the eastern end of Route 28 where few such buildings remain. It is an excellent and nearly intact example of the locally and regionally rare Stick Style. It has been vacant and for sale for several years. Lack of parking is a major drawback to reuse of this building.

1750 House/Thomas Black House, 281 Route 28, 1750, inventory #303 West Yarmouth

This is probably the earliest surviving building on Route 28. It is also a rare example of a gambrel roof Cape with mid-19th century wings. It is currently used as a rooming house.

Captain's Chair (former), 166 Bayview Ave, 1900, inventory #252/75, West Yarmouth

Abandoned house (early-20th century), 336 Route 28, West

Abandoned house (early-20th century), Traders Lane (behind 336 Rte 28), West Yarmouth

Abandoned house (early-20th century), Traders Lane (behind 336 Rte 28), West Yarmouth

Abandoned retail and office buildings, 544 and 550 Route 28 @ West Yarmouth Road

Both buildings appear to date to the early-20th century; 544 has many alterations; 550 has remnant of decorative windmill element.

ISSUES AND STRATEGIES

Enhance Role of Yarmouth Historical Commission

Issue Statement

Local historical commissions are the officially appointed custodians of a community's historic and archaeological resources. As public agencies established under Chapter 40 MGL section 8D, they are authorized to work within the structure of town government to achieve the goals of historic preservation. In this important regard, they differ from local historical societies which are private non-profit groups. The primary mandate of a historical commission is to identify, evaluate and protect historic and archaeological resources; in this respect they serve as local parallels to the Massachusetts Historical Commission. They are also empowered to publish educational materials, hold hearings, enter into contracts with public and private entities, accept gifts and acquire property. Chapter 40, section 8D, provides the legal authority for many of the recommendations of this chapter.

The Yarmouth Historical Commission, which was established in 1977, maintains an office in town hall and is supported by part-time secretarial assistance and a modest budget of approximately \$3,200 annually. The YHC has also applied for, received, and successfully administered several grants to inventory historic buildings and landscapes, to make nominations to the National Register of Historic Places, and to restore important historic structures like the Judah Baker Windmill. The YHC administers a demolition delay bylaw and cooperates with the Cape Cod Commission and the Massachusetts Historical Commission to carry out their mission. In addition, the YHC has engaged the public through publication of Yarmouth Old Homes and Gathering Places (1989) and walking tours of the Old Kings Highway and South Yarmouth/Bass River National Register districts. (1985) This record of achievement rests largely on the efforts of volunteer members who have served the community over time.

The following strategies recognize the commission's current level of sophistication and the growing importance of historic preservation and community character as public issues. They provide a framework for further growth.

Strategies

Establish Criteria for Action

The Yarmouth Historical Commission operates under a very broad mandate established by MGL Ch. 40 section 8D, but has extremely limited staff and budgetary support to accomplish its objectives. It might follow the example of the Massachusetts Historical Commission which established intervention criteria in its 1979 Management Plan which remain in effect today. Parallel criteria for Yarmouth to consider are:

- Significance and rarity of the resource
- Level of public benefit that would result from action
- Level of public and governmental support
- Likelihood of success.

Certified Local Government

The Certified Local Government program was established by 1980 amendments to the National Historic Preservation Act of 1966. This program recognizes professionalism and achievement at the local level by providing greater responsibility and opportunity. A major component of the program is local responsibility for review and approval of nominations to the National Register of Historic Places. Most important from a practical standpoint, CLGs are eligible to apply for a special pool of federal survey and planning grant funds. The current regulations for this program specify that a commission must have a professionally qualified membership, follow adequate record keeping procedures, and be responsible for administration of a local historic district.

The Yarmouth Historical Commission should pursue Certified Local Government status. The first step is establishment of a Chapter 40C local historic district. The Old King's Highway District which is a regional entity does not qualify. (The towns, Eastham and Falmouth are examples of CLGs on Cape Cod.)

Community Preservation Act

The Community Preservation Act became effective as enabling legislation on September 14, 2000 after several years of consideration by state lawmakers. It allows towns to create a Community Preservation Fund by ballot initiative to be administered by an elected or appointed Community Preservation Committee. Funds are derived from a maximum three percent surcharge on property tax bills. The proceeds go into a Community Preservation Fund that must be used for affordable housing, open space, and historic preservation. A minimum of 10% must go to each of the three categories. The state will provide \$25 million annually in matching funds. Communities that adopt the act early will have the best chance to receive significant amounts of the matching funds.

Public Education and Awareness

Issue Statement

Appreciation of the multi-faceted role that historic resources play in maintaining quality of life, economic well being, and environmental integrity is at an all time high, as evidenced by passage of the Cape Cod Commission Act, and inclusion of Historic Preservation and Community Character as a separate element in the regional and local comprehensive plans. Nevertheless, very few residents or town officials understand the full scope, as demonstrated by the lack of budgetary and staff support. The lack of a common vision for historic preservation among local officials and the general public is a primary hindrance to effective policies.

Many preservation tools and strategies are legal and regulatory in nature. Adequate protection in these areas is obviously important to the protection and preservation of historic and archaeological resources. However, preservation will ultimately fail if its economic, psychological, and environmental benefits are not understood and supported by community leaders and the general public. No group, however active and committed, can succeed without an informed and supportive constituency. Laws can be passed to regulate large-scale developments, but small-scale actions by private owners will continue to erode Yarmouth's historic and community character without widespread public understanding and cooperation.

Community support for and participation in historic preservation planning grows out of awareness. Awareness can be cultivated in many ways, including programs for the local schools, articles in local papers, public lectures, awards programs, publication of walking tours, historic house tours, etc. A widespread appreciation for the economic benefits of preservation is particularly important, so any public awareness campaign should promote the concept that preservation of Yarmouth's historic and natural resources may be the "highest and best use" of the land because they are the raw materials of the tourism industry. The Cape Cod Commission has already initiated a Sense of Place tourism campaign that recognizes the contributions of historic and scenic resources.

The Yarmouth Historical Commission currently seeks the support of businesses, community leaders, and the general public in fostering an awareness of Yarmouth's historical heritage. As noted above, the Yarmouth Historical Commission has published a book and sponsors two walking tours on local historic resources. They also cooperate with the Historical Society Old Yarmouth and Society for the Preservation of New England Antiquities to bring a program of lectures and other events to the public.

