

## Marston Mills Village



### Introduction

Village residents describe Marstons Mills as having a rural village character which they value and wish to retain. This report describes and analyzes those aspects of the natural environment and of the developed man-made environment, both commercial and residential, which contribute to village character. Strategies are developed throughout the report to ensure that future development will remain compatible with the character of this village.

Since the first LCP Village Plan adopted in 1997, several developments and improvements have been made. Roads have been re-constructed through Marstons Mills village center, and sidewalks have been repaired and extended. The intersection at Route 149 and Route 28 has been re-aligned and is safer, although a traffic light is still needed at this location. The Burgess House, a landmark historic property has been restored and is in active use under the management of the Village Association.

The Stop and Shop development has been completed with attractive landscaping and road improvements, and as part of the Cape Cod

Commission approval, lands to the rear have been set aside for the protection of the Hayden well-field, one of the most important well-fields in the town. Lands to the west of the Stop and Shop have also been designated for conservation, to reduce traffic generation. In addition, both land set asides reduce nitrogen loading to the Prince Cove embayment, which is seriously overloaded with nutrients, and is affecting other embayments to the south. Unfortunately, all of Marstons Mills Commercial Zoning Districts are located in these critical recharge areas, and the area of industrial uses around the landfill are located in a Zone 2 to public supply wells.

A portion of the S and D Zoning District has been re-zoned, to remove the residential development at the north east corner from the commercial zoning district, and to create the SD-1 Zone, which is designed to continue permitting small business uses, especially for trades, with restrictions on hazardous materials because of the adjacent well-field, and restrictions on high traffic generators, such as fast food restaurants. Route 28 is severely over-capacity as can be seen in the lengthy back-ups at rush hours.

In Marstons Mills village center, attractively designed residential and commercial developments have been constructed, adding character and making available a wider variety of amenities and services for residents, as well as small business opportunities.

With substantial increases in property values however, this village which was known as the “working village” where young families bought their first homes, has become less affordable for the first time homebuyer, and the need for affordable housing has become more critical than ever. This plan proposes several locations for affordable housing, and as this plan is being prepared, one proposal is in process next to the school complex off the Osterville West Barnstable Road. This well designed complex will provide housing for families.

With plans to eventually discontinue use of the Marstons Mill West Elementary School, opportunities may arise when and if this happens, for community use of this facility. Marstons Mills residents are distant from programs and facilities available in Hyannis,

especially for those who cannot drive, such as the young and the elderly.

Planning Division staff worked together with the Village Association, residents and business people to develop this plan.

**Section 1 Land Use**

**Physical Landscape**

Marstons Mills is located on glacial outwash plains, the northern boundary of which is the moraine hills of the West Barnstable conservation lands. The plains consist of sands and gravels deposited by glacial meltwaters; to the south finer particles of silts and clays form good agricultural soils.

"Plain" is a misnomer; the area has a varied topography. Steep slopes overlook the Marstons Mills River and Little River. These river valleys were cut by much more powerful forerunners of the present rivers, which are little more than streams today. Stripped of vegetation, these slopes erode easily and can become unstable.

Ponds are formed in deep kettle holes, the most notable of which are Mystic, Middle, and Hamblin Ponds. Information on these and other ponds is as follows:

Pond	Acres	Av. Depth	Max. Depth
Mystic	146	18	42'
Middle	105	15	30'
Shubael	56	14	41'
Round	10	-	-
Lovells	54	19	37"
Lumbert	10	-	-
Hamblin	149	34	-

The ponds are connected to and fed by groundwater and as such are very vulnerable to contamination, principally from phosphorous in fertilizer and sewage effluent. A very slow turn-over rate of water results in retention of contaminants. Septic systems need to be

located outside of flood plains to the ponds and ideally, at least 300 feet away from the water. Land along ponds is a high priority for open space acquisition in Marstons Mills. (For more information on pond water quality, see the Natural Resources section of the Comprehensive Plan.)

The streams are similarly vulnerable to contamination which is carried to coastal embayments at Prince Cove. In saltwater, the principal nutrient of concern is nitrogen, again from fertilizers and sewage effluent. Because nitrogen in the form of nitrate is stable and travels considerable distances, development densities should remain low, unless served by wastewater treatment with nutrient removal, which substantially reduces nitrate loading. Prince Cove and other coastal embayments are vulnerable to contamination because of shallow depths, warm waters in summer, and poor flushing rates. The Cove is presently closed to shellfishing because of bacterial contamination and is marginal for continued use as a swimming area. Closure for shellfishing has now extended to North Bay.

**Aquifer and Public Well Supply Protection**

The outwash sands and gravels of Marstons Mills form very productive aquifers not affected by salt water intrusion. 62% of the village is in a Zone of Contribution to public supply wells; this percentage should increase when the Hayden well-field is fully utilized. At present this well-field produces approximately four million gallons a day. Two additional wells are being developed for an additional two million gallons a day capacity. The total capacity of the field will be approximately 7-10 million gallons a day, 1/3 of the town's present water production. Marstons Mills is a very important area of Barnstable in terms of water supply.

