

STRATEGIC PLANNING AREA ISSUES & OPPORTUNITIES

The Sandwich Local Planning Committee (LPC) represents a broad range of community interests and is responsible for guiding the development of the Local Comprehensive Plan (LCP). The LPC identified six (6) Strategic Planning Areas within Sandwich that need particular focus and attention in the LCP in terms of guiding future development, defining design characteristics, acceptable density and mix of use, potential impacts on the community, and relationship to surrounding areas. They are as follows:

- South Sandwich Village Center (The Golden Triangle)
- Sandwich Marina/Tupper Road/Route 6A Area
- Sandwich Industrial Park and District
- Sandwich Historic Village Center
- East Sandwich/Old Kings Highway (Route 6A) Corridor
- Growth Technology Center/Sandwich Hollow Golf Course

The Local Planning Committee has identified Issues & Opportunities in each of these Strategic Planning Areas. In addition to the LPC, a series of public workshops were held in early 2008 to discuss the potential for future development and Smart Growth Zoning Regulations in the South Sandwich Village Center District. The resulting issues and opportunities are also included below.

South Sandwich Village Center Area (The Golden Triangle)

Issues:

- Boundaries need to be defined and protected. Strong edges are needed between the neighborhoods on north side of Cotuit Road and mixed use on the south side
- Traffic congestion and safety (especially at the two intersections - Rt. 130/Cotuit Rd and QMH/Cotuit Rd) need to be addressed. There are inconsistent lane alignments at Cotuit Rd/QMH Intersection.
- Septic systems in concentration and the lack of public wastewater treatment. This area is part of the Poppeneset Marine Estuary Recharge Zone and the limits for additional discharge are very strict.
- Public wastewater is currently unavailable in the district and nearby Forestdale School expansion is an unlikely option.
- Future uses need to be clearly defined and provided for the revised zoning districts.
- Existing development is largely unattractive and invisible to potential customers because of the large setback and buffer from Cotuit Road and Route 130.
- Recreational activities are currently limited in the district (Pop Warner Field has limited access and State DFW lands have few trails).
- Gateway and directional signage is needed.
- Architecture is a mix of traditional Cape Cod and commercial strip styles. (Some attractive examples).
- Internal access is limited. Shared curb cuts, parking, internal roadways are needs to reduce the number of trips on Route 130 and Cotuit Road.
- Partial internal connector road connects some of the larger plazas but is not well marked or known.
- Intermodal transportation opportunities are very limited.

- Ownership patterns create an opportunity for significant change. There are 3 primary owners – Town, Sandwich Housing Authority, and Thomas Tsakolos.
- Sign code is prohibitive. Slate signs for individual businesses at entrances on Route 130 and Cotuit Road are hard to read and appear as clutter to the passing driver.
- Traffic congestion along Cotuit Road is a growing issue. Vehicles often pass on the right over private yards because of the lack of curbing on the street.
- Pedestrian and bicycle facilities are limited. There is a 5-foot asphalt sidewalk on the south side of Cotuit Road and no sidewalk along Route 130. A new sidewalk is under construction on Quaker Meeting House Road. There are also no sidewalk or bicycle connections to surrounding areas such as Forestdale School, the Industrial Park, Oak Crest Cove, or adjacent neighborhoods.
- Streetscape is very limited on Cotuit Road, Quaker Meeting House Road, and Route 130. There is no formal street tree planting or curbing.
- Some good businesses (i.e. Java Coffee) are struggling because of location and poor visibility.

Opportunities:

