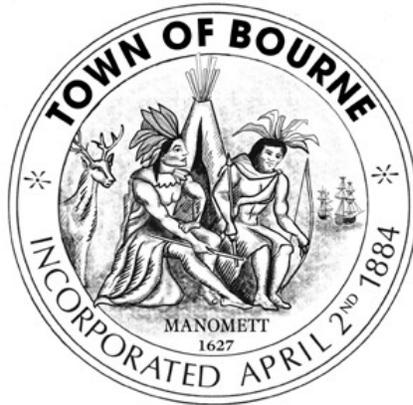


Town of Bourne Massachusetts



Local Comprehensive Plan

The Goals and Policies of this plan were adopted by
Bourne Town Meeting November 8, 2004

The Action Items of this plan were adopted by unanimous vote of
Bourne Town Meeting May 15, 2006

This plan was certified by the Cape Cod Commission on
November 1, 2007, subject to revisions that were adopted by
Bourne Town Meeting on May 12, 2008

Revised May 12, 2008

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Section 1 - BOURNE PROFILE

- **Town Government:**
 Open Town Meeting
 Elected Board of Selectmen
 Appointed Town Administrator

- **Town Administrator:**
 Thomas Guerino

- **Incorporated:** 1884
- **Population:** 19,516 year round (2004)
 40,000 +/- seasonal
- **Population density:** 476 people per sq. mile
- **Total Land Area:** 41 Square Miles (26,240 Acres)
- **Shoreline:** 54 miles+/-
- **Commercial/Industrial Land Area:** 632 Acres
- **Residential Land Area:** 5,250 Acres
- **Mixed Use Land Area:** 61 Acres
- **Public/Semi Public/Tax Exempt:** 14,911 Acres
 (Includes 147 Acres of exempt housing)
- **MMR:** 10,283 Acres
 (Includes National Cemetery 749 Acres)
- **Median House price (sales):** Sept 2005 = \$365,000
 (Per The Warren Group) Sept 2004 = \$308,000
- **Median Household Income:** \$45,113
- **Per Capita Income:** \$22,092
- **Affordable housing:**
 Per DHCD 2005 7787 dwelling units (2000 Census)
 521 affordable units = 6.7%

- **Open Space**
 Total Protected & Unprotected 5,393 Acres
 Town Owned: 1,226 Acres
 Protected Total: 3,308 Acres

Section 2 - INTRODUCTION

This Local Comprehensive Plan is the result of more than four years of effort by Bourne's Local Comprehensive Plan Committee. The Committee began its work with a series of listening sessions in each of Bourne's eight villages. These meetings gave committee members a strong sense of the needs and desires of the townspeople, which were presented at an all-day public workshop in June 2003.

The top concerns raised at the village meetings were:

- Preservation of Historic and Rural Community Character
- Improvement of Village Centers
- Traffic Volume and Safety
- Open Space and Environmental Protection

Based on these concerns, the LCP Committee then developed a concise goal statement and three specific policies for each of 14 subject areas. These goals and policies were presented to Town Meeting, which adopted them on November 8, 2004. The Committee then worked with town employees and committees to compile a list of action items that town officials can take to reach the goals and carry out the policies. The action plan was adopted by Town Meeting on May 15, 2006. The Cape Cod Commission certified the plan on November 1, 2007, subject to revisions that were adopted by Town Meeting on May 12, 2008.

The LCP Committee has strived to suggest actions that are realistic, affordable and achievable within a reasonable timeframe. Some will be easy; others will be challenging. They all deserve consideration and discussion, however, as guideposts for the future Bourne residents want to see.

Members of the Bourne Local Comprehensive Plan Committee:

James Sullivan, Chair
 Peter Meier, Vice-chair
 Caprice Schaefer, Clerk
 Michael Bradley
 Howard Crow
 Wesley Ewell
 John Johnson
 William Locke
 Renee Ziegner

Ex-officio:

Coreen Moore, Town Planner
 Ann Gratis, Secretary
 Martha Twombly, Cape Cod Commission Liaison

* * *

Comments, suggestions and ideas for future revisions to this
 Local Comprehensive Plan
 may be submitted in writing to:

Bourne LCP Committee
 Town Hall
 24 Perry Avenue
 Buzzards Bay, MA 02532

Section 3 - DATA SOURCES AND METHODOLOGY

In an effort to produce a plan that will be widely read and easily understood, the Bourne LCP Committee chose to limit the amount of technical data and supporting material included in this final report. Instead, the data sources and research findings are referenced in the report's appendix. All of the background studies and reports have been assembled into a library that is available for reference in the Town Planner's office.

To keep the LCP concise, the Committee tried not to duplicate policies or actions in more than one section. It also did not include actions that are required by Federal, State or regional authorities. Similarly, actions that have already been taken by Bourne, such as voting to participate in the County Wastewater Implementation Committee and the Water Protection Collaborative, are not included.

The initial drafts of this plan were based upon studies and reports done by Phillip Herr and Associates, the Bourne Planning Board's long-time planning consultant, and included appropriate passages adapted from the Cape Cod Commission's Regional Policy Plan. The Committee also reviewed and included appropriate portions of all other planning studies that had been previously completed by various consultants for the Planning Board, Board of Selectmen, Housing Authority, Historic Commission and other town bodies.

Early in the process, members of the LCP Committee met with town planners and other town officials in Falmouth, Sandwich, Mashpee, Plymouth and Wareham to discuss common issues and learn from the experience of the towns that had completed their local comprehensive plans. Key issues discussed included traffic, wastewater treatment, bicycle trails, growth management, affordable housing and groundwater contamination. The Committee members also gained considerable insight into the LCP planning process.

Fewer common issues with surrounding towns surfaced than might be expected because the developed (and developable) areas of Bourne are physically separated from Mashpee and most of Falmouth and Sandwich by the Massachusetts Military Reservation. Bourne is also physically separated from Wareham and much of Plymouth by Buttermilk Bay and the State Forest.

Unlike other Cape towns, Bourne has no agricultural land, except for cranberry bogs, which are protected from development by virtue of being wetlands. This plan does not, therefore, include a section on agricultural preservation. Acquisition and protection of open space, however, holds very high priority among Bourne residents. For this reason, open space was separated from recreation in this plan, although the two subjects are combined in the Regional Policy Plan. Bourne's LCP may be unique in its recognition of recreation as a cornerstone of the local and regional economy.

Similarly, the Committee decided not to include a separate section on wildlife and plant habitat because Bourne does not have significant areas of undeveloped privately-owned land, and it has a high percentage of its undeveloped woodlands protected by conservation trust and town ownership. Almost half of Bourne's land area is maintained in nearly natural condition, but completely out of the town's jurisdiction and control, within the Massachusetts Military Reservation.

Bourne is also the only town on Cape Cod that has land north of the canal with direct access to interstate highways that may be suitable for more intensive development than would be appropriate in village centers or in any location south of the Canal. Although Bourne residents desire to limit growth in most of the town, there is support for new development and growth in certain areas.

A concept that has recently gained widespread enthusiasm among planners is known as "Smart Growth". This concept encourages mixed residential and commercial uses built to relatively high dens-

ities within village centers. It theoretically encourages working, residing and social contacts within a cohesive community that would reduce the need for daily driving of vehicles. Bourne has already revised zoning in Buzzards Bay to encourage mixed residential and commercial uses, and to remove traditional height limitations.