Strategies

Specific strategies include the following:

- Establish an education/public outreach subcommittee

- Establish relationships and regular programs with local newspapers, radio stations, and cable access stations
- Educate property owners, realtors, public officials, and others about the value of historic preservation by distributing information packages, creating preservation sections at local libraries and town hall, and posting on the town web site. Information might include:
 - Town-wide inventory
 - National Register nomination forms
 - Applicable by-laws and/or summaries
 - Sections of Local Comprehensive Plan, or summaries, that promote existing village centers, reuse of existing buildings, and any incentive programs
 - Secretary of the Interior's Standards and Guidelines for Historic Preservation Projects
 - Cape Cod Commission design guidelines, and local design guidelines
 - National Park Service *Preservation Briefs* and other similar publications
 - Bibliography of helpful publications
 - Listing of helpful private organizations like Historic Massachusetts, Inc., and the National Trust for Historic Preservation and publications like the *Old House Journal*
 - Information on benefits (economic as well as aesthetic) of historic districts
 - Information on incentive and grant programs including federal rehabilitation tax incentives.
- Expand programs with local schools using local and regional history to teach a variety of subjects
- Develop a plaque program to identify important historic buildings
- Continue honorary awards program to recognize outstanding efforts of historic preservation and restoration. A similar community character program currently exists on Route 28
- Continue to work with other town agencies, CCC, local Chamber of Commerce, Route 28 Task Force, and local businesses to promote historic/cultural activities, programs, and sites, and to demonstrate their economic value to the tourism industry. Those activities might include historic house and garden tours, walking and bicycle routes with a historic orientation, and traditional crafts fairs
- Recommend locations and designs for interpretive facilities to promote appreciation of the town's history in areas frequented by large numbers of tourists
- In cooperation with the Historical Society of Old Yarmouth, continue to develop displays that reflect Yarmouth's history and community character; and mount in public places like town hall and libraries
- To foster community pride and help to develop a common vision for community character and historic preservation, consider a "Community Photo Day" by encouraging citizens to photograph the people, places, and things that they value and that make Yarmouth special to them.

Expand and Update Historic and Archaeological Resources Inventory

Issue Statement

Identification of historic and archaeological resources is a core preservation activity that provides the underpinnings for subsequent evaluation efforts and protection strategies. As described in the inventory section, Yarmouth completed hundreds of inventory forms in the 1970s and 1980s. Nevertheless, many other significant resources remain unrecorded. Recommendations for buildings, areas, landscapes and archaeological sites appear in the Inventory section of this chapter and in the Appendix. In addition, to recording new properties, existing inventory forms should be reviewed and updated to bring them up to current documentation standards.

Archaeological Resources

Previous survey work in Yarmouth has not included archaeological resources due to lack of the specialized expertise which is required. The "Native American Research Project" initiated in 1995 to address the need for information about archaeological sites should be revived.

Historic Buildings

Historic buildings are generally well documented, especially 18th and 19th century dwellings. The existing survey should be expanded to include additional 20th century buildings, and non-residential types related to past industrial (maritime activities like boat building, coastal shipping), commercial (business blocks, roadside farm stands, etc.) and agricultural (barns, etc.) activities.

In addition, more buildings within the Old King's Highway Regional Historic District should be recorded to provide a factual data base for design review. Ideally, the inventory forms should identify major character-defining features that should not be altered or removed. Commercial centers and other historic areas undergoing rapid change should be a priority for survey as well.

Historic Structures and Objects

Historic structures and objects are sporadically recorded. They include bridges, dams, lighthouses, monuments, roadside markers, etc.

Historic Landscapes

Historic landscapes are the "glue" that bind historic buildings and structures into areas that reflect the ambiance of earlier times. Despite their importance, they are generally not well recorded in local historic inventories, and Yarmouth is no exception. Historic landscapes fall into designed and rural/traditional types, and include parks, the grounds around dwellings and public buildings, cemeteries, agricultural fields, marshlands, cranberry bogs, mill ponds, town commons, and village development patterns. Traditional landscapes are especially important because they play a major role in defining community character, and are fast disappearing. Many specific historic landscapes, most of which are unrecorded, are listed in the Inventory section.

Geographic Areas

The inventory section of this chapter identifies and prioritizes specific survey and registration needs by geographic area. The Route 28 corridor, the Bass River area, and the Weir Road area are identified as priorities because existing information is generally low and development pressures are high. The Northside, which is already protected by the Old King's Highway Regional Historic District, is a lower priority.

MHC Survey and Planning Grant Program

Strategies

The Massachusetts Historical Commission administers a federal program of matching grants which are used to accomplish a wide array of historic preservation planning objectives. Eligible projects include completion of cultural resource inventories, nominations to the National Register of Historic Places, preparation of community preservation plans, development and production of public relations materials such as brochures, and other innovative efforts. By law, 10% of these funds are set aside for Certified Local Governments.

This is an effective route for communities to pursue their inventory and National Register goals. Yarmouth tapped this program in 1989 to hire a professional consultant to prepare National Register nominations for Taylor Bray Farm, the Yarmouth Camp Ground National Register District, and the South Yarmouth Bass River National Register district. The project also included evaluation of the town's historic resources inventory to identify other eligible properties.

The YHC might consider applying for a grant to update and expand the town-wide inventory of historic buildings and landscapes, another to prepare National Register nominations, and a third to conduct a reconnaissance level survey of archaeological resources. (Falmouth is an example of a town on Cape Cod that has completed an archaeological reconnaissance survey.)

Continue to Designate Historic and Archaeological Resources

Issue Statement

A variety of designation programs provide significant protection for historic and archaeological resources. Yarmouth has listed several individual properties and districts in the National Register of Historic Places and two buildings carry preservation restrictions, but many significant properties remain undesignated. Specific National Register suggestions are found in the Inventory section.

National Register of Historic Places

Strategies

The National Register of Historic Places is a master list of "districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, and culture." It was created by Section 101 of the National Historic Preservation Act of 1966 (Public Law 89-665; 80 STAT., 915; 16 USC 470) to provide official recognition for the intrinsic value of cultural resources, and as a planning tool for federal agencies who sponsor actions that might affect these resources. . Since its inception, the National Register has served as the cornerstone of federal preservation programs and policies. Importantly, the National Register expanded the government's previous focus on isolated monuments of the nation's history to include an appreciation of local and regional diversity, and a wide range of property types.

Under the National Register Act and Regulations (36 CFR 60) private property owners are not restricted by listing in any way, unless federal funds or permits are involved or unless another statute is tied to it. In Massachusetts, all National Register properties are automatically listed in the State Register of Historic Places which provides a parallel to the federal Section 106 by allowing review of state sponsored projects. On Cape Cod, properties within National Register districts, that are not also protected by local statute, are protected from demolition and substantial alteration by the Cape Cod Commission Act under its Development of Regional Impact authority.