**Erosion potential**

With development of the village center, lands that were stripped and eroded have now been repaired, and at the Stop and Shop development, stripped areas along the road frontage have been re-landscaped. This village has many areas with steep slopes in the village center and around many of the ponds. Because of predominately sandy soils, this village is vulnerable to soil erosion and care must be taken to avoid stripping steep slopes of vegetation.

### **Strategies - Physical Landscape**

1. Development in the vicinity of the well-fields needs to be fully compatible with public water supply protection in terms of both density and uses.
2. Recommendations in the Natural Resources section of the Comprehensive Plan need to be adopted to protect groundwater, surface water and public drinking water supplies.
3. The Zoning Ordinance prohibition on land clearing prior to approval of a site plan, which applies to commercial, industrial and multi-family developments, needs to be enforced. A town wide ordinance should be considered to prevent "speculative" clearing, and a requirement to re-vegetate stripped slopes where erosion can damage adjoining property, and cause siltation of drainage systems, ponds and streams.

### **Recent Development**

Widespread development came late to Marstons Mills. Large tracts of land were subdivided in the 1970's and 80's on larger lots than the rest of the town. Modern versions of the Cape Cod house and Colonial style houses have been widely constructed.

The older subdivisions are grid subdivisions. More recently open space or cluster subdivisions have been built. Three good examples are Homestead, River Ridge and Liberty Commons. The Homestead development provides an attractive layout with open space surrounding the development. River Ridge provides a wide buffer of open space along the Marstons Mills River and a common tennis court and swimming pool. Liberty Commons provides additional setbacks and protection to Round Pond and a broad, permanently protected open space buffer of woodlands along Flint Street.

In many Marstons Mills subdivisions, the houses are moderately sized. Along the pond fronts, larger, more expensive houses have been built. One prominent Marstons Mills resident described the village as "the working village". Many younger, working families have purchased homes in the new developments throughout the area.

### **Population, Housing and Residential Development**

### **Population (data from the 2000 US Census)**

The Village has a total population of 7,545; as such it is the third largest village in the town after Hyannis and Centerville.

### **Age**

Marstons Mills has the youngest population in town. The median age is 34, lower than any other village, and lower than the County median age of 40. The village has the second highest percentage of children enrolled in school at 25%, 2,004 students, and the smallest percentage of people over 65, 11%, compared to 20% town wide. The residents are well educated. 35% have a bachelor's degree or higher, compared to 28% town-wide.

### **Households**

This village has the second largest family size of 3.07 members, comparable with West Barnstable, due to the young age of families with children. Only 20% of the households are occupied by non-related individuals, compared to 33% town-wide. The village also has a lower proportion of families headed by women at 12%, compared to 16% town-wide.

### **Income**

The median household income is high at \$41,261 a year; only West Barnstable and Barnstable Village is higher. Conversely however, the per capita income is low at \$14,053 a year, only Hyannis is lower. The reasons for this apparent contradiction are first the larger family size; children are considered in this statistic thus reducing the per capita income. Second, the high household income represents two salaries - 61% of women work in this village, the highest percentage in town.

### **Housing Costs**

Housing costs are high in Marstons Mills with an average total appraised value of \$357,659 and median total appraised value of \$266,900 (analysis of town Visions data base, 2004). Most homes are owner occupied. The median mortgage costs are \$1,054 a month, second only to Osterville. This is a reflection of the recent nature of house purchases, many of which were made during the

period of inflated prices in the 1980's. Typically the salary of one family member is necessary to support housing expenses.

### Summary

Marstons Mills residents are typically young working families with children. They own their own homes, which were acquired in the last ten years. Both the husband and wife work and have a high combined income, but their mortgage costs are high, due to the recent nature of house purchases. Given this profile, the town needs to support both public and private programs and facilities for children, since most mothers work, particularly those with children under the age of five. In order to accomplish this goal, the schools and social organizations will need to work together.

### Strategies - Children's Facilities and Programs

1. Provide support for both governmental and independent pre-school day care programs.
2. Support after-school and before-school programs.
3. Provide play areas and recreation facilities at town-owned properties.
4. Continue support for recreation programs particularly during school vacations.

### Residential Development

Buildout studies conducted by the Planning Department in 1989 reveal the average developed lot size in the Centerville-Osterville-Marstons Mills Fire District is .72 acre. The average lot size in many parts of Marstons Mills is probably larger, closer to one acre, reflecting more recent development at the current one acre minimum lot size.

It is estimated that approximately 68% of the residential area of this Fire District has been developed. 32% is potentially developable, mostly in Marstons Mills. The buildout studies indicate that most remaining land to be subdivided consists of small parcels, probably with difficult conditions such as proximity to wetlands, or steep slopes.

The one acre residential lot size zoning requirement was established to maintain nitrate/nitrogen levels in groundwater below 5mg/l, the Cape-wide recommended standard which should be retained.