A related issue is the recent expansion of commercial development along major thoroughfares, especially along Macarthur Boulevard. The Committee found little desire to reduce the amount of land zoned for commercial development along roadways, nor to force retail and service businesses that serve a regional market to relocate within village centers.

There are so few available parcels in Bourne zoned for commercial use that there is little the town could do, short of buying up existing businesses, to redirect or change development patterns. The LCP Committee chose instead to concentrate on improving the visual and traffic impacts of roadside development through stronger controls on building and site design, encouraging shared entrances, rear parking, landscaping, lighting and other improvements that tend to mitigate adverse visual impacts.

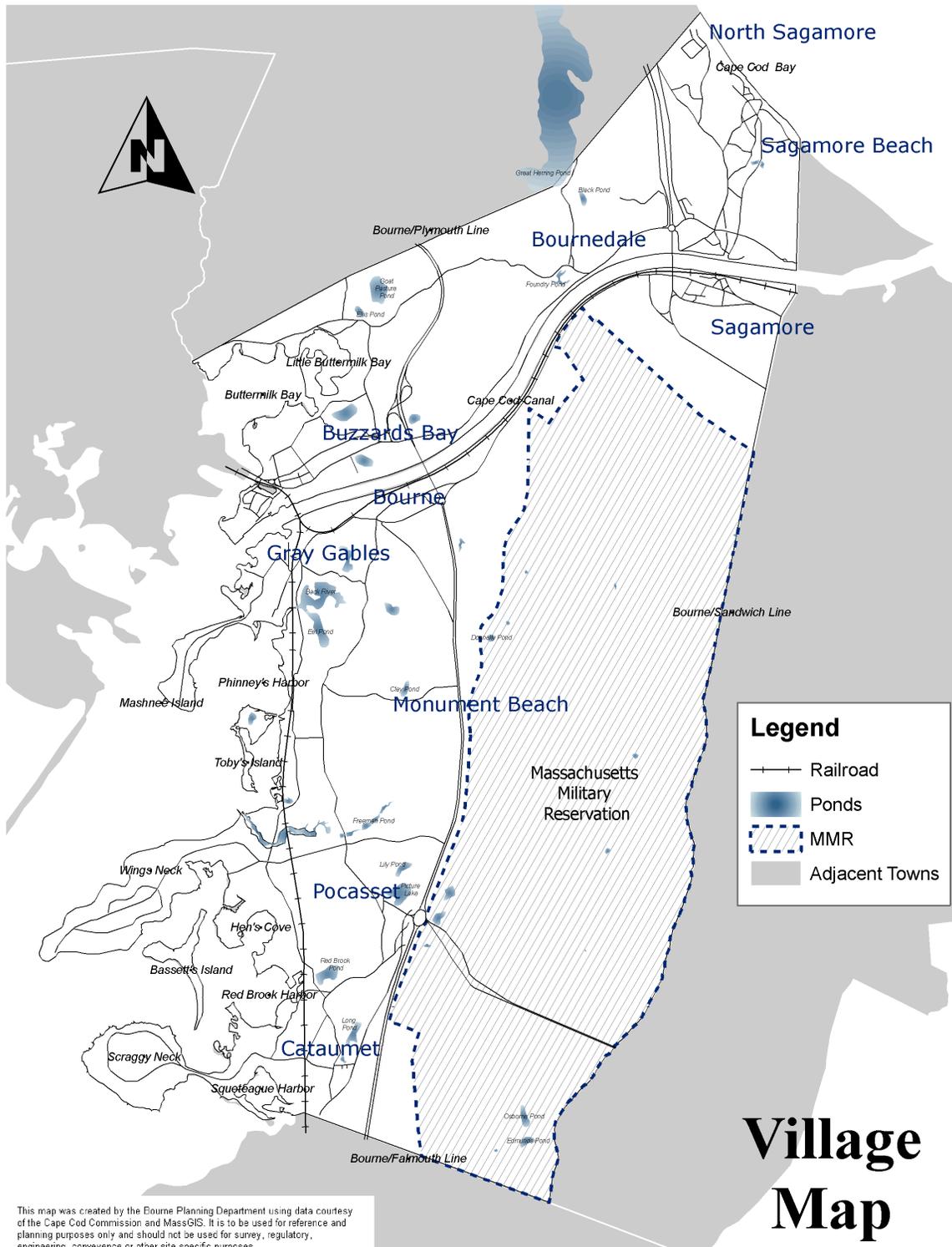
Two build-out analyses recently prepared by consultants on non-related projects both estimated that Bourne's population would increase about 50% at full build-out. These studies may be viewed at the Town Planner's office.

Two subjects that were discussed at length by the LCP Committee, but not strongly promoted by this plan are transfer of development rights (TDR) and establishment of an historic district. The scarcity of undeveloped land in Bourne kept the Committee from more strongly advocating the use of TDR as a tool to preserve open space. We note, however, that some form of development right market may be advocated as a tool to reduce strip commercial development along Macarthur Boulevard.

Wetland protection is very important to Bourne residents, so this plan addresses this issue in two sections, Coastal Resources and Water Resources and Quality. Bourne's wetland protection measures lead all Cape Cod communities in both their scope and their enforcement. The Committee saw no need to include in the plan wetland protection policies or actions that have long been amply addressed.



Photograph of Barlow's Boat Yard by Wesley Ewell



Section 4 - GOALS AND POLICIES

The adopted statement of goals and policies became an important first step toward creation of a Local Comprehensive Plan for Bourne, and is incorporated into this plan. The goals and policies define the community's attitudes and standards regarding all aspects of the town's future, from land development through community services.

The purpose of the goals and policies is to provide standards by which local boards and town departments can evaluate proposals and make better management decisions.

While this Local Comprehensive Plan follows the general format of the Cape Cod Commission's Regional Policy Plan, and draws from previous work done by Phillip Herr and Associates for the planning board, it is a unique and original document drafted by the Local Comprehensive Plan Committee to address specific issues of concern to Bourne residents today.

After the goals and policies were adopted by Town Meeting, the LCP Committee worked with other committees and town employees to create a list of action items intended to put the adopted policies to work. The Committee appreciates the time and effort invested by these committees and employees in developing these plans, and wishes to thank them for their valuable assistance. The Committee also thanks Charles Miller and James Mulvey, who attended many of its bi-weekly meetings and offered valuable insights and experience to the process.

While the Committee took the lead in coordinating these action items, putting them into effect will become the responsibility of the group or groups most closely associated with the topic.

The action items listed in this Local Comprehensive Plan have been grouped by subject and by priority. The parties that bear primary responsibility for carrying out each action are listed, along with a general time schedule and related estimates of cost. Rough cost estimates are offered only to give some idea of whether the item could be funded from operating expenses, special appropriation, grants or other sources, and whether the expenses would be for staff, consultants, legal fees, capital equipment or other purpose.

Background studies and reference materials that the committee relied upon in drafting this plan have not been included in the interest of making this document more readable. These reports and databases are available at the Town Planner's office.