- The district must have a destination theme and hook to be sustainable and not just a trend.
- Centralized, coordinated and shared on-site parking should be a criterion for development and redevelopment. On-street parking should also be included with new roadways.
- Internal access and circulation is a key to reducing traffic on surrounding streets.
- Include public restrooms
- Expand recreational facilities and make better connections such as to Pop Warner, Oak Crest Cove, state conservation lands and new fields and facilities.
- Create trails and interpretive signage on State DFW lands, private lands within the triangle and to surrounding neighborhoods, Sandwich Industrial Park, Oak Crest Cove, and Forestdale School.
- Higher density, higher quality, and vertical mix of uses. Uses should include various types of retail, restaurant, professional offices and services, institutional and public uses, and residential (varied types and income groups).
- Connections need to be made to other Growth Centers such as the Historic Village, Town Marina, Industrial Park, Golf Club, Schools. This can be accomplished with trails and sidewalks.
- Maintain the buffer around the perimeter along Cotuit Road with landscaping and compatible uses such as residential. Provide better visibility along Route 130 for existing and new commercial and mixed use development.
- Provide good signage for businesses (attractive but visible from roadway)
- Need an overall bike access plan including connections and maintenance to existing bike trails such as downtown, marina and beach
- Residential use (from market rate to basic work force) housing should be the predominate upper level use.
- Safety and traffic issues need to be sufficiently addressed:
 - Cotuit Road – congestion, multiple curb cuts, pedestrian/bike safety
 - No more curb cuts on Cotuit Road
 - Snow storage needs to be considered in the design
 - Make connections to Peters Pond with sidewalks, crosswalks and possibly a pedestrian tunnel or crosswalk

- Cotuit Road and Quaker Meeting Housing Road intersection needs to be upgraded with consistent lanes and alignment.
 - Upgrade the intersection at Cotuit Road and Route 130.
- Create a roadway that bypasses the Cotuit Rd/Quaker Meeting House Rd. intersection on the southeast corner and aligns the new interior road with Farmersville Road (possible new signal plan).
- Internal Road should be expanded into a network or grid which connects to all properties reducing traffic and turning movements on Cotuit Road, Quaker Meeting House and Rt. 130.
- Include a farmers market.
- Create a traditional village center design. Architecture should be attractive but not necessarily in the Cape Cod style.
- Include a town green or similar types of formal public open spaces.
- Combined sidewalks with bike trails. Install paved pathways around the perimeter.
- Include light industrial and office uses (such as back office uses). There is too much retail on Cape Cod. We have enough retail in the Triangle but it needs to be reorganized and reconfigured.
- Include an educational component such as a museum (i.e. bogs)
- Include an annex for the library.
- Provide space at the southeast corner of the Quaker Meeting House and Cotuit Road intersection for a new Town Facilities Campus. This is town owned land (Oak Crest Cove) and may include a new Town Hall, Police Department and Fire Station.
- Keep businesses of “necessity” that local residents use on a regular basis such as the grocery store, restaurants, hardware, and lumber.

Sandwich Historic Village District

Issues:

- The village serves as Sandwich’s traditional downtown with a mix of small scale gift stores, services, accommodations, and restaurants. It also includes public and institutional uses and well established and historic neighborhoods.
- Stormwater problems are prevalent on Jarvis Street.
- Many attractive buildings, storefronts, business signs, and landscaping features.
- BL-1 zoning does not fit the scale and character of the village in terms of uses and dimensional requirements.
- National Historic District (everything) north of Route 6 is very restrictive.
- Salt marshes contain high fragmites growth that needs to be cleared out to improve the view of the old harbor.
- Commercial strip development along Route 6A creates an unattractive gateway and entrances into the Historic Village. This portion of 6A is very wide with limited streetscape making it very unattractive.
- Historic Jarvisville Neighborhood has become cut off and isolated from the village by Route 6A.
- Train platform is deteriorated.
- No wayfinding signage, informational kiosks or gateway treatments into the village.

- Some commercial or institutional buildings are being used for residential purposes (i.e. commercial block on Jarvis Street used for apartments, and the Doll House is a private residences).
- Several village homes are being converted into other uses such as commercial offices, accommodations, or multi-units (I.e. Decatur House is and expanding assisted living facility).
- Intersections at Jarvis/Main and Main/Route 130 are being redesign
- The lack of public sewage system limits renovation, expansion, and infill development opportunities.
- Off-street parking is limited and not well-marked.

Opportunities:

- Improve the Route 6A between Mill Creek to the west and Liberty Street to the east to establish an attractive gateway to the Village. Streetscape improvements should include a formal sidewalk, green strip and street tree planting scheme. Infill buildings should be similar in use, density and architecture to the village and serve as an extension of the historic village.
- Install attractive high quality wayfinding signage and gateway treatments.
- Explore possibilities for communal and package wastewater treatment systems that would provide better opportunities for infill, expansion and renovation.
- Improve connections and expand off-street parking areas where possible.