### Future Residential Development

In 2000, the minimum lot size in single family residential areas was increased to two acres affecting only undivided lands. This change was implemented to provide additional protection to groundwater quality, in particular, to coastal embayments which reach far inland, close to the Mid-Cape Highway. A substantial part of Marstons Mills is in the recharge area to the Three Bay embayments, many segments of which are being adversely affected by nitrate nitrogen loading from development. The amount of nitrate nitrogen that needs to be removed from the recharge areas to Prince Cove exceeds the capability of any of the existing small wastewater treatment facilities with nitrogen removal. The larger lot size requirement is designed to reduce the impact of new development upon these highly fragile environments, as well as provide additional protection to public and private supply wells.

### Route 28

There is considerable undeveloped, residentially zoned acreage along Route 28. In many parts of town there is pressure to re-zone areas along major roads for commercial development. Because of lack of road capacity along Route 28 which is evident in long traffic jams in the morning and evening rush hours, no additional commercial development should be permitted along this roadway. In all areas, development along Route 28 and other major roads should be concentrated away from the roadway, and accessed by a single driveway or road, preferably, a parallel access road.

### Strategies - Residential Development

1. Locate development along Route 28 and other major roadways, away from the road, with access concentrated on to one driveway.

### Commercial Development

**Area of commercially zoned land:**

VB-A Marstons Mills village center	21.9 acres
S and D, Route 28	44.5 acres
SD-1 Zones, Route 28	11.6 acres
VB-A, Route 28	<u>4.0 acres</u>
<b>Total</b>	<b>82.0 acres</b>

**Introduction – commercial areas and environmental issues**

The three commercially zoned areas in Marstons Mills are all located within environmentally sensitive areas. The S and D Districts and both the VB-A District on Route 28 and in the village center are all located within recharge areas to Prince Cove and other down-gradient embayments that are seriously overloaded with nutrients from development. Excessive levels of nitrate nitrogen have caused degradation of water quality and shellfish closures, and occasionally, swimming closures. In addition, the S and D Districts may be located within a future Zone 2 to public supply wells, if the capacity of the Hayden well-field is increased. This is one of the most important well-fields in the town with high capacity, good quality water and expansion potential. Additional development densities are therefore constrained by the location of these districts. In addition, the non-conforming uses at the intersection of Flint Street and Old Falmouth Road are located the 5-year recharge zone to public supply wells to the south, designated as the WP Overlay Zoning District. In this area, control of hazardous material storage and disposal is critical, requiring monitoring and enforcement of regulations.

**Marstons Mills Village Center (VB-A Zoning District)**

Since the first LCP for Marstons Mills, a substantial amount of development has occurred within the village center, which is zoned for a mix of residential uses on smaller 10,000 sq ft lots, and for commercial uses, both office and retail. That development is well designed and has added to the character and amenities offered in the center.

One problem associated with the commercial residential mix is the potential for commercial uses within an entirely residential area. Areas within the village center that have fully developed residentially

should therefore be placed in a residential village district, retaining the smaller 10,000 sq. ft lot size.

A broad spectrum of commercial and industrial uses are permitted in the village center as well as single family houses and apartments. Some of the uses such as storage of coal, oil and wood, are not generally found in village business centers (see Section 3-3.5 Zoning Ordinance) and should be reviewed for compatibility with this little village commercial district.

Generally the goal should be to allow the development of the village center for compatible, small-scale businesses which serve local area residents. Accessory apartments are presently permitted on the second floor, but subject to requirements for large scale development that cannot be met in village centers. Accessory apartments above commercial or office development should be permitted as of right, on the second floor only, with a minimum of one bedroom.

Substantial increase in the area or density of the village center however, is constrained by location in the recharge areas to the Marstons Mills River and Prince Cove which are being adversely affected by nutrients from development. Wastewater treatment with nutrient removal will be necessary in the future, to remediate degraded water quality in down-gradient embayments. Currently available small scale treatment systems however, are inadequate to provide sufficient reduction in nutrients necessary to restore good water quality in Prince Cove. For this reason, at this time, this restricts any substantial increase in area or density of this village center.

**VB-A Route 28 (Village Landing and surrounding area)**

East of Putnam Avenue, the commercial village zone is fully developed with the Windmill Village shopping center, which has had some difficulty maintaining full occupancy and is in need of maintenance. On the west side of Putnam Avenue is a chain store pharmacy. This area is upgradient of Prince Cove, an interlinked coastal embayment which because of poor flushing rates is very sensitive to nutrients contained in sewage effluent and fertilizers.



centers. Apartments should be on the second floor, contain a minimum of one bedroom and must have adequate parking

7. Advanced wastewater treatment in the village center will be required since this area is in the recharge area to the Marstons Mills River and Prince Cove which are being adversely affected by nutrients from development. Currently available systems however, are inadequate to provide as much reduction in nutrients necessary to restore good water quality in Prince Cove. At this time, this restricts any substantial increase in area or density of this village center.