The Local Comprehensive Plan should be reviewed and updated at least once every five years. The LCP Committee recommends that the Town Administrator appoint a standing committee to monitor progress toward completion of the action items laid out in this plan, and to recommend changes to be included in future plans.

The process of developing this Local Comprehensive Plan has already caused a profound shift in attitudes toward long-range planning within town government and among the residents of Bourne. The goals and policies adopted in November 2004 are now used by the town planning staff and other departments in their evaluation of development proposals and policy changes. Nearly every department, board and committee in Bourne has been involved in drafting the plan, and this process has required each of them to think about their long-term strategies and purpose.

Section 5 - HIGH PRIORITY ISSUES

While developing this plan, the LCP Committee identified two issues that affect several of the planning subject areas covered in this report and that need immediate action by town officials in order to avoid severe problems in the future. These are the pressing challenge of wastewater disposal and a comprehensive revision of the zoning by-law. How the town deals with the problem of wastewater disposal will influence not only our land use and development patterns, but also our coastal and fresh water resources. The potentially high cost of solutions will also affect Bourne's budget and tax rate, its ability to provide other needed capital facilities, and its economic development potential.

Revitalization of Buzzards Bay is now limited by the cap on wastewater disposal under the current agreement with Wareham, which expires in 2009. Without additional wastewater disposal capacity, Buzzards Bay cannot accommodate the new commercial development it needs to once again become a thriving downtown. Village centers in Pocasset, Cataumet, Monument Beach, Bournedale and Sagamore Beach are similarly limited by their sole reliance on septic systems for wastewater disposal.

Water quality in coastal embayments continues to be affected by relatively high-density development along the shore. Neighborhoods such as Pocasset Heights, Patuisset, Cedar Point, Tahanto and some areas of Monument Beach were developed as summer cottage colonies a century ago with 5,000 square foot lots. Seasonal houses on these small lots are increasingly being enlarged and converted to year-round use, substantially increasing nitrogen loading of nearby waterways and beaches.

Enlargement of waterfront houses has also led to questions about Bourne's zoning bylaw and its adequacy to protect the traditional character of these neighborhoods. The rapid suburbanization of Bournedale and North Sagamore, and the proliferation of new commercial development along MacArthur Boulevard have also raised zoning concerns. Most of these concerns are not about the use of the land, but about the physical appearance of the development. New standards are needed to assure that Bourne remains an attractive and welcome place in which to live and do business.

Twenty-eight of the adopted action items in this plan call for changes in the zoning bylaw. Several of these are so urgent that they were addressed by the April 2006 Town Meeting. Others are of lower priority, but still important to the implementation of this plan. One common complaint heard at each of the 2003 village meetings was the need for better enforcement of the town's zoning and other bylaws. This should be done by a code enforcement officer, freeing the building inspector to concentrate on building code enforcement.

Bourne's zoning has been continually revised and updated since its initial adoption fifty years ago. As a result, it has become somewhat confusing and difficult to use. Like most zoning bylaws, it also tends to rigidly separate land uses into commercial, residential and industrial districts. Current trends in community planning are moving toward building more vibrant and livable neighborhoods by allowing some combinations of commercial and residential development, as Bourne has already done in Buzzards Bay.

The Planning Board has appointed an ad hoc committee to review the current zoning bylaw and suggest a course of action for revision. The LCP Committee endorses this action and recommends that a comprehensive rewriting of the bylaw be undertaken soon. Planning funds for this purpose are available from the State once this Local Comprehensive Plan is adopted. The Bourne Financial Development Corporation has contracted with Tighe & Bond to produce a wastewater management study for the town under a grant from the state. The Selectmen, in their role of sewer commissioners, and Town Administrator should also immediately begin the planning and permitting process leading to solutions to the wastewater disposal problems.

Section 6 - GROWTH MANAGEMENT

Nearly 90 percent of Bourne's land area outside the Massachusetts Military Reservation is now developed. An inventory prepared by the town planner in 2003 found only seven vacant parcels of 25 acres or more available for future development. Most of the remaining vacant land in Bourne is found in smaller parcels or isolated lots within existing neighborhoods. The shortage of vacant land will not stop development, however. It will only raise land values, and lead to redevelopment of underutilized sites at higher densities.

The pace of residential development in Bourne has been brisk for the past 20 years, with most growth occurring north of the Canal. There are still a few large parcels of undeveloped land in Bournedale and on the east side of Macarthur Boulevard. If these parcels are developed inappropriately, and their impacts not properly mitigated, they could impose severe burdens on the town's schools, roads and services.

If recent trends continue, Bourne's population could double from the current estimate of 20,000 year-round residents over the next 20 to 30 years.

If Bourne enforces its zoning; if it severely limits special permits and variances; and if it aggressively carries out its Affordable Housing Action Plan; it is possible that the town's growth can be limited and will peak at less than 24,000 within the next 20 years. This is the forecast of the build-out analysis compiled by the State and the Cape Cod Commission. This study measured only the potential for vacant land to be developed under current zoning, however, and did not consider the potential for redevelopment. The recent and more detailed build-out analyses prepared by two consultants on other projects both predict close to 50% increase in Bourne's population by 2026.

The intent of this Local Comprehensive Plan is to modulate growth so that it does not overwhelm town resources and facilities, and to direct growth into designated areas where public utilities and services can be provided efficiently and economically.

The risk is that density of development could increase substantially unless more land is acquired, rezoned or otherwise protected from development. As former low-density uses such as campgrounds and estates are redeveloped, the number of people per acre will increase. As the demand for waterfront and water view property drives land prices up, Bourne will face increasing pressure to allow higher-density development on these sites.

It does not require a huge stretch of imagination to visualize all of the privately owned land along the Canal developed with high-priced condominiums. Bourne's waterfront could one day look very different, with high-rise towers offering million dollar views across Buzzards Bay. The area has only to be discovered by well-heeled developers for it to change dramatically. Bourne needs to diligently control growth to protect and preserve the town's cultural and historic character. Although the traditional village centers may remain as centers of local business and services, they would become much more intensely used, and much of the peace and solitude that Bourne residents now enjoy through the off-season could be lost forever.

6.1 - Growth Management Goal

The growth management goal of the Bourne Local Comprehensive Plan is to anticipate changes in type and density of development, and to manage the amount, location and pace of development in a way that allows the town to provide facilities and services without excessive strain on its fiscal, natural and cultural resources.

6.2 - Growth Management Policies

- Manage growth at sustainable rates that do not threaten Bourne's fiscal stability, natural environment or community character.
- Direct growth into areas that can be efficiently served by highways, public transit, sewerage, water and other services.
- Preserve and expand village centers for neighborhood commercial and service uses, integrated with housing and traditional cultural institutions.