Sandwich Industrial Park and District

Issues:

- Limited streetscape on Jan Sebastian Drive. Electric utilities are underground but there are no streetscape improvements, sidewalks and limited private landscaping.
- Roadway is very wide with unbroken center turn lane. Should break up with center landscaped median.
- Most buildings in the park are prefabricated metal and unattractive.
- The new Sandwich Medical Office building at the entrance is well designed and should serve as a model for future developments in the park.
- Currently there is a fair amount of building vacancy in the Industrial Park. There are also several vacant lots available for development.
- Businesses are predominately small service industries, storage, extraction, and small manufacturing operations.
- Permitted uses and water quality are limiting factors. The park is located in a Zone 2 Recharge Area.
- The park is designated as an adult entertainment zone.
- Any form of mixed use would require a change in zoning.
- Access to areas of the Industrial District need to be improved. Kiah's Way is a possible opportunity for improved access.
- There may be conservation restrictions on future development through National Heritage.
- There is no central wastewater treatment system in the district.
- Dana's Fields is a 40B with 60 units at a cul-de-sac off Jan Sebastian Drive. It is a residential use in an industrial district

- Dana's Field has potential access and septic issues. They plan on building their own septic system. There is a preliminary agreement for the town to grant them some land for putting back water.
- The community has identified high tech businesses as a desired use for the district but the market demand is unproven and non currently exist.

Opportunities:

- The Sandwich Industrial Park provides good opportunities for small service and start up businesses. Space is inexpensive and flexible. Other potential uses are medical facilities and back office operations.
- Additional services may be needed in the future for employees such as food services and child care.
- Need to connect residential, industrial, and commercial areas (Golden Triangle) with walkways, trails and bikepaths.
- The land swap between the Town and Landers consolidates undisturbed property and created better development opportunities in the park.
- Industrial zoning revisions should be made to provide better opportunities for mixed uses.
- Jan Sebastian Drive is good place to foster incubator companies. Initially, a start-up, but as businesses grow they could move out to larger spaces in the Industrial Park.
- The market for Sandwich may be for attractive light industry, scientifically clean businesses, near facilities.
- The industrial district is in a Zone 2. Aquifer protection is an issue. The Town just revised Section 5000 but didn't change much. The town could create overlay district with new development.
- P.A. Landers owns a large amount of property in the district and has prepared conceptual plans for an executive office park with light, clean manufacturing
- There is potential to site a public wastewater treatment plant to serve the park and Golden Triangle. Ownership, management, costs would have to be worked out. This would help address the Mass. Estuary issues in this park and Golden Triangle.

Town Marina/Tupper Road/Route 6A Area

Issues:

- Any proposed improvements to the Marina must involve the Army Corps of Engineers at an early stage. We must understand what ACOE would deem feasible. Need to determine what the major issues are and true constraints to be factored into planning.
- Town would have to fund the expansion, but that the Army Corps of Engineers would do the actual work of expanding the boat basin. The Town would pay for the expansion through fees.
- The Corps will want to see strong community support, completed plans, a finished feasibility study, and the cost benefit in terms of fees. The Town will also need to show the impact on property values.
- Need to make connections between Route 6A, Tupper Road, and the Marina. There are restrictions on the Cape Cod 5 Bank's property, but other pieces, even

across the tracks, are suitable for making a connection between Merchant's Square and the Boat Basin.

- The Old Kings Highway Historic District on Route 6A may pose significant constraints for future development.
- There are some wetlands on the town property that would have to be mitigated if the marina is expanded and development occurs.
- Freezer building is an eyesore and needs to be removed. (Asbestos is the major issue). This property has great potential for redevelopment.
- There are multiple property owners in the district and multiple easements.
- Traffic congestion and parking can be difficult in season.
- There is very little screening of the Mirant Plant.
- Heavy landscaping buffer along Route 6A makes commercial developments difficult to see which may lead to poor performance of some projects such as Merchants Square.