#### **VB - A Route 28**

1. Permit accessory apartments, see #6 above
2. Require development to maintain a substantial buffer to Route 28, a 10 foot buffer is required at present, which should be greater.
3. In future, advanced wastewater treatment should be provided, especially if apartments result in increased wastewater flows; this issue should be addressed in concert with the town's nitrate nitrogen management plan. See also #4, Service and Distribution District below

#### **Service and Distribution Zoning Districts (S and D, and SD-1)**

1. Zoning Issues: The S and D Zoning District should be re-drawn and the uses specified to reflect the type of development that has occurred.
2. Water Supply: All uses and development densities should be compatible with ground water protection in a Zone of Contribution to public supply wells. The assumption should be made that this entire area will eventually be in a Zone 2 to public supply wells, and in addition, is in the recharge area to Prince Cove.
3. Traffic: All development should be accessed from a parallel access road or drive. Curb cuts on Route 28 should be kept to an absolute minimum.<sup>1</sup> Further development of this area may

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<sup>1</sup> See also Section 4.1. Transportation, of the Comprehensive Plan for policies related to curb cuts on Route 28.

require widening of Route 28 to Route 149, with a landscaped median.

4. **Visual buffers:** A naturally vegetated buffer zone of at least 45 feet should be retained and improved along Route 28. Development should be visually attractive given this highly visible location on Route 28. (NOTE – extensive landscape requirements have since been adopted in the Zoning Ordinance)
5. **Wastewater:** Existing development in the VB-A (Route 28) and S and D Zoning Districts should be considered for connection to the wastewater treatment facility at Stop and Shop, which can be expanded.<sup>2</sup> This will require private agreement or most likely, town ownership and/or management of the treatment facility. ZONE 2

#### **Landfill and Surrounding Land Uses.**

The area around the former land fill contains a number of non-residential, service/industrial uses in a residentially zoned area. Some of these uses were established prior to the adoption of zoning and are therefore non-conforming uses; others were permitted by use variance from the Zoning Board of Appeals, with conditions controlling operations. Enforcement of zoning requirements and conditions of approval of variances is a matter of frustration and anger to residents. This area should be prioritized for enforcement.

Industrial uses are concentrated along Flint Street and Old Falmouth Road, which also carry substantial amounts of traffic since these are major access roads to surrounding residential areas, and access to both the Marstons Mills elementary and middle schools. Because of truck traffic associated with the landfill and surrounding industrial uses, no additional expansion of industrial uses should occur in this area, and any change of a non-conforming uses, or use permitted by use variance, should not increase the amount of truck traffic generated.

One option is to re-zone a part of this area to reflect existing uses. If however, the district is drawn to include lands on the east side of

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<sup>2</sup> See Cape Cod Commission DRI decision dated June 26, 2001, JR 99013

Flint Street, this would open up the area to a substantial amount of new industrial development. This issue should be addressed by the village association.

#### **Land Uses in the vicinity of the landfill**

1. No use variances should be permitted in this area, which is surrounded by residential uses: Flint Street and Old Falmouth Road are major access roads to these areas and also access to the elementary and middle school complex.
2. Any change of a non-residential use shall be to a use that generates less traffic, especially truck traffic.
3. Enforcement of Zoning: Enforcement of Zoning requirements and conditions of approval of existing uses permitted by variance and special permits from the Zoning Board of Appeals should be a priority in this area.

#### **Intersection of Flint Street and Old Falmouth Road**

Improve the appearance of this intersection and the industrial uses that line the roadways. The Village Association may want to meet with local landowners to work towards improvements to landscaping and buffering along roadways, and to residential properties to the rear.

#### **Kestens Corner**

Located at the intersection of Route 28 and Osterville-West Barnstable Road, part of this intersection has been developed for commercial uses. The area is zoned for residential use. It is proposed to leave this area as is: any expansion or change of use requires permission of the Zoning Board of Appeals.

#### **Village Improvements**

Residents overwhelmingly identified the area of the Mills stores and Cash Market as their village center. The Mill Pond was identified as the favorite view. Both these areas were also identified as areas most in need of improvements and additional landscaping. Concern was also expressed for the intersections at Route 149 and River Road, and Route 149 and Route 28.

The gas station at Route 149 in the village center is in need of landscaped setbacks to separate parked cars from the roadway. This can only be considered by the town if additional permits are required on this property, unless the village association can work with the owners on a voluntary basis.

Additional trees are needed along Route 149 in the village center, which traditionally has been heavily treed. A large street tree is needed in the island at the Cash Market, instead of the small ornamental tree.

#### **Mill Pond Site (also known as the Duck Pond).**

The Mill Pond area was overwhelmingly identified in questionnaires as the most valued scenic view in the village. It was also identified as the second area most in need of landscaping improvements. The intersection of Route 28 and Route 149 was identified as dangerous; the intersection has now been re-aligned with a design that appears to be working well. However, a traffic light is still needed, as well as a crosswalk from the parking area and sidewalk on the east side of Route 149. Traffic calming methods are also needed; this intersection is dangerous for pedestrians crossing from the new parking area on the west side of Route 149 over to the Mill Pond.