6.3 - Highest Priority Actions for Growth Management

- Revise the zoning bylaw to strengthen village centers, protect open space, and discourage suburban-type residential and commercial sprawl along roadways.
Primary responsibility: Planning Board and Board of Selectmen
Estimated cost: \$50,000 for consultant services and legal review
Time schedule: 2008
- Employ a full-time code enforcement officer to stringently enforce zoning and development by-laws and regulations.
Primary responsibility: Town Administrator
Estimated cost: \$50,000 per year for salary and benefits
Time schedule: 2007
- Limit variances and special permits to the standard set in the Massachusetts Zoning Enabling Act.
Primary responsibility: Board of Zoning Appeals and Planning Board
Estimated cost: None
Time schedule: Immediate and continuing

6.4 - Second Priority Actions for Growth Management

- Conduct a new build-out analysis that considers not only vacant land, but also the potential for re-development of underutilized parcels and the growing pressure for high-density development.
Primary responsibility: Town Planner
Estimated cost: \$10,000 for consulting services.
Time schedule: Completed in 2007
- Designate growth centers in order to direct development into areas that can be efficiently served by public utilities, highway access and public transit.
Primary responsibility: Planning Board
Estimated cost: None
Time schedule: 2007

6.5 - Other Priority Actions for Growth Management

- Review the building permit cap bylaw at regular intervals to assure that it serves the town's need to pace development with its ability to provide services.
Primary responsibility: Planning Board
Estimated cost: None
Time schedule: Continuing

Building Permits

	Single Family		Two Family		Three or Four Family		Five+ Family		Total Permits	Total Units	Total Construction Cost	Average Cost per SF unit
	Permits	Units	Permits	Units	Permits	Units	Permits	Units				
2004	113	113	0	0	0	0	0	0	113	113	\$27,868,596	\$246,625
2003	82	82	2	4	15	48	0	0	99	134	\$18,668,100	\$227,660
2002	132	132	0	0	0	0	0	0	132	132	\$23,037,721	\$174,528
2001	107	107	0	0	0	0	0	0	107	107	\$19,744,508	\$184,528
2000	178	178	0	0	0	0	0	0	178	178	\$24,387,791	\$137,010
1999	194	194	0	0	0	0	0	0	194	194	\$24,258,091	\$125,042
1998	166	166	0	0	0	0	0	0	166	166	\$16,925,870	\$101,963
1997	122	122	0	0	0	0	0	0	122	122	\$11,869,380	\$97,290
1996	91	91	0	0	0	0	0	0	91	91	\$8,872,938	\$97,505

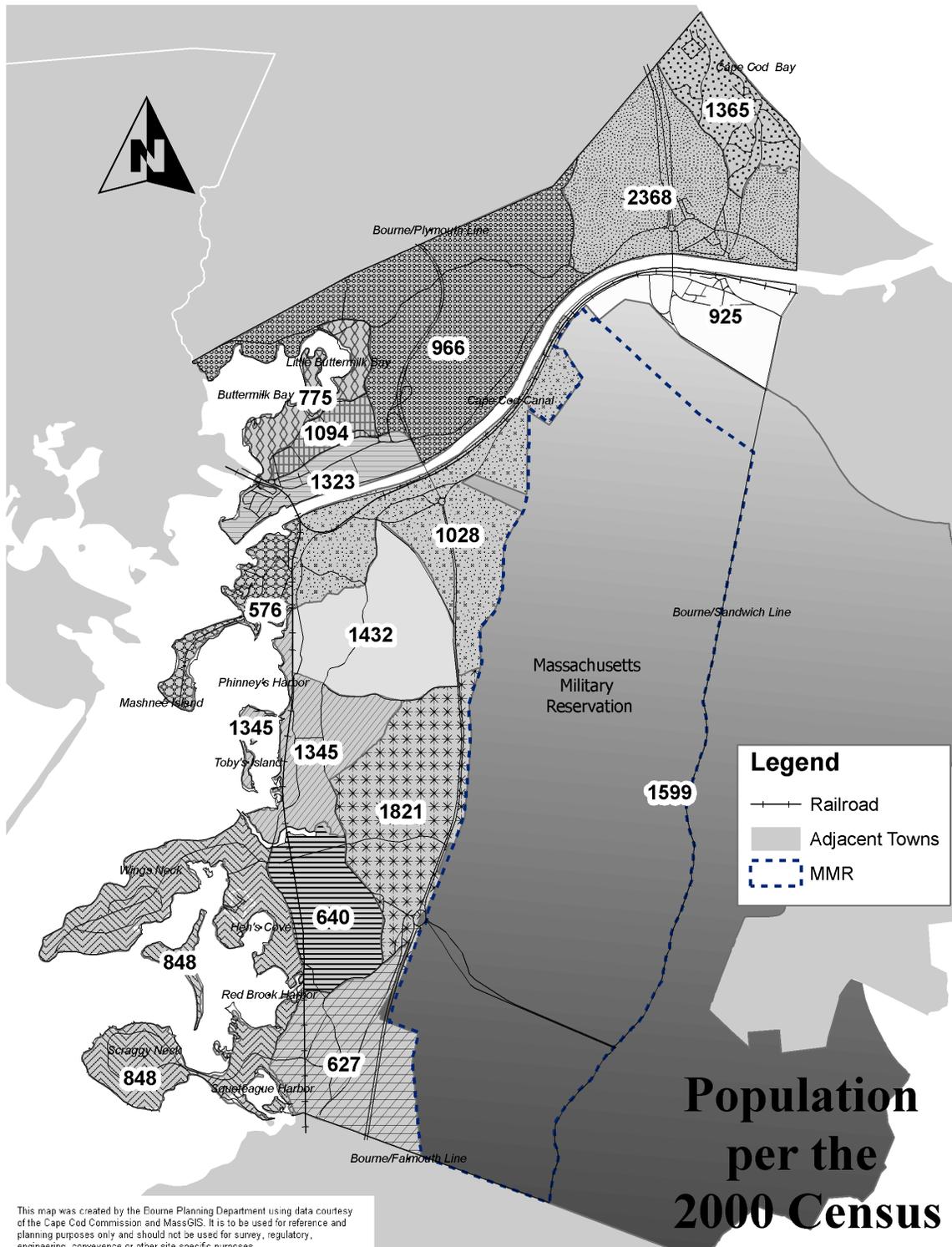
Average residential permits issued 1996-2004 = 133 Source: U.S. Bureau of the Census