The National Register is administered at the state level by the State Historic Preservation Officer who must approve and forward nominations to the Keeper of the National Register, National Parks Service, who has final authority to approve or reject listing. Certified Local Government's where they exist, must also approve nominations. The process of listing is a rigorous and often lengthy one that requires detailed documentation of the history, architecture, archaeology, and other cultural values of the property. Properties are evaluated by established criteria. The federal (36CFR 800), state (Ch. 254, 950 CMR 71) and regional (DRI) review authorities are described in the "Planning Framework" appendix.

Historic Building Preservation Restrictions

Preservation restrictions, in conjunction with conservation restrictions, help to protect historically and architecturally significant structures and their settings. Enabling legislation for preservation restrictions was passed in Massachusetts in 1969 (Chapter 194, sections 31-33). A preservation restriction is a legal agreement which allows an owner to donate a portion of his/her property rights without giving up title. It is a recorded instrument that runs with the land either in perpetuity or for a specified number of years. The purpose of a restriction is to set standards that will ensure that future developments or alterations do not diminish the historic architectural character of the property. It works by enumerating specific physical features that define that character, and cannot be altered by future owners. A restriction may be donated to, or purchased by, any governmental body or charitable trust capable of acquiring interest in land and whose purposes include historic preservation.

Two buildings in Yarmouth -- the Judah Baker Windmill and the Swedenborgian Church - carry preservation restrictions as the result of their having received Massachusetts Preservation Projects Fund grants. Yarmouth should consider expanding use of this tool to preserve distinguished individual buildings whose owners are concerned with their long-term preservation. Where appropriate, the Yarmouth Historical Commission should

initiate discussions about preservation restrictions on historic buildings, archaeological sites, and landscapes with owners. They should coordinate with the Conservation Commission and open space advocates. Properties that carry preservation restrictions are automatically included in the State Register of Historic Places.

Agricultural Preservation Restrictions

Agricultural preservation restrictions are specialized tools that help to protect traditional landscapes of fields, pastures, and woodlands. Farmsteads are powerful icons of the past, their imagery evoking a strong sense of nostalgia for a simpler, rural lifestyle. They were common throughout Massachusetts and the rest of the nation until the mid-20th century when agriculture's economic role began to diminish. Traditional preservation tools deal mainly with agricultural buildings which tell only a small part of the story. Agricultural preservation restrictions provide an opportunity for a holistic approach. An Agricultural Preservation Restriction Act was passed in Massachusetts in 1977. Administered by the State Division of Food and Agriculture, it allows owners of farmland to sell non-farm related development rights to the Commonwealth, while retaining all other rights of ownership. Over twenty-three years, the Commonwealth has invested \$110 million, plus \$30 million from other sources, to preserve 44,000 acres of farmland.

Districts of Critical Planning Concern

DCPC's are those special places that shape the unique regional character of Cape Cod, underlie the economy, and define the quality of life. They include resources of high "natural, coastal, scientific, cultural, architectural, archaeological, historic, economic, or recreational" importance.

The Regional Policy Plan defines potential DCPC's related to Element 7 thus:

This designation is appropriate for the protection of a place, landscape, way or view which is in some special way expressive of the character of Cape Cod or the traditions of its residents. Designations should symbolize and support traditional activities and ways of life on Cape Cod, and should be considered for those areas which are of great aesthetic value to the region or are important historically.....

Potential regulations could require that new construction within an historic village be consistent with historic architectural styles and that archaeological sites not be adversely impacted. Signage might be restricted and parking may be required to be located to minimize its visibility. The alteration of ancient ways or cartpaths might be prohibited and regulations might require that significant scenic views from roads or other publicly accessible places be maintained or protected. The removal of old stone walls or large trees might also be limited. (RPP III)

This specialized planning tool is designed to help communities shape development in sensitive areas whose degradation or loss would diminish the community and region as a whole. DCPC designation provides an opportunity for detailed study of the specific factors that contribute to an area's importance, followed by formulation of custom tailored regulations. Nomination of DCPC's temporarily suspends the grandfathering provisions of state law to allow time for the study to be completed. The local comprehensive plan must be adopted before this tool is available.

DCPC's allow towns to adopt regulations for specific areas that are flexible enough to preserve special resources or characteristics, or promote specific types of compatible development. The Falmouth Conservation Commission prepared the region's first DCPC nomination to protect the fragile environment of the Black

Beach/Great Sippewissett Marsh area. This area, like many others, also possesses critical scenic, historic, and community character values.

Examples of potential Yarmouth DCPCs with historic preservation/community character components include the South Yarmouth/Bass River and the Old King's Highway areas, both of which have a wealth of historic and scenic resources, distinctive community character, coastal and other natural resources, a varied economy, and are threatened by intense development pressures. The Weir Road Area, which maintains the last vestige of Yarmouth's formerly rural character, is another possibility.

Local Historic Districts

Local historic districts are among the most potent tools available to preservation. Their purpose is to promote public benefit through protection of significant groups of historic structures and their settings. The public benefit of historic districts is particularly clear in a region like Cape Cod, where the tourist economy plays such an important role. Not only does a historic district serve to reinforce traditional community character and enhance local pride, it also becomes a tourist attraction with a demonstrable economic benefit. Local historic districts play an important role in the regional economy by ensuring that some of the quaint and rural Cape Cod ambiance that both residents and tourists expect to enjoy will survive the constant pressure of development. The Cape Cod Commission recognizes local historic districts as assets of regional significance.

Local historic districts establish design review commissions to regulate exterior changes. Opponents view them as infringements on private property rights while supporters see them as a means to preserve community character and uphold property values. The stated purpose of the Massachusetts enabling legislation for local historic districts demonstrates the close relationship to community character. Its goals are

- To preserve and protect the distinctive characteristics of buildings and places significant in the history of the Commonwealth and its cities and towns
- To maintain and improve the settings of those buildings and places
- To encourage new designs compatible with existing buildings in the district.

America's first historic districts were established in Charleston, South Carolina, in 1931 and New Orleans, Louisiana, in 1936. For the first time, these two urban communities defined historic preservation as a public benefit. Their specially enacted statutes regulated changes to exterior architectural features that were visible from a public right of way through a certificate of appropriateness process. Rhode Island, Missouri, California, and Texas were the first states to institutionalize historic districting through enactment of state enabling legislation in 1959.