Innovative drainage systems were installed at this intersection with an innovative design to reduce contaminants in road run-off, since the adjacent wetlands drain to Prince Cove.

Within the Mill Pond site various improvements could be made when the site is upgraded.

#### **Route 28 and Route 149 Intersection and Mill Pond Minor Improvements**

1. Add cover landscape improvements to the area around the pond, such as stone and grass.
2. Replace the wire fence with a more distinctive railing.
3. Add benches for seating.
4. Provide a platform over the water with benches for an informal sitting and viewing area.

### **Major Improvements to the Mill Pond area**

If at some time this area needs to be re-built, schematic designs are attached. These were prepared by an MIT architectural student who interned in the Planning Division. Reconstruction of the retaining wall and handicapped access is designed create more open space (See Marstons Mills Duck Pond - Major improvements, options 1-3) and would improve the visual amenities of this most favorite of Marstons Mills views.

### **Marstons Mills Community Center - Library, Church and Liberty Hall**

This area has been, and still is, the community center of the village. In village surveys it was identified as one of the centers of the village. It also was identified as the third most frequented area, after the Post Office and the landfill.

Liberty Hall was built in 1859 and has served as a village community center to this day. The small church dates from before the 1830's. The library was constructed in 1894. These three buildings have retained their historic Cape Cod architectural features. There is no regulation protecting the historic character of these buildings and the village needs to continue to be sensitive to the need to protect the character and style of these buildings from inappropriate remodeling or materials.

In general it is recommended that plant materials traditionally associated with Cape Cod be used to complement the traditional small scale, rural architecture of the village center.

### **Prince Cove**

This small harbor is heavily used for moorings for small boats. The ramp is actively used in summer, but parking is completely inadequate and on summer weekends, trailers and cars are parked along Prince Avenue, which is very narrow. The two existing parking areas at the waters edge need to be re-designed and combined. Use of the Marstons Mills West Elementary School parking lot for trailer use in summer, should be explored, with a shuttle service. The intersection with Route 28 and Route 149 are also of concern; it is difficult and dangerous to cross in summer between Route 149 to

Prince Avenue; a traffic signal is needed (see the section on transportation above) The small town-owned parcel overlooking Prince Cove should remain as open space with the addition of a few picnic benches.

### **Community Character**

#### **Historic Character**

Marstons Mills is one of the more rural of the Barnstable villages. The early settlers were farmers, craftsman and millers who were attracted to better soils found in parts of the village. The village is named for the Marstons family, owners of one of the mills located along what is known today as the Marstons Mills River. The William Marstons house sits on a rise overlooking Mill Pond, a tribute to the profitability of milling. The William Marstons House is one of the village's finest historic houses.

Most of the other historic houses remaining today are farm houses scattered throughout the village, modest in scale with simple clean lines and elegantly proportioned roofs, windows and doors. Except for Prince Cove, the village has no frontage on the sea and there are no sea captain's houses or grand early 20th century summer residences in Marstons Mills. Today the village is still predominantly a year-round community. Only 8.6% (US Census 2000) of the houses are occupied seasonally, one of the lowest percentages in the town. Marstons Mills does not participate to any great extent in the tourist industry.

The center of the village has retained its traditional uses - a store has existed on the site of the Cash market for more than one hundred years. Three community buildings, the library, Liberty Hall and the Methodist church form a little community center off the main commercial center of the village, but many of the buildings in the village center have been rebuilt and the remaining historic structures within the village center are scattered. Because of the amount of infill and rebuilding of historic structures in the village center, Marstons Mills is the one village that is not eligible for designation as a National Register Historic District. The village center should however be evaluated for designation as a local Historic District.

Outside the village center the historic buildings are mostly residentially zoned and residentially used, which is less detrimental than commercial zoning or usage. (Commercially zoned historic structures are at greatest risk of demolition or inappropriate remodeling.) There are a number of unrecognized historic houses, especially along Fuller Road and River Road. More work is needed to recognize these properties and aid in their preservation.

### **Strategies - Historic Landscape**

1. Throughout the town there is a need to provide some form of general design control for commercial developments which includes the preservation of historic structures not protected within an historic district. Standards need to be incorporated into the Site Plan Review section of the Zoning Ordinance.
2. Support the development of a local landmark designation for outstanding isolated historic buildings and their settings, including those along River Road and Fuller Road, where there are a number of unrecognized historic houses

## **Section 2 Natural Resources**

### **Village Facilities and Open Space**

#### **Village community facilities**

Residents emphasize the remoteness of the western part of town from social and recreational facilities in Hyannis, especially for those who cannot drive such as the young and elderly. Programs for the elderly need to be provided in Marstons Mills village center and recreation facilities are needed for all age groups. When and if the Marstons Mills elementary school becomes available for non-school use, space should be made available for social and recreational programs. This building is located conveniently to the village center and such activities will strengthen the village center. Preliminary needs identified are:

- Day care
- Youth programs
- Recreational facilities and programs for all ages

- Athletic facilities such as tennis courts,
- Part of the facility should also be used for affordable housing

#### **Open Space**

Residents are proud of the expanse of open space at the golf course, airfield and horse farm. These town-owned lands provide scenic views of the open rural character reminiscent of the old Marstons Mills, and is an identifying feature of this village, and indeed of the whole town. This area should be maintained as open space in perpetuity. Conservation restrictions should be sought on the airfield, which was purchased with Land Bank funds, and on the horse farm. The horse farm should be retained in this traditional use, and made accessible for public programs, including therapeutic riding programs.