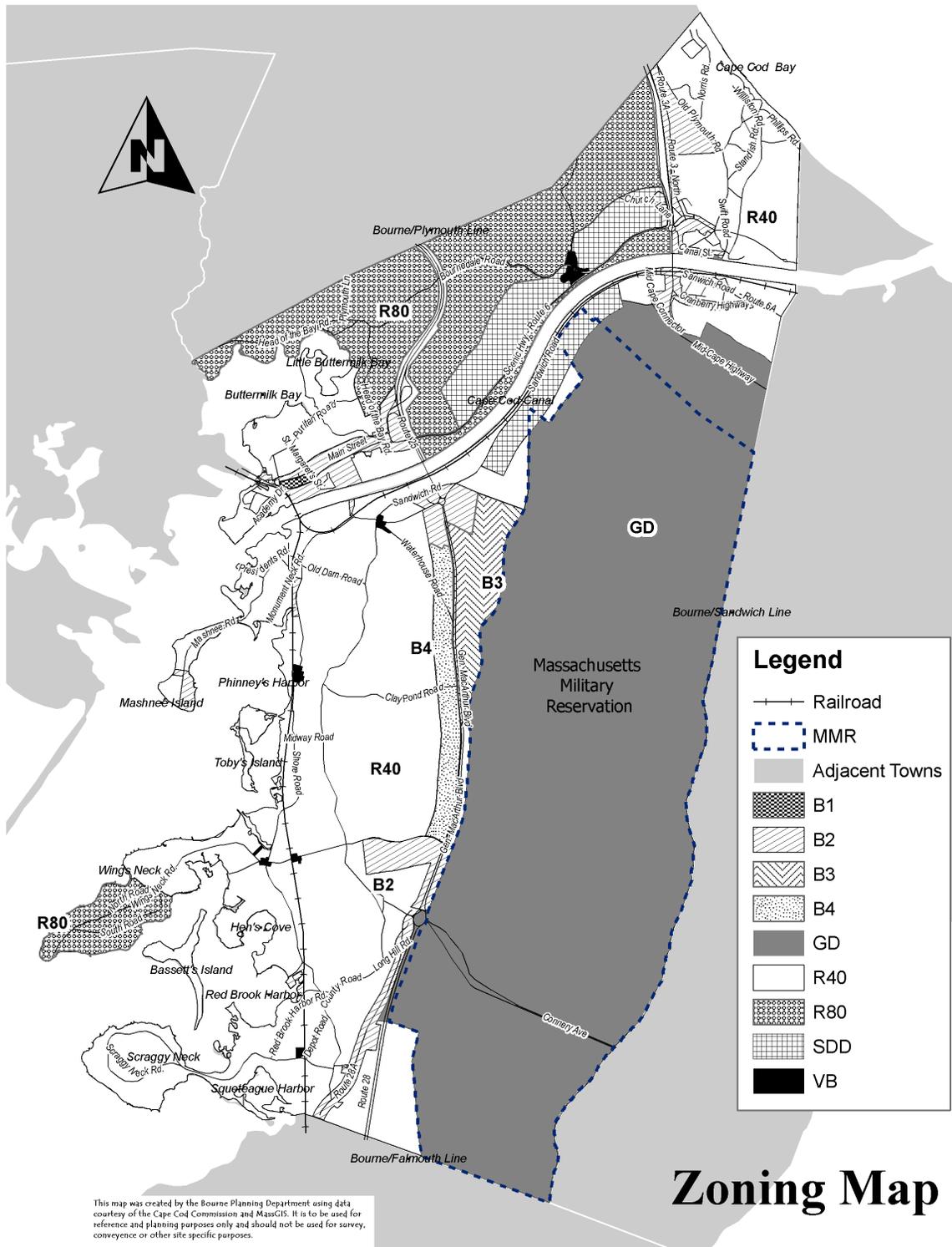
Town of Bourne - Student Population
as of 8/5/05

FY	K-3	G4-6	G7-9	G10-12	Total
1995	927	623	573	387	2,510
1996	891	610	548	373	2,422
1997	854	646	527	400	2,427
1998	859	636	561	424	2,480
1999	849	646	554	429	2,478
2000	823	638	577	413	2,451
2001	848	649	598	429	2,524
2002	798	666	608	441	2,513
2003	827	672	614	448	2,561
2004	845	604	594	443	2,486
2005	819	587	645	432	2,483

Source:

- Through 2001, Individual School Reports, as submitted by superintendents to the Mass Dept of Education, Oct 1 of each fiscal year (e.g. FY2000=Oct 1, 1999).
- 2002 and beyond: Student Information Management System
- UG/SP refers to ungraded, special education pupils. Beginning in 2004, these are special ed pupils beyond grade 12 under the age of 22.
- Pupils tuitioned to other districts, charters, or special education schools are not included. Tuitioned-in non-residents are included.





This map was created by the Bourne Planning Department using data courtesy of the Cape Cod Commission and MassGIS. It is to be used for reference and planning purposes only and should not be used for survey, conveyance or other site specific purposes.

Zoning Map

Section 7.0 - LAND USE

The value of property and a community's reputation may have more to do with visual appearance than any other factor. For a town like Bourne, in which more than half of the property tax revenue comes from waterfront and seasonal houses, the appearance of its land uses are especially important. Recent development along Bourne's main thoroughfares, however, has not always conveyed an appearance of quality.

Simple, inexpensive changes in building design, signs and site layout can have a strong positive impact on the visual effects of commercial development

The time has come for Bourne to take better control of the design and layout of its commercial buildings and sites. Extensive experience elsewhere has shown that well-conceived design standards, fairly administered, do not discourage business development. By improving the visual image of commercial districts, such standards protect the value of existing businesses and often lead to higher-quality and more profitable enterprises.

Traditional zoning has tended to isolate businesses into strip developments along major roads. Recent thinking among planners suggests it is better to integrate neighborhood commercial and service uses into village centers, while centralizing regional shopping and employment uses in areas with superior highway access. Bourne already has the basic structure for this kind of land use planning.

Encouraging local service businesses and community facilities to locate in existing village centers will reduce the need for residents to travel to more distant shopping areas for daily needs and services. Buzzards Bay is an exception, however, that can accept more development that has regional appeal. Revitalizing Main Street in Buzzards Bay as Bourne's government and downtown commercial center is high on the wish list of many residents. Unlike the rest of Bourne's village centers, Buzzards Bay has direct highway access and the basic utility infrastructure to accommodate higher density development.