Opportunities:

- Good opportunities for mixed-use and infill development throughout the area including along Route 6A, Tupper Road, and Marina.
- There is a strong demand for boat slips (waiting list of 1,200 names and 4-year moratorium).
- Expansion of the Boat Basin onto town-owned property would draw more visitors (by boat and land), improve surrounding property values and development opportunities, and support existing and new businesses.
- Direct connections (visual and physical) can be made to Merchant's Square.
- Need to extend the sidewalk network between the Marina, Canal Access Road, Tupper Road and Route 6A.
- Make gateway improvements along Route 6A at both ends of Tupper Road.
- Make streetscape improvements throughout district.
- Connection and make linkage by foot, bike, and transit to Merchant's Square, to Downtown/Jarves Street, and to Route 6A/Tupper Road area
- Tupper Road is Town-owned and controlled allowing more flexibility for development.
- Possibility of acquiring waterfront property by power plant.
- Opportunity to relocate harbor masters office and boat storage on town property to more suitable locations opening up new development opportunities.
- Organize, coordinate, and connect parking lots.
- Conceptual plans prepared in 2001 proposed a small rotary on Tupper Road/near Merchant's Square (similar to the one on Route 149 in Barnstable).
- A Jitney bus and possibly the train could connect this district to the Historic Village.
- There needs to be traffic mitigation. This has been an issue with previous plans. Redevelopment plans for the district must include the additional and interconnected parking areas, linkage through the proper use of streetscape, and making the area pedestrian friendly
- The railroad connection creates a real opportunity for tourism, the possibility of commuter rail, and the potential for a 40R project.

East Sandwich/Old Kings Highway Corridor

Issues:

- There is decay between Sandy Neck and Quaker Meeting House Road.
- The corridor is not attractive to new businesses, but has a wonderful ecosystem of existing businesses
- Need to provide existing businesses incentives to improve properties.
- There are no sidewalks along Route 6A or Old Country Road.

Opportunities:

- Install sidewalk or bikepath along Route 6A and Old Country Road to connect neighborhoods and commercial areas.
- Encourage high quality renovation, re-use and redevelopment of commercial and residential properties along the corridor. Provide more flexibility in the development regulations to facilitate and encourage appropriate development.
- Add attractive wayfinding signage in strategic locations along the corridor.

Growth Technology District-Golf Course Area

Issues:

- The Growth Technology District is made up of town land and Corpus Christi Church. The town acquired the majority to land in the district to prevent a proposed residential subdivision
- Most of the town land is in Land Bank and restricted to future development.
- The Sandwich Hollows Golf Course was acquired a number of years ago
- The golf course is managed and operated by the town but has been struggling to make a profit.
- The only access is through the Service Road.
- Near Exit 3 and Route 6. Easy access from off-Cape.
- This is a beautiful setting with rolling hills, forests and views of the bay.

Opportunities:

- There are some fringe parcels along the access road and golf course that would be well suited for higher end and age restricted residential, a small conference center, and other uses that would compliment and support the golf course (Similar to Pine Hills in Plymouth).
- The clubhouse could be redeveloped into a combination of residential, conference, and golf facilities.
- Zoning regulations would need to be modified to allow for a mix of uses.
- There is potential for active and passive recreational enhancements on unused portions of the golf course and conservation land such as athletic fields and trails.
- Selected high-quality development would compliment and adds value to surrounding residences.
- The land is town-owned and can be controlled in terms of the appropriate and acceptable mix and quality of uses.

Route 130 Medical Office District

Issues:

- Located near by Exit 2 which is congestions. Accessing Route 130 can be difficult.
- Located in the BL-2 District and built up already.
- Located next to the gas line and easement.
- Some property is still owned by State (MMR).
- Steep grade along Route 130 may be a safety issue.
- No sidewalks or bike trails to connect to other areas.

Opportunities:

- Connect to other areas including the Historic Village, Sandwich Industrial Park, and Golden Triangle with new sidewalks or bike paths
- The Saltonstall Bike Path designated is nearby along the Service Road but no improvements have been made. There is a possibility of improvements but existing bridge abutments not wide enough for desired multi-modal trail
- Exit 2 improvements are currently being considered by the state
- Some remaining properties that could be developed in the future