Additional open space lands should be purchased, especially pond frontage, for conservation and recreational uses. At pond beaches, better facilities including toilets are needed. These would have to be carefully located to avoid contamination of ponds, or be portable facilities.

Association members expressed interest in developing a walking trail from Marstons Mills Village Centre, across the Mills River to conservation lands and Old Post Road. This would require a footbridge over the river and an easement from a property owner in the village center. It would make a lovely walking path.

#### **Burgess Park**

This property was purchased by the town in 1989 for its historic and scenic values. It has proven to be a very popular park for many different activities. The village survey revealed that this property is favored second only to the pond beaches and is also identified as one of the valued scenic views. Concern was expressed however, for the incompatible nature and location of play equipment at Burgess Park.

The town though the Town Manager has given the Village Association, a non-profit organization, sole custody and care of the

historic Burgess House and its one acre site, in perpetuity. The Association raised funds and materials, and has restored the building, which had been slowly deteriorating. The Burgess House should be listed on the State or National Register of Historic Places as an individual property.

A new Marstons Mills library has been approved for state funding, not yet available, to be located on a portion of Burgess Park, with the existing parking area serving the park to be discontinued and combined with the library.

### **Public Water Supply**

Some neighborhoods in Marstons Mills are still dependent on private wells. Elsewhere there are individual properties with private wells where the water main passes by the front door. These issues are researched and recommendations developed in the Natural Resources Section of the Comprehensive Plan - Private Wells.

### **Marstons Mills Airfield and Olde Barnstable Fairgrounds Golf Course**

The village is proud of the open space lands at Race Lane and Route 149. Three properties – the Airfield, Old Fairgrounds Golf Course and Horse Farm form a broad expanse of views that are part of the identity and character of the village, and indeed of the town. Marstons Mills residents identified this area as one of their most valued scenic views. These facilities are significant recreational facilities. They are located in residential areas, and are partially located in a zone of contribution to future public water supplies. The following policies are designed to protect the open vistas, traditional recreational uses, and quality of groundwater that these sites help to preserve.

### **Olde Barnstable Fairgrounds Golf Course**

This facility is a major public investment. It functions as a source of revenue for the town and as a recreational facility and tourist attraction.

Turf maintenance should emphasize minimal use of fertilizers, herbicides and pesticides. Slow release fertilizer should be used to

minimize the contamination of groundwater with nutrients since a portion of this area is in a Zone of Contribution.

## **Strategies, Community Facilities and Open Space**

### **Community Facilities**

1. Evaluate need for satellite programs for the elderly in the Marstons Mills village center.
2. Provide a transportation linkage to the new senior citizen center when built.
3. Provide social and recreational programs for all ages in Marstons Mills, and in particular, for the elderly and children.
4. If and when the Marstons Mills West Elementary school becomes available for non-school uses, space should be made available for social and recreational programs with the following preliminary needs identified: day care, youth programs, recreational facilities and programs for all ages, athletic facilities such as tennis courts, and on a portion of the site, affordable housing.

### **Open Space**

1. Purchase additional open space, especially pond frontage for recreational and conservation purposes as they become available.
2. Maintain the Marstons Mills Airfield, golf course and horse farms as open space in perpetuity. Obtain conservation restrictions if feasible.
3. Explore the feasibility of a walking trail from the village center across the Marstons Mills River.
4. Provide toilet facilities at pond beaches. To protect water quality in the pond, facilities should be portable, self-contained facilities; permanent facilities should be located outside of flood plains and recharge areas to ponds, or a minimum of 300 feet from the pond edge.

### **Burgess Park**

1. Ensure that improvements to the Burgess property are in keeping with the historic and scenic values of the property.

- Evaluate management plan and review location of play equipment. Provide toilet facilities in the new library facility accessible from the park, combine the driveway entrance to the park and the library, and combine the parking areas of both facilities, moving the parking lot away from the Burgess House.
- Seek to list the Burgess House on the State or National Register of Historic Places as an individual property.

**Marstons Mills Airfield**

- Ensure that this area remains as open space in the event that the Airfield functions cease.
- Ensure no further expansion or intensification of this non-conforming use.
- Ensure that fueling and maintenance operations do not contaminate the groundwater.
- Provide an approved viewing area along Route 149, perhaps linked to the golf course entrance, located away from the intersection of Race Lane and Route 149.