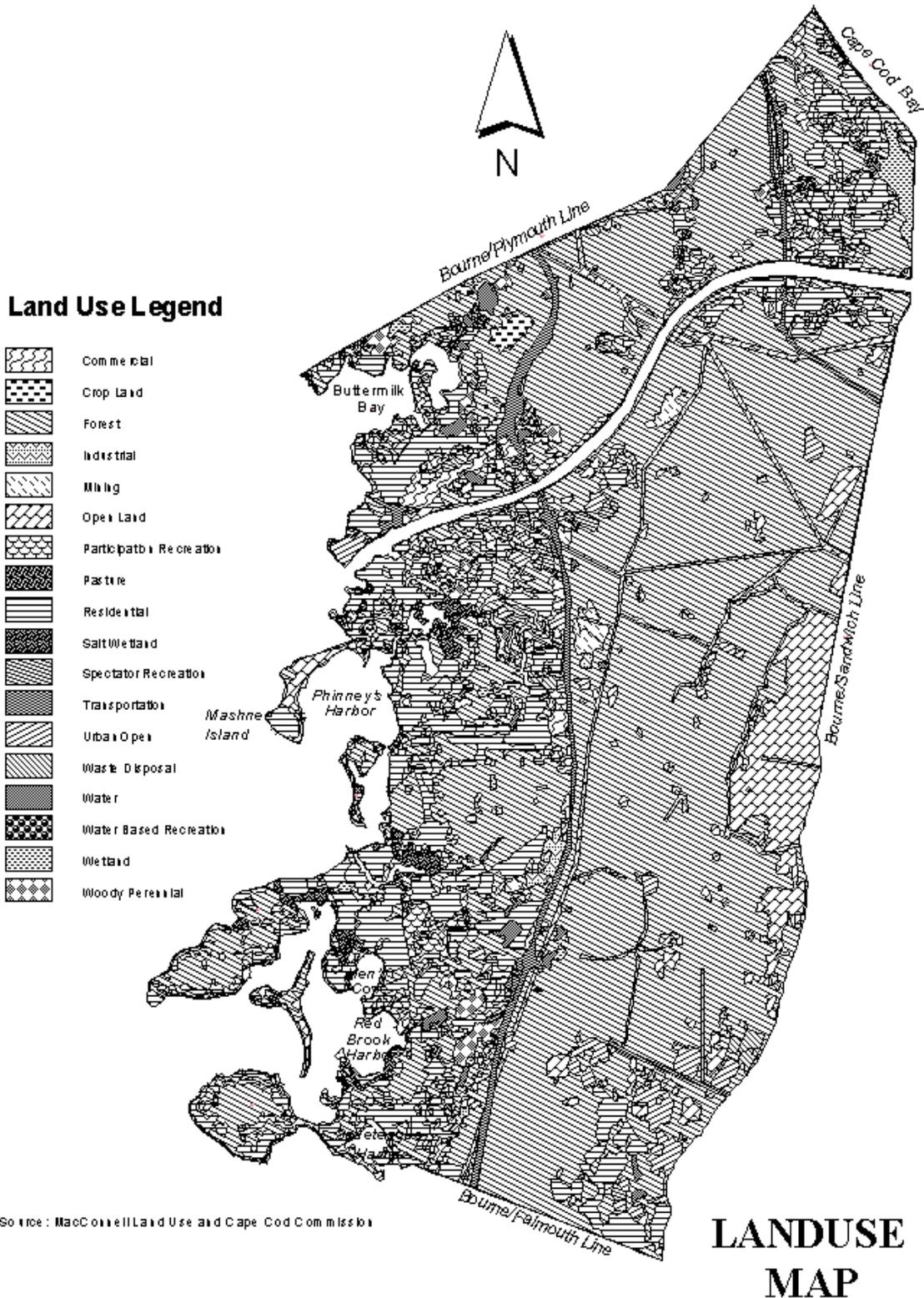
More intensive development in Buzzards Bay could boost Bourne's tax base with minimum impact on its expenses. By negotiating with prospective developers of major commercial or residential projects for mitigation of development impacts, Bourne may be able to solve its problems of wastewater treatment capacity and transportation access at substantially less cost. Private entities that need those capital facilities for their projects are often willing to support the costs involved.

The scarcity of vacant land in Bourne has made the remaining sites relatively expensive. The implications of this change bode well for Bourne's fiscal stability. Because of higher land costs, new houses are likely to be larger, have higher assessed values and be occupied by seasonal or retired persons who do not have children in the public schools. New zoning standards may be needed, however, to assure that such housing remains consistent with its existing neighborhood in building size and lot coverage.

Increasing land scarcity also makes it essential at this stage of Bourne's development for the town to aggressively acquire land for public purposes, even if such acquisitions require long-term financing. As land become scarcer, it is not only more expensive, but it also becomes more difficult to assemble large enough parcels for schools or parks.

The town should buy land for four reasons. It should acquire highly visible sites that, if developed, would alter the visual and historic character of town. It should acquire land for future capital facilities such as schools and wastewater treatment plants. It should acquire land for conservation, for wildlife habitat, to open up waterfront vistas, and for expansion of park and recreation facilities. Finally, it

should acquire land that, if developed, would impose excessive demands on town services, roadways or fiscal resources.



7.1 - Land Use Goal

The land use goal of the Bourne Local Comprehensive Plan envisions an attractive community of low-density residential development, with a strong commercial base, mixed-use historic village centers providing daily needs for goods and services, and a sense of community that reflects its maritime location and rural heritage.

7.2 - Land Use Policies

- Strengthen and improve established village centers so that they better serve the daily needs of their surrounding neighborhoods for goods and services.
- Promote design and construction of housing, subdivisions and commercial properties that reflects the distinctive character of Cape Cod.
- Discourage strip commercial development in favor of village centers and planned commercial or office parks.

7.3 - Highest Priority Actions for Land Use

- Adopt design standards and design review procedures that improve the visual quality of developments in villages, along highways and in business parks.
Responsibility: Planning Board
Estimated cost: \$20,000 for consulting services, legal review and report publication
Time schedule: 2007
- Add provisions to the zoning bylaw to better control the size, mass and setbacks of residential buildings relative to their lot sizes and neighboring structures.
Responsibility: Planning Board
Estimated cost: \$10,000 for legal services
Time schedule: Done in 2006
- Support planned development and improvement of Main Street in Buzzards Bay as Bourne's government and downtown commercial core, and as a regional center for marine-related education, research and entertainment.
Responsibility: Board of Selectmen and Planning Board
Estimated cost: None
Time schedule: Immediate and continuing
Second Priority Actions for Land Use

7.4 - Second Priority Actions for Land Use

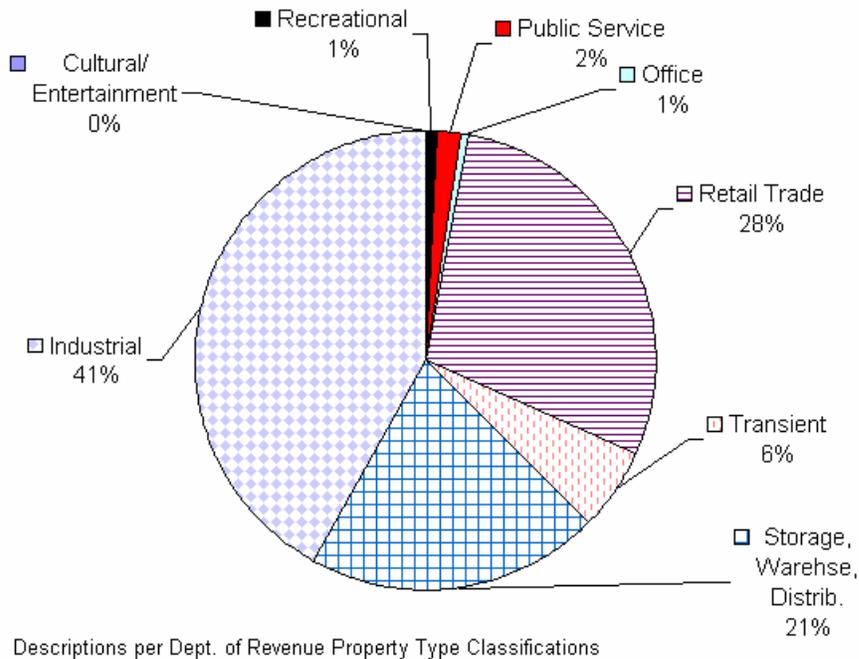
- Conduct a study of commercial zoning on Macarthur Boulevard and amend the zoning bylaw to effectively prevent strip commercial development.
Responsibility: Planning Board
Estimated cost: \$10,000 for consulting and legal services
Time schedule: 2007
- Reevaluate mapped village center districts and amend the zoning bylaw to encourage mixed residential, retail, office and other commercial uses in the village centers and to strengthen locally owned village businesses.
Responsibility: Planning Board
Estimated cost: \$10,000 for consulting and legal services
Time schedule: 2008

- Preserve Bourne’s agricultural land uses and the rural and maritime character of the community by protecting recognized and designated buildings and sites.
Responsibility: Bourne Historic Commission
Estimated cost: \$5,000 for each building nominated to the Federal Historic Register
Time schedule: Immediate and continuing
- Preserve Bourne’s agricultural land uses and the rural and maritime character of the community by protecting recognized and designated buildings and sites.
Responsibility: Bourne Historic Commission
Estimated cost: \$5,000 for each building nominated to the Federal Historic Register
Time schedule: Immediate and continuing

7.5 - Other Priority Actions for Land Use

- Require deeper buffers between residential and commercial districts, except in mixed-use village centers.
Responsibility: Planning Board
Estimated cost: None
Time schedule: 2007
- Mount a program of public education and business incentives that will encourage existing businesses to redesign their buildings and sites in a more attractive way.
Responsibility: Town Planner
Estimated cost: \$10,000 for printing of brochures and poster for Land Use
Time schedule: 2007

Commercial Land Area



Section 8.0 - OPEN SPACE

Preservation of open space may be the most important action Bourne can take to maintain its visual attractiveness and rural character. Earlier Open Space and Recreation Plans have emphasized the need to acquire and maintain open space for recreational uses, protection of water supplies and other natural resources, and maintenance of natural habitat for wildlife and plants.

The concept of preserving open space to protect the visual image of the community is relatively new, but crucial at this stage of Bourne's development.

The Cape Cod Commission's Regional Policy Plan "...sets forth a vision of protecting one half of the remaining developable land as permanently protected open space in order to preserve the rural character, scenic amenities, and ecological integrity of the Cape." The plan also states "The open space vision is more than just an acreage target; it is a future in which open space, largely in its natural form, remains the dominant feature of the landscape." These policies are especially important to Bourne, the first view of Cape Cod seen by visitors and residents crossing the canal.

An inventory of undeveloped land compiled in 2003 by the Bourne Town Planner, found 2,081 acres of open land suitable for development remaining in Bourne, outside of the Massachusetts Military Reservation. Much of this open land includes small parcels in waterfront areas of Cataumet and Pocasset, including Bassett's Island and Wings Neck. Several large parcels remain open, however, in Bournedale and along Macarthur Blvd.

The goal of the open space plan is to preserve half of the remaining open land that is subject to development, approximately 1,000 acres, by purchase of fee, easements, or by other means, to keep this land open. This goal is in addition to the wetlands and other parcels that are not suitable for development the Town might acquire for protection of coastal and fresh water resources, pollution abatement, flood control or wildlife habitat. Town Meeting in 2004 took a big step toward reaching this goal by acquiring two parcels totaling 96 acres in Bournedale and Buzzards Bay.

The amount of land preserved as open space is less important than the location of parcels that are kept from development. A parcel located in a highly visible location is far more important to maintenance of rural community image than is a tract that cannot be seen. Bourne has not met the definition of a rural community for many years, but the image and appearance of low-density rural character was stated as being of high importance by participants of every village meeting.

Another relatively new concept in open space preservation is the idea of buying open land to prevent development that would strain the Town's services and fiscal stability. In some cases, it may be substantially less expensive for the Town to buy a parcel than to pay the cost of building new schools, educating additional students, upgrading roads and public utilities, and employing additional public service employees to service the growth that would be created by development of the parcel. Bourne has already done this when it purchased large parcels in Sagamore and Bournedale that were slated for development.

8.1 - Open Space Goal

The open space goal of the Bourne Local Comprehensive Plan is to preserve at least half of the remaining undeveloped land as open space for recreation, resource protection, wildlife habitat and groundwater recharge; to maintain the esthetic beauty and character of the community; and to limit the visual and fiscal impacts of over-development.

8.2 - Open Space Policies

- Promote acquisition and preservation of key parcels of land for protection of groundwater supplies, coastal wetlands, wildlife habitat and other natural resources, and to maintain the appearance of Bourne's rural character.
- Encourage creation of greenbelts between villages and neighborhoods throughout Bourne.
- Discourage development that would place undue burdens upon Bourne's natural and fiscal resources.

8.3.- Highest Priority Actions for Open Space

- Update the 1997 Open Space and Recreation Plan to include the concept of preserving open space to maintain rural character and prevent over-development.
Responsibility: Town Planner and Open Space Committee
Estimated cost: \$20,000 for consulting services
Time schedule: 2008
- Aggressively pursue acquisition or protection of key parcels through land bank, Community Preservation Act, state and federal grants, and other sources of funding.
Responsibility: Open Space Committee and Town Planner
Estimated cost: None to local budget through use of designated open space funding
Time schedule: Immediate and continuing
- Revise zoning bylaws and subdivision regulations to increase the amount of open space preserved and to insure that it remains open.
Responsibility: Planning Board
Estimated cost: \$10,000 for consulting and legal services
Time schedule: 2008
- Use mapped rare species habitat as a criteria for prioritizing open space acquisitions.
Responsibility: Open Space Committee
Estimated cost: None
Time schedule: Immediate and continuing

8.4 - Second Priority Actions for Open Space

- Fully utilize advanced planning techniques such as transfer of development rights, land swapping, cluster development, and planned unit development to maximize preservation of open land.
Responsibility: Planning Board
Estimated cost: \$10,000 for consulting and legal services
Time schedule: Continuing
- Continue to develop greenbelts between neighborhoods and villages by buying key parcels, mandating cluster developments, and generating public interest.
Responsibility: Open Space Committee
Estimated cost: Not known at this time – much could be done at no cost
Time schedule: Continuing
- Support the activities of private organizations, such as the Bourne Conservation Trust, to acquire and preserve open space land and easements.
Responsibility: Board of Selectmen
Estimated cost: None
Time schedule: Continuing

- Appoint a “Pathways Committee” (which may be the Open Space Committee) to encourage creation and maintenance of a town-wide trail system.
Responsibility: Board of Selectmen
Estimated cost: None
Time schedule: Immediate
- Establish a stewardship program to maintain town-owned open space.
Responsibility: Board of Selectmen and Town Administrator
Estimated cost: Minimum cost for volunteer organization
Time schedule: 2008