Massachusetts joined the district movement in the mid-1950s when Boston's Beacon Hill (1955) and Nantucket's Old Town (1956) were established as historic districts through special legislative act. Recognizing the public benefit of historic districting in a commonwealth as rich in history and tradition as Massachusetts, statewide enabling legislation, known as the Historic Districts Act, was enacted in 1960 as Chapter 40C of the General Laws. Since then, the Massachusetts Supreme Judicial Court has rendered opinions which have sustained the constitutionality of historic districts. Approximately 100 communities have adopted ordinances either under Chapter 40C or special act.

The Old King's Highway Regional Historic District, discussed below, is the only historic design review district in Yarmouth. Several other areas would be eligible for, and benefit from, local historic district designation. An example is South Yarmouth/Bass River which has already been designated as a National Register district and where some residents have expressed an interest in historic district status. Administration of a local historic district that is entirely under control of the town is a requirement of the Certified Local Government program which would enhance Yarmouth's chances for federal Survey & Planning grants for historic preservation.

Old King's Highway Regional Historic District (OKHRHD)

Issue Statement

The Old Kings Highway Regional Historic District is the only mandatory design review district in Yarmouth. It makes an important contribution to the long-term desirability and marketability of the town as a place to reside, work, and visit. The district was established in 1973 by Chapter 470 of the Massachusetts General Laws. This special act legislation recognizes that the historic buildings and landscapes clustered along Route 6A and surrounding areas are irreplaceable local and regional assets. A primary purpose of the district is to prevent Route 6A and environs from becoming another commercial strip like Route 28. Originally the towns of Bourne, Sandwich, Barnstable, Yarmouth, Dennis, Brewster, Harwich, Orleans, and Eastham were members of the district. To help unify this large area, and give it an easily understood popular identity, well-known, common boundaries were chosen: the shores of Cape Cod Bay on the north and east, and the Mid-Cape Highway on the south and west. The Route 6A corridor was formally designated as the Old King's Highway by the State Legislature in 1975 and as a scenic road in 1992.

The Old King's Highway Regional Historic District has a two-tiered administration that consists of town committees representing the six member towns and the regional commission. The regional commission, whose members are generally the chairmen of the town committees, is responsible for establishing overall district policy and for hearing appeals from parties aggrieved by the decisions of the town committees. The town committees are responsible for basic decision making; specifically the regulation of change to exterior elements of buildings and settings that are visible from public viewpoints through a process of design review, and issuance of certificates of appropriateness, exemption, and demolition.

In Yarmouth, the OKHRHD was preceded by the Historic Yarmouthport District, established by MGL ch. 694. sec. 5 of the Acts of 1965.

Historic districts have two key qualities that are essential to preserve. One is the historic and architectural integrity of the individual elements that make up the district. The other is the interrelationship between elements--- the buildings, outbuildings, stone walls, and fences ---along with the landscape within which they exist. This latter quality of fragile interrelationships, is easily compromised or destroyed by too much new construction, by new construction that is poorly designed and/or sited, and by landscape and roadway changes. Thus, it is not enough to merely consider alterations to, or demolition of, buildings within a historic district. The scale, design, and location of new construction, and the loss of contributing elements such as outbuildings, stonewalls, landscapes, and roadway character must be considered as well.

Strategies

The Old King's Highway Regional Historic District and the Falmouth Historical District were the subject of a 1989 report, *Analysis of Local Historic Districts in Barnstable County*, prepared for the Massachusetts Historical Commission and the Cape Cod Planning & Economic Development Commission (predecessor of the current Cape Cod Commission). Relying on the model of Chapter 40C, Massachusetts' preservation enabling legislation, and a nation-wide study of design review districts by the National Trust for Historic Preservation, the report identified several important provisions and sections that are common to most preservation statutes, but that are lacking in the two Cape Cod examples, both of which were created under special act legislation.

The general recommendations of "Analysis of Local Historic Districts in Barnstable County" were cited as a model for improving local historic districts in element 7 of the 1991 Cape Cod Commission Regional Policy Plan (recommended local action I). Those recommendations and their current status in Yarmouth are:

- *Undertake additional surveys of historic buildings, structures, landscapes, road side objects and other resources to improve the data base for decision-making*

The Yarmouth Historical Commission undertook a comprehensive community-wide survey of historic

resources in 1979-1980 with assistance from the federal CETA program. That concerted effort and later follow-up efforts have recorded hundreds of historic properties, many of which are located in the Old King's Highway Historic District. Additional surveys to record additional buildings and landscapes would further improve the data base.

- *Continue efforts to improve design guidelines that reflect the district's unique character*
The Old King's Highway Regional Historic District Commission Bulletin of October 1998 provides abbreviated design guidelines that follow the National Park Service desirable/ undesirable format (pp. 3-9). The Commission is currently working on revisions.
- *Build strong local support for the district's objectives*
No major action has been taken.
- *Improve and standardize operating procedures*
The OKHRHDC has revised its Bulletin seven times since its inception in 1973 and is currently planning an eighth.
- *Appoint members with a strong technical background and knowledge of the provisions of their enabling statute.*

The OKHRHDC members are well informed but could benefit from educational opportunities offered by professional seminars and conferences. Funds should be made available for attendance.

Other factors that compromise the historic integrity and operational effectiveness of the Old Kings Highway Historic District are:

- Lack of budgetary and professional staff support
- Conflict with zoning bylaws
- Need for better coordination with other town boards in development review and appeals process
- Lack of incentives to encourage reuse of existing buildings, and to encourage owners to undertake careful restoration or rehabilitation
- Traffic increases and accompanying roadway "improvements"
- Conflicts with state highway standards and coordination with the Massachusetts Highway Department. (under study at local, regional, and state level)

In addition, the existing district might benefit from boundary studies to identify possible areas to be exempted from review, as allowed by Chapter 410, Section 7. (Under spasmodic review by Yarmouth Planning Staff.)

The OKHRHDC and YHC might consider working with the Planning Board to develop a historic preservation overlay district. It should include rehabilitation incentives, amend dimensional requirements to conform to historic character, and establish performance standards for new development to insure that buildings and site characteristics are compatible with historic character. These strategies are discussed in more detail in the local bylaw section. The Town of Brewster has adopted a Corridor Overlay Protection District for Route 6A to reduce vehicle trips, and thus reduce congestion, improve safety, and maintain scenic and historic character.

Enforcement, which is often a problem in historic districts, generally works well in Yarmouth, partly in response to an annual meeting between Commission members and the building inspector to discuss problem areas and ways to improve them.