**Olde Barnstable Fairgrounds Golf Course**

- Ensure the maintenance of the golf course as a first class facility.
- Protect groundwater quality by minimizing fertilizer and pesticide use, and by using slow release fertilizers.

**Horse Farm**

- Maintain the horse farm as open space in perpetuity and obtain a conservation restriction on this property.
- Maintain the traditional use as of the property as a horse farm. Encourage public programs including therapeutic riding programs.

**Section 3 Economic Development**

See Local Comprehensive Plan Section 3

**Section 4 Capital Facilities and Infrastructure**

**Roads and Transportation**

Since the last village plan, a number of changes have occurred with regard to roads and sidewalks in Marstons Mills; Route 149 and Main Street have been reconstructed and sidewalks have been added. The intersection of Route 149 and Route 28 has been re-designed, although a traffic light still needs to be installed at this intersection. A parking lot was created on the east side of Route 149 opposite the Mill Pond and innovative drainage systems have been installed which are designed to reduce contaminants in run-off that drain to the Marstons Mills River and then Prince Cove. At the intersection of Race Lane and Route 149, an attractively designed roundabout provides traffic control and traffic calming greatly improving the safety of this intersection in a cost effective manner. A considerable amount of work however, is still needed to improve roads in Marstons Mills, which were largely narrow rural connectors, but are now providing access to residential development throughout the village. Roads such as Route 149, Santuit-Newtown Road and Race Lane also provide access from the other parts of the Cape to neighboring villages and towns. Marstons Mills in particular, is in need of sidewalks.

**Sidewalks and Bicycle Paths**

Sidewalks and bicycle paths were discussed at several village meetings as being needed throughout the village. Many people are outdoor enthusiasts who walk, bike and jog. Children of working parents are walking and bicycling along main roads to get to activities and facilities after school, and during vacations. Sidewalks have been re-constructed and new areas added, so that sidewalks are now available along Route 149 to Papyrus Way, River Road between Main Street and Lovells Road, Main Street, and from Kestens Corner at Route 28 to Marstons Mills East Elementary School. Sidewalks in the village center have been re-built.

To provide connections between well-frequented areas, residents identified the following priority roads in need of sidewalks:

- Route 149: the existing sidewalk through the village center ending at Papyrus Way should be extended north to Race Lane.
- Race Lane.

3. Route 28 from the Stop and Shop development to link with existing sidewalks on Route 149. \$50,000 in funds were required as part of the Cape Cod Commission DRI decision for the Marstons Mills Market Place development.
4. Santuit-Newtown Road.
5. Osterville-West Barnstable Road from Race Lane to the new sidewalks just north of the new Marstons Mills East Elementary school.
6. Prince Avenue.

This list is not all inclusive; the report “Sidewalk Plan”, Town of Barnstable, Planning Department 2000, has other additional sidewalk priorities including those listed by the School Department and DPW.

Except for Route 28, all roads identified above are designated Scenic Roads. Removal of trees or stone walls will require review by the Planning Board. When road intersections are reconstructed and new vegetated areas created at the side of the road, natural vegetation should be planted in keeping with the surrounding area.

Dedicated bicycle paths along roadways are not suited to many of the narrow scenic roads in the village, because of the width required for a separate path, and extensive tree clearing required for fall zones. Where bicycle paths are not feasible, roads should be made bicycle friendly with marked lanes. Race Lane, however, is one road where a bicycle path may be both practical and desirable because of a wide right-of-way. An off-road recreational bicycle pathway should be explored.

### **Roads and Intersections**

Roads and road intersections which are considered problematic or hazardous were identified at several village meetings. The intersection of Route 149, Route 28 and Prince Avenue was identified as extremely hazardous for those crossing to the harbor, especially with boat trailers. Some funding is available at the Cape Cod Commission as part of Development of Regional Impact approvals, to provide for a traffic light at this intersection, which is being affected by large scale developments near the Mashpee

rotary. Any other development in Mashpee near the rotary should contribute to a traffic light at this intersection, which now exceeds the State warrant (requirements for a traffic signal). Intersection improvements along Route 28 should accommodate safe crossings for future bicycle paths and walkways. Other intersections of concern are listed in the strategies below.

### **Traffic calming and pedestrian crossings**

Concern was expressed for the speed of traffic on roads; traffic calming devices should be incorporated into road designs where needed. Of immediate concern was the intersection of Route 149 with River Road and Main Street where traffic calming devices such as road stripping and changes in pavement texture are needed as warning of the stop sign near the Cash Market. When a traffic light is installed at Route 149 and Route 28, a crosswalk and traffic calming methods need to be incorporated into the design of this intersection to connect the sidewalk and parking area on the east side of Rte. 149 to the Mill Pond viewing area, and the planned sidewalk along Route 28, to the shopping areas to the west.