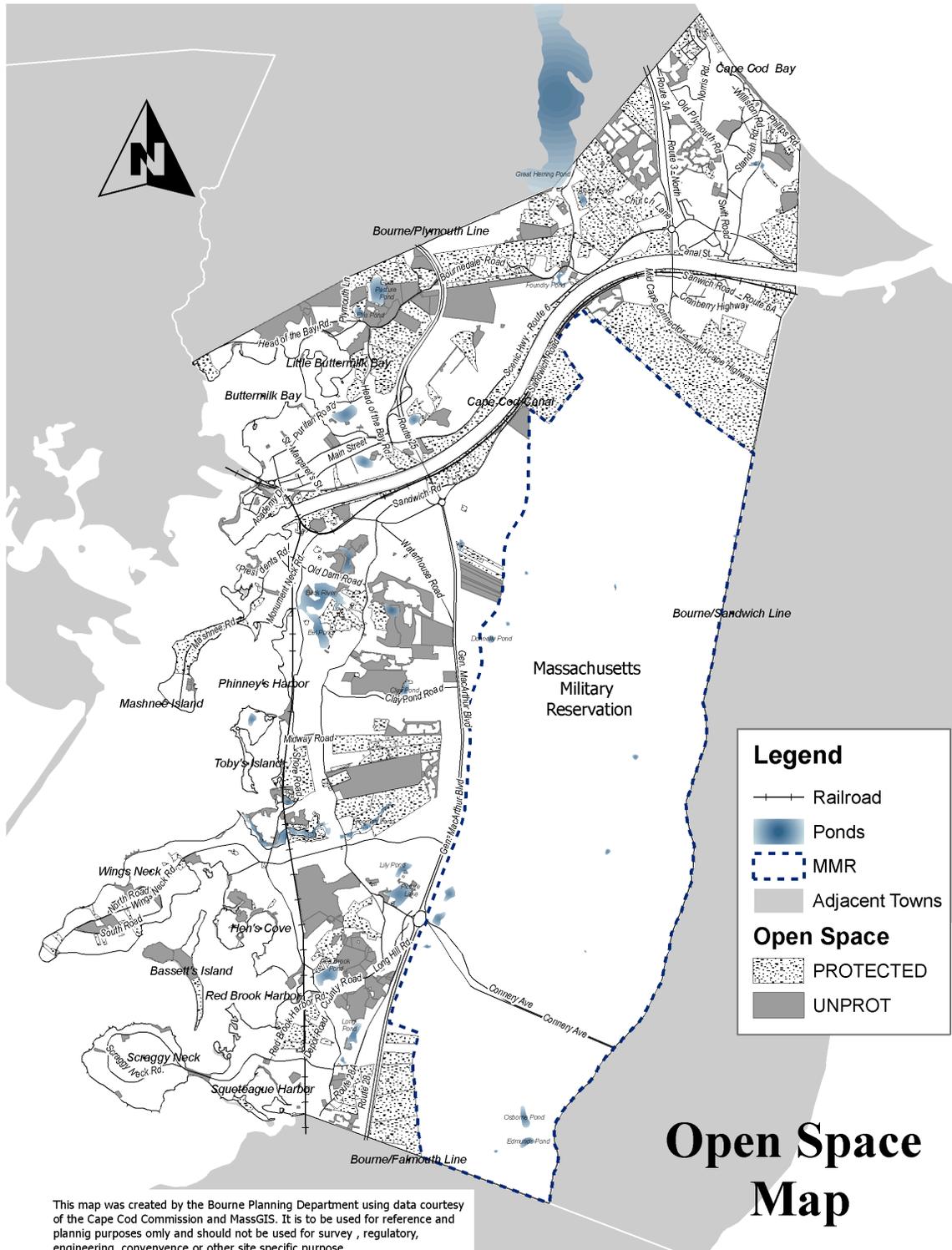
8.5 - Other Priority Actions for Open Space

- Work with military officials, as well as with state and Federal elected officials, to assure that the undeveloped areas of the MMR remain open in perpetuity.
Responsibility: Board of Selectmen and Town Administrator
Estimated cost: None
Time schedule: Continuing
- Prevent adverse development impacts on existing open space by requiring new development to consider the proximity of existing open lands to new building.
Responsibility: Planning Board
Estimated cost: None
Time schedule: Immediate and continuing
- Encourage and assist private landowners to restore and preserve unused land as well maintained open space.
Responsibility: Open Space Committee
Estimated cost: None
Time schedule: Continuing

OPEN SPACE ACQUISITIONS BY LAND BANK FUNDS					
Town Mtg. Date	Map/Parcel	Acres	Property Name	Purchase price	Purpose
May-00	52/40	17.13	Irwin	\$45,000	OS & Cons

May-00	5/13	26.00	Harding	\$75,000	OS, Cons., & PR
May-01	6/3	3.11	Nuovo/Stephens	\$80,000	OS & Cons
May-01	10/5	81.05	Quinn	\$1,400,000	OS, Cons., & PA
May-01	10/45	1.90	Quinn		OS, Cons., & PA
May-01	286	12.50	Jackson	\$95,000	OS, Cons., & PA
Nov-01	23.2/122	5.05	Grossmans/Hia Pearl	\$425,000	OS & CA
May-02	38.2/109-122	9.12	DiModica	\$1,000,000	OS & Cons
May-03	15/10, 15	11.59	Cape American Corp.	\$315,000	OS & Cons
May-03	20/1	12.6	Cape American Corp.		OS & Cons
Nov-04	15/35 & 45	77.11	Ingersoll	\$2,800,000	OS & Cons
Nov-04	10/6&140-147	18.58	Ingersoll	\$1,050,000	OS & Cons
Total		410.97		\$9,585,000	

Key: OS = Open Space CA = Coastal Access Cons = Conservation PR = Passive Recreation



Section 9.0 - RECREATION

Recreation is any activity that provides a counterpoint to the stresses of work and day-to-day life. It includes competitive games, individual sports, passive activities, physical fitness, gatherings of people and special events. In Bourne it also includes boating, fishing, swimming and other water-related activities, as well as tourist attractions and the long-time visitor favorite, shopping.

Recreation is a fundamental component of Bourne's economy. It is the primary reason seasonal residents and tourists visit Cape Cod, and is a major influence on people's decisions to retire to Bourne or live here year-round.

Bourne enjoys a seemingly rich inventory of recreational facilities, including both town-owned and private marinas, beaches, golf courses, campgrounds and indoor ice-skating, as well as more Common Park and playfield facilities. Seasonal demands, however, often overtax even these abundant assets. Burgeoning youth programs have created pressing needs for additional play fields; boating facilities need improvement and expansion; and beach capacity and parking need to be improved and enlarged.

The 1997 Open Space and Recreation Plan stated that Bourne has approximately 400 acres of beaches, marinas, playgrounds and playing fields, about 1.5 percent of total land area, in active recreational use. It noted that demand would likely exceed current supply for most types of facilities by the time the town is built out, and that the shortage of facilities is worsened by the poor condition and multiple-use of many existing facilities.

Despite the importance of recreation and recreational facilities to the town, Bourne currently has only one full-time year-round employee coordinating recreational activities. The 1997 plan found agreement that a municipal parks department should be established to coordinate recreational programs and facility use, as well as to plan for future needs. It suggested coordination of town recreational programs and facilities with those of the School Department. It also recommended further assessment of special users group needs, including the handicapped and the elderly.

Bourne needs to expand recognition of the importance of recreation to the town's economy, its community character and the quality of life of its residents and visitors. It needs to provide a wider range of recreational opportunities, both active and passive, that meet the needs and desires of residents and visitors of all ages, abilities and interests. Bourne has excellent programs and good facilities for competitive sports, but few programs that would appeal to teenagers who simply want a place to meet and socialize with friends or to participate in other organized activities.

Bourne should continue to cooperate and work closely with abutting towns and regional interests to share facilities and programs. It might also consider creating a north-south bike trail to connect with the trail that Falmouth is building along the abandoned railroad right-of-way. Most importantly, recreation needs to become a much higher priority item in town affairs and financing because of its importance to the local economy and the lives of all Bourne residents.

9.1 - Recreation Goal

The recreation goal of the Bourne Local Comprehensive Plan is to provide a wide range of opportunities for active and passive recreation to meet the needs and desires of residents and visitors of all ages, abilities and interests.

9.2 - Recreation Policies

- Recognize the importance of recreation to Bourne's economy, community character, and quality of life.
- Encourage a wide range of recreational opportunities for