Roadways and Traffic

Issue Statement

Yarmouth has many older roadways that remain traditionally narrow and winding, often with an overarching tree canopy and a frame of stone walls and wooden fences. Over time, this pleasing pedestrian-friendly image has been

affected by the demands of modern life with its ever increasing population and new technologies and, in places, both . As a result, many roads have been widened and straightened, trees have been replaced by signs and overhead utility lines, and stone walls and fences have been sacrificed to metal guard rails designed to meet modern high-speed highway standards.

Development

Traffic increases are an inevitable byproduct of development, heightened by modern dependence on private automobiles. Traffic increases degrade historic districts and scenic roads, and generally erode community character and the overall quality of life. Traditional strategies to improve traffic flow, like road widening and signalization, often invite further development, thus producing the need for additional expensive roadwork. This process discourages pedestrian activity, removes the tree canopy, and destroys historic and archaeological resources. It also makes the town far less attractive as a tourist destination and a place to live. The effect in Yarmouth can be clearly seen by comparing Route 28 which has been allowed to develop as a commercial strip, and Route 6A which has been protected by its status as a Historic District since 1965/1973. Traffic attempting to bypass Route 28 on Old Main Street is degrading the character of the South Yarmouth/Bass River National Register District

Utility Lines and Lighting

Overhead utility lines add to roadway clutter and degrade community character along with historic, scenic, and aesthetic values. They also have a negative impact on the roadside shade trees that help to counteract their effect. Overly bright lighting and yellow sodium lights also have a negative impact in historic and scenic areas and also disrupt the night sky.

Sidewalks and Bikepaths

These roadside amenities have the positive effect of encouraging non-motorized travel. They also create wider travel corridors that have the potential to erode historic and scenic character. Special design standards that accommodate multiple road uses and promote safety without sacrificing historic and scenic character need to be developed for scenic roads and historic districts.

The Cape Cod Commission has examined the issue of integrating bicycle use into a key roadway with important scenic and historic values. It concluded that a parallel bike path was not possible due to the frequency of curb cuts, the narrow width, framing trees, and scenic/ historic character.

HISTORIC PRESERVATION AND COMMUNITY CHARACTER ACTIONS 2/2/2001

INTRODUCTION

The actions presented below represent the actual steps or blueprint that the town should follow to achieve the vision set forth in the Goals & Policies section. It includes all ten actions recommended by the Cape Cod Commission's Regional Policy Plan, in addition to many others that reflect Yarmouth's unique situation. The actions are organized into thirteen categories that are related to topics that appear in the preceding sections. Priority actions have bold numbers. The governing body responsible for carrying out actions is identified.

1. Expand municipal support and improve effectiveness of historic preservation and community character issues.

(YHC and OKHRHDC in cooperation with other public officials and interested local groups and individuals)

- 1) Provide adequate space, administrative support, staff, and budget to support historic preservation and community character objectives, and to fulfill the responsibilities of the YHC and OKHRHDC.
- 2) Draft and/or adopt amendments to YHC (Ch. 40/8D) bylaw as necessary to recognize the importance of their contributions, and to fulfill expanded responsibilities. Appoint well-qualified, committed members.
- 3) Establish criteria to guide the YHC in identifying priority issues.
- 4) Pursue Certified Local Government status to recognize the stature and achievements of the Yarmouth Historical Commission, to enhance local control of historic preservation issues, and to optimize eligibility for federal Survey & Planning grants.
- 5) Develop, fund, and implement program to catalogue, preserve, and archive historic town records.
- 6) Identify municipal historic property needs including buildings, structures, cemeteries, cranberry bogs, and other historic landscapes.
 - Develop appropriate maintenance, disposition, and marketing standards for all types of historic municipal properties
 - Promote compatible continued use or reuse
 - Apply for Massachusetts Preservation Projects Fund and Department of Environmental Management Historic Landscape Grant Programs for funding
 - Attach preservation restriction and maintenance requirements to the deeds of any town-owned historic properties, if they are sold
 - Commit sufficient resources to ensure the compatible long-term preservation of the three unique and regionally rare town-owned historic structures and associated landscapes -- Taylor-Bray Farm (scenic agricultural landscape as well as buildings), the Baxter Mill, and the Judah Baker Windmill. Explore strategies cited in the Analysis section and the Preservation Planning Framework appendix.

2. Increase public visibility and awareness of historic preservation and community character including their strong relationship to environmental, economic, aesthetic, and quality of life issues.

(YHC and OKHRHDC in cooperation with other public officials and interested local groups and individuals)

- 7) Promote a common vision for and understanding of historic preservation and community character objectives.
- 8) Develop a reference library for use by the YHC, OKHRHDC, other town agencies, and the general public. Include the Secretary of the Interior's Standards and Guidelines for Historic Preservation Projects, Preservation Briefs, Tech Notes, and other interpretive information; information on economic incentives and grants; copies of the National Historic Preservation Act (PL. 89-665) and regulations (36 CFR 800) and the State Register Act (MGL Ch. 254) and regulations (950 CMR 71); copies of the town-wide inventory, National Register nomination forms, etc. Make appropriate components available in the building department and/or other public locations such as libraries and the town website.

- 9) Inform interested parties such as owners of historic properties, realtors, building inspector, chamber of commerce, etc. of the reference library and a list of its contents. Include owners of property in historic districts or other appropriate village centers and historic areas, on demolition delay list, on NRHP/SRHP, and businesses like bed & breakfasts that can use historic status to promote their service and use federal tax incentives to improve their properties.
- 10) Develop a program to encourage placement of uniform plaques on properties of known architectural and/or historical significance.
- 11) Foster community pride and help to develop a common vision for community character and historic preservation; hold a "Community Photo Day" encouraging citizens to photograph the people, places, and things that they value and that make Yarmouth special to them.
- 12) Continue to work with other town agencies, CCC, local Chamber of Commerce, Route 28 Task Force, and local businesses to promote historic/cultural activities, programs, and sites, and to demonstrate their economic value to the heritage tourism industry; especially increase visibility of town-owned historic properties like the Baxter Mill, Judah Baker Windmill, and Taylor Bray Farm.

3. Continue efforts to identify historic and archaeological resources.

- 13) Continue efforts to update the historic properties inventory; including buildings, structures, areas, landscapes, archaeological sites, and other resource types. More specific recommendations are found in the Inventory section of the consultant's report. Integrate information into Yarmouth and Cape Cod Commission GIS database systems. Apply for Massachusetts Historical Commission Survey & Planning grants.
- 14) Identify exceptional and rare resources which deserve a focus of preservation efforts.

4. Continue identification of designate historic and archaeological resources.

(YHC in cooperation with other public officials, interested local groups, and property owners)

- 15) Nominate eligible historic buildings, structures, sites, objects, and areas to the National Register of Historic Places as a way of fostering their preservation, enhancing public awareness of their historical significance and value, making them eligible for grant assistance and federal tax incentives, and providing protection under the Cape Cod Commission Act. (CCC-B)
- 16) Update existing Northside Historic District nomination to specifically include the Route 6A roadway, historic landscapes, and other resources not specifically mentioned in the existing nomination.
- 17) Study and designate areas that might benefit from Chapter 40C local historic district status; this is a prerequisite to attaining Certified Local Government status.
- 18) Encourage property owners to grant preservation, agricultural, and conservation restrictions and identify appropriate bodies to hold and monitor those restrictions; study possibility of granting local property tax abatements in exchange for restrictions; develop standards for maintenance and compliance.
- 19) Identify Districts of Critical Planning Concern that are related to historic preservation and community character concerns; cooperate with other town boards to nominate areas of joint concern.

5. Old King's Highway Regional Historic District

(OKHRHDC)

- 20) Expand budget from current level of approximately \$300 annually and consider providing professional preservation planning staff support.
- 21) Continue ongoing effort to improve working relationship with the Mass. Highway Department.

6. Preserve and enhance the unique character of historic and scenic roads;

(YHC, OKHRHDC, Planning Board and Department, and the Department of Public Works)

- 22) Identify and designate additional Scenic Roads, including ancient ways, and establish local bylaws and/or guidelines to preserve their character. Identify key locations, scenic views, historic landscapes, stone walls, mature trees, roadside objects, etc. that might be affected by road work. Develop partnerships with abutting property owners and village advisory boards.
Include:
- guidelines on clearing and planting
 - rules for signs and utilities
 - plan review procedures for key locations
 - measures to preserve scenic views
 - restrictions on building height and scale
 - controlling removal or alteration of stonewalls
 - discouraging the cutting of large trees (6" diameter or greater)
 - instituting tree planting programs to replace trees in areas where older specimens have died or been removed. (CCC-C)
- 23) Study ways to reduce traffic along scenic roads and roads in historic districts because heavy traffic and congestion is degrading roadway character, historic settings, and Yarmouth's small town community character. Consider limits on development and diversion of traffic.
- 24) Encourage underground placement of utilities on scenic roads and in historic districts.
- 25) Maintain and increase visibility of historic roadside markers and other elements.
- 26) Conduct a professional survey of roadside trees to identify location, type, age, condition, and replacement value; this process has already been initiated on Route 6A.
- 27) Establish a tree planting program for important roadways within the community; consider establishment of a town tree farm to provide stock. (CCC-F)
- 28) Consider sidewalks and bikepaths associated with new road construction or reconstruction within the existing road layout, if possible, or around distinguishing features such as trees of greater than 6" diameter and stone walls. Sidewalks in rural, scenic, and historic areas should be curbless and separated from the roadway by a grass strip of adequate width for protection of pedestrians.
- 29) Consider assuming local responsibility for maintenance of Route 6A, especially the western half from the Barnstable town line to Weir Road.

7. Local zoning, development review, and appeals process.

(YHC, OKHRHDC, Planning Board and Department, Zoning Board of Appeals, Conservation Commission)

- 30) Establish a process to integrate the YHC and OKHRHDC into the development review, approval, and appeals process to take advantage of their expertise and ensure that effects to historic resources and traditional community character are considered. Notify them of proposed developments from the earliest stages and include them on the site plan review team to provide guidance on historic buildings and areas. Establish strong, clear relationships with the Planning Board, Conservation Commission, Building Inspector, Zoning Board of Appeals, and Department of Public Works.
- 31) Adopt performance standards for development review that include historic preservation and community character objectives. (*Standards are included in the Goals section*)
- 32) Amend policies, procedures, and regulations to integrate historic preservation and community character objectives and remove any disincentives. Assess existing zoning and development review policies for their impacts to historic and archaeological resources and community character. Fully utilize zoning mechanisms such as site plan review, overlay zones, village center zoning, cluster zoning, wetlands protection bylaws,

earth removal bylaws, subdivision regulations, and design review boards to promote historic preservation and community character.

- 33) Consider and adopt ways to limit demolition of existing dwellings, especially those that are historic, and replacement with larger structures that are out of scale with their surroundings.
- 34) Study and implement ways to improve enforcement of building codes, bylaws, regulations, and zoning that relate to historic preservation and community character.
- 35) Develop and adopt measures that require screening and landscaping of new development, especially along historic and/or scenic roads and within historic districts. Support cluster zoning that leaves a wooded buffer along historic roadways to help preserve their rural character. Encourage access through a single roadway, rather than multiple driveways, to protect roadway character and help alleviate traffic. (CCC-G)
- 36) Study and adopt or amend bylaws and regulations to limit land clearing, especially of trees over 6" in diameter, and alteration of the natural topography prior to development review. Adopt policy to replace any trees over 6" that are removed from municipal land.
- 37) Study and adopt means to reduce artificial lighting to help preserve the night sky.

8. Enact incentives to encourage historic preservation and community character objectives.

(YHC, Planning Board and Department Economic Revitalization Committee, Route 28 Task Force)

- 38) Develop a program of economic grants, zoning bonuses, and other incentives to promote preservation, restoration, and compatible reuse/rehabilitation of historic buildings. A point system based on established design guidelines might entitle a project with certain design compatibility points to exceed some minimum requirements such as setbacks, site coverage, parking spaces, landscaping, building height, etc. (CCC-D)
- 39) Expand facade improvement grant programs in selected village centers, activity centers, or other commercial areas and target historic buildings and others that contribute to community character.
- 40) Heighten awareness and promote use of federal historic preservation tax incentives to rehabilitate income-producing historic buildings and/or institution of a similar local tax abatement for commercial and residential properties.
- 41) Consider reduced tax assessments for historic buildings that are rehabilitated and maintained in accordance with the Secretary of the Interior's Standards for Historic Preservation or similar design guidelines.
- 42) Consider property tax abatements to encourage owners of important historic buildings and landscapes to accept preservation restrictions tied to property values; those available for conservation and agricultural purposes could serve as a model.

9. Develop and implement design guidelines to enhance historic resources and community character.

(YHC, OKHRHDC, Planning Board and Department, Economic Revitalization Committee, Route 28 Task Force)

- 43) Consider adopting Cape Cod Commission design guidelines (*Designing the Future to Honor the Past: Design Guidelines for Cape Cod*, 1994), or develop similar guidelines and rehabilitation standards to provide a consistent framework for design review. Guidelines for historic properties and areas should relate to the Secretary of the Interior's Guidelines for the Treatment of Historic Properties, respond to the goals and performance standards established for historic preservation and community character, and encourage energy efficiency. For example, guidelines should promote height, scale, and massing of a new building or structure, and any addition to an existing building, should be compatible and harmonious with its site and existing surrounding buildings. On a street of generally aligned facades, new construction should conform to the predominant height, scale, roof lines, proportion, setback, and general design of the facades of the existing buildings on the street. The CCC will defer to local standards in reviewing DRI's. (CCC-A)
- 44) Encourage use of voluntary design review component of ROAD district and consider expanding this tool to other areas. Reconsider a town-wide design review committee.

10. Encourage continued use and reuse of historic buildings, especially in historic districts and village activity centers.

(YHC and OKHRHDC in cooperation with other public officials and interested local groups and individuals)

- 45) Continue to identify buildings that are historic and/or important to community character, and are also vacant, underutilized, or about to become so; give special attention to those that make a unique contribution to village centers, especially those that are historic districts; initiate discussion with owners to promote reuse and rehabilitation.
- 46) Collect and make available examples of successful reuse strategies by other communities on Cape Cod and elsewhere in Massachusetts and the nation; also include examples of loss of historic resources and community character.

11. Improve character of commercial areas.

(YHC, OKHRHDC, Planning Board and Department, Economic Revitalization Committee, Route 28 Task Force, property owners, and other interested groups and individuals)

- 47) Encourage traditional village center commercial development which is densely sited, small in scale, and varied in nature, and also reinforces the development patterns, architecture, and social structure of the surrounding community. Encourage commercial development that successfully integrates into its surroundings is small in scale, and offers the broken mass and varied roof lines that characterize existing village centers. It also takes advantage of their existing infrastructure improvements.
- 48) Evaluate effect of current setback and parking requirements on historic commercial areas. Require amenities and improvements (parking lots, screening, lighting, signs, building rehabilitation) that enhance community character and pedestrian comfort during the development and redevelopment review process. (CCC-D)
- 49) Require that all back-lit signs go off no later than one hour after closing time. (CCC-E)
- 50) Continue ongoing efforts to develop appropriate reuse plans for the Crowes Purchase property (Route 28 @ west side of Parkers River, former drive-in owned by town), the former Bass River Savings Bank building (309 Old Main Street), and Packets Landing.
- 51) Consider adoption of NTHP/EOCD Main Street or facade improvement grant program for village commercial centers.

12. Preserve and maintain historic landscapes

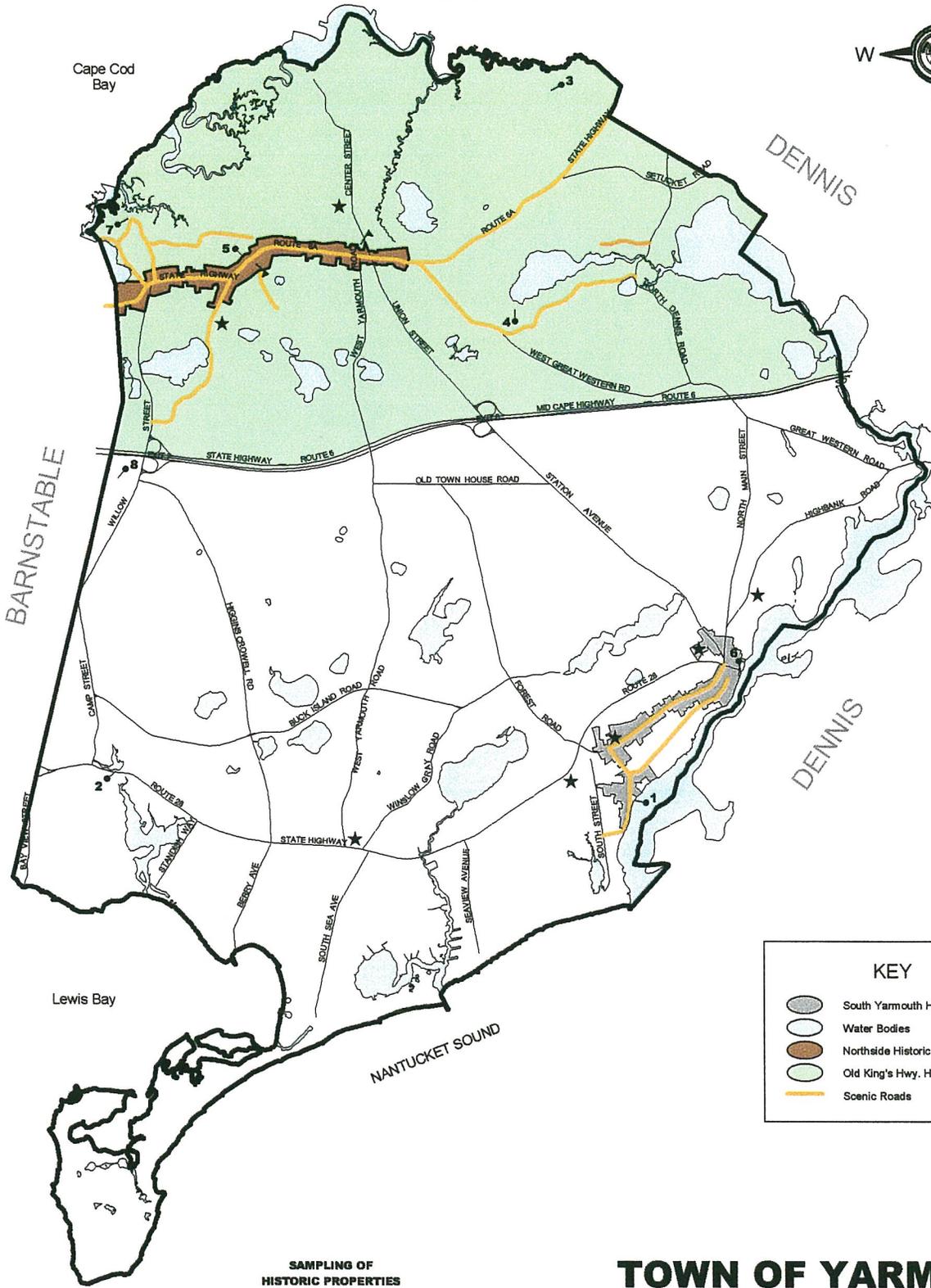
(YHC, Planning Board and Dept, Land Bank Comm, Conservation Comm, Waterways Comm, Cemeteries Comm)

- 52) Work cooperatively with conservation groups (Land Bank Committee, Conservation Commission, and appropriate private non-profit entities to acknowledge the importance of open space to the maintenance of the rural character of some areas. Include that value as a selection criteria.) Prioritize protection of the remaining open lands that define historic village centers.
- 53) Establish low building height limits to preserve coastal and other scenic vistas; discourage reconstruction and expansion of damaged and nonconforming buildings in visually and/or environmentally sensitive areas; amend or adopt bylaws and regulations as necessary.
- 54) Give special attention to the placement of utility structures such as radio towers, high voltage lines, water towers and other transmission structures that have an adverse effect on historic, archaeological, and scenic resources and community character. (CCC-H)
- 55) Make use of Department of Environmental Management Historic Cemeteries Preservation Initiative, Historic Landscape Preservation Grant Program, Town Common Initiative, and Heritage Landscape Inventory Program.

13. Protect archaeological sites

(YHC)

- 56) Identify areas of sensitivity that should be avoided in future developments based on the ongoing professional reconnaissance level survey of historic and prehistoric archaeological resources; nominate eligible sites to the National and State Registers of Historic Places.
- 57) Revive the "Native American Research Project" initiated in 1995 to address the need for information about archaeological sites. In the Bass River area, this might be done in cooperation with the Town of Dennis which has cited it in their LCP.



KEY

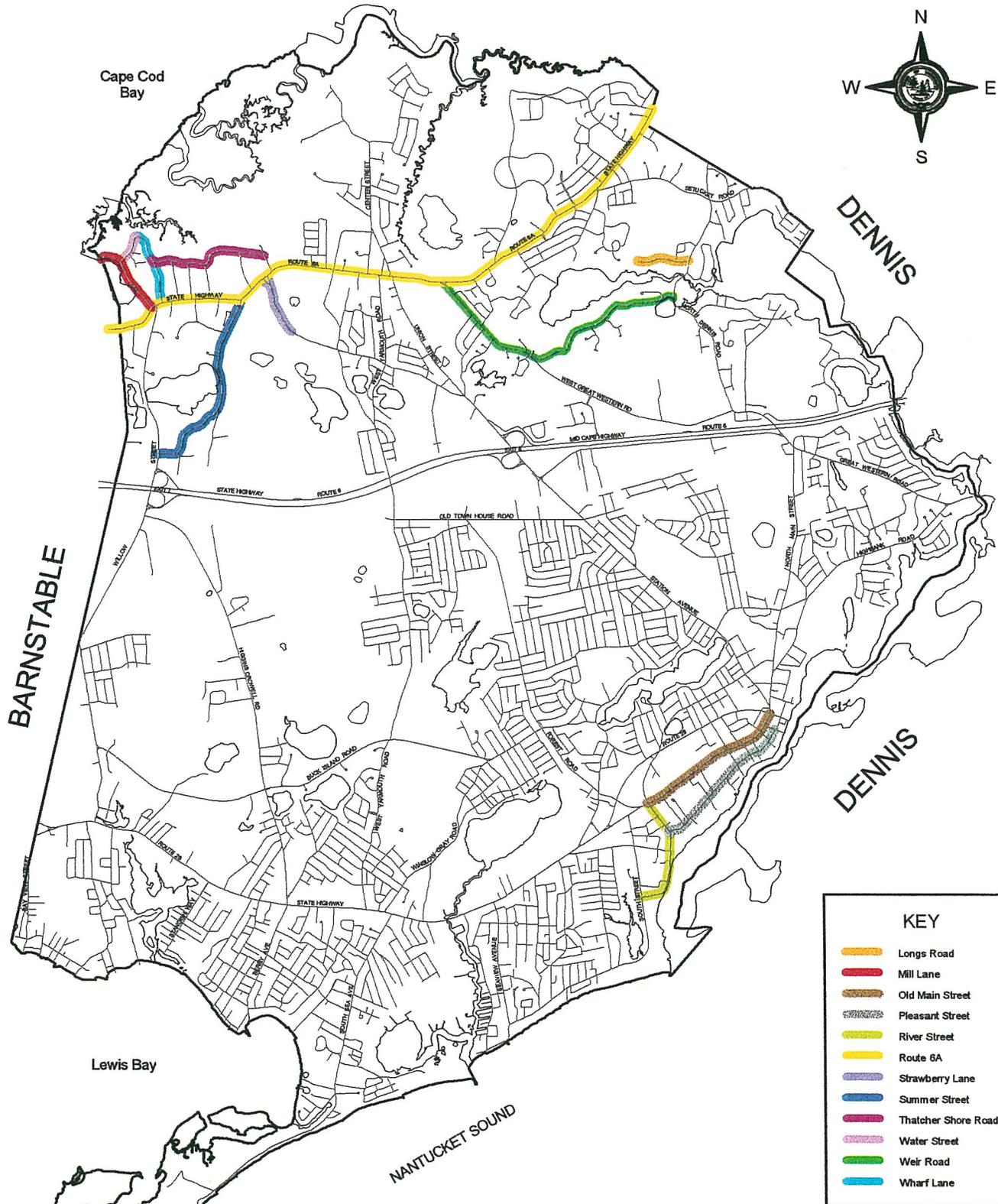
- South Yarmouth Historic District
- Water Bodies
- Northside Historic District
- Old King's Hwy. Historic District
- Scenic Roads

SAMPLING OF HISTORIC PROPERTIES

- | | |
|-------------------------|---|
| 1 Judah Baker Windmill | 7 Wharf Lane |
| 2 Baxter Gristmill | 8 Yarmouth Campground National Historic Registrar District |
| 3 Taylor Bray Farm | Town Commons |
| 4 Thomas Bray Farm | Historic Cemeteries |
| 5 Swedenborgian Church | |
| 6 Packets Landing | |

**TOWN OF YARMOUTH
COMPREHENSIVE PLAN
COMMUNITY CHARACTER
CHAPTER 15
HISTORIC PRESERVATION SECTION
Inventory and Analysis Map**





NOTE:

1. Strawberry Lane, Thatcher Shore Rd., Wharf Lane, Water St., Mill Lane, Weir Rd., Longs Rd., and Summer St. were designated as Scenic Roads by Special Town Meeting action on July 13, 1973 (Article 8).
2. Old Main St., River St., and Pleasant St. were designated as Scenic Roads by Annual Town Meeting action on April 9, 1974 (Article 40).
3. Route 6A was designated a Scenic Road by Act of the Massachusetts General Court on June 10, 1992.

TOWN OF YARMOUTH MASSACHUSETTS SCENIC ROADS