### **Bus Transportation**

Improvements in bus transportation are desired, especially for those who cannot drive, and for commuters to Hyannis. The existing bus system should be continued on a convenient schedule, on a year round basis. Residents wished to see a bus route along Route 28 to Hyannis with a second route along Race Lane. A bicycle rack at the bus stop was also requested. Larger employers should be encouraged to provide employees with bus vouchers to encourage ridership.

### **Strategies - Transportation**

#### **Sidewalks**

When roads are re-paved or reconstructed, sidewalks should be constructed with the following roads being high priority:

1. Route 149 from the existing sidewalk from the village center that ends at Papyrus Way north to Race Lane.
2. Race Lane.

3. Route 28 from the Stop and Shop Development along Route 28 to link with existing sidewalks on Route 149.
4. Santuit-Newtown Road.
5. Osterville-West Barnstable Road from Race Lane to the new sidewalks just north of the new Marstons Mills East Elementary school.
6. Prince Avenue.

**Bicycle Paths**

1. Create bicycle friendly roads, with road stripping and realignment of grates.
2. Provide a bicycle path along Race Lane.
3. Explore the feasibility of a recreational bicycle trail.

**Intersection improvements**

1. Route 28 and South County Road; traffic light needed.
2. Route 149/ Route 28/Prince Avenue; traffic light needed.
3. Route 149 and Main Street/River Road; traffic calming devices are needed.
4. Route 28 and Main Street
5. Route 28 and Lumbert Mill Road; traffic light needed.

**Traffic calming and pedestrian access**

1. Employ traffic calming devices such as road stripping and different pavement textures, especially along Route 149 in the village center, and prior to the stop sign at the intersection with River Road and Main Street.
2. Crosswalks and pedestrian cycles should be included at intersections with traffic lights.

**Bus Service**

1. Continue bus service on a convenient schedule, on a year round basis with a route along Route 28 to Hyannis and a second route along Race Lane.
2. Bicycle racks at bus stops were requested.
3. Larger businesses should be requested to provide employees with bus vouchers, to encourage bus ridership.

**Section 5 Community Housing**

**Affordable Housing**

Residents recognize the need for housing opportunities for families and the elderly. Rapid inflation in housing prices means that many young families are unable to buy their first house, and construction of affordable housing is necessary to provide housing opportunities within the village for young families, and indeed, all age groups. Affordable housing opportunities are also needed for older people, to enable long term residents to stay in their village, close to family and friends.

Residents expressed strong preference for small-scale scattered locations for affordable housing developments throughout the village. Locations adjacent to the Stop and Shop development and above existing stores in commercial areas should be explored, and if the Marstons Mills West Elementary School is discontinued as a school, then a portion of this site should be utilized for affordable housing. Affordable housing units can also be gained through the Accessory Affordable Apartment Program, through permitting of existing illegal units, or the addition of new units; this program ensures scattered sites and minimal impact on the community.

Marstons Mills village center is a very suitable location for a small elderly housing development, especially for those who cannot drive. Within walking distances are small stores, restaurants, the library and community center. Any new affordable housing development in the village center should be small in scale and blend in with this rural village business center. Consideration should be given to mixed income elderly housing so that elderly people who own their own homes but who need to be in more suitable accommodations would not be excluded because of assets in excess of limits.

**Strategies - Affordable Housing**

1. Seek sites for construction of affordable housing for first time home buyers; where there is an increased density; avoid recharge areas to the Three Bays embayments.
2. Support the development of a smaller number of affordable housing units throughout the village in areas such as adjacent to the Stop and Shop or on the second floor of existing buildings in

this complex, in the Windmill Landing Plaza on the second floor, and over commercial buildings in the village center. If the Marstons Mills West Elementary school is discontinued as a school, a portion of the site should be utilized for affordable housing units, together with other community uses.

3. Provide a small-scale affordable housing development for the elderly and handicapped who cannot drive, in the village center. A larger scale development would probably require alternative wastewater treatment.
4. Encourage village participation in siting and design of affordable housing.

vegetation. Investigate conservation restrictions to maintain the open character of the area.

## **Section 6 Heritage Preservation**

### **Landscape**

The landscape of Marstons Mills still retains much of its early rural character. Agricultural traditions continue in the extensive vegetable gardens which flourish throughout the area. Horses and ponies can be found in many backyards and riding is a popular activity. Trees, particularly oaks, have invaded former farm lands in many areas and because of low density and larger lots sizes, extensive wooded areas of oak and pine have been retained, giving a pleasantly wooded character to the village, even in recently developed areas. The grass plains at the Old Fairgrounds Golf Course and Marstons Mills Airfield are in contrast to the wooded character of the rest of the area.

Tall white pines planted in the 1930's can be found in certain sections of the Mills and a decision should be made as to whether this species should be replanted where heavy losses occurred to Hurricane Bob. Unfortunately white pines are vulnerable to damage from exposure to salt and high winds.

### **Strategies - Landscape**

1. Future development plans should retain natural woodlands or grasslands within development sites and as a visual buffer along roads.
2. Maintain and restore the open plains grassland vegetation at the Marstons Mills Airfield; a controlled burn may restore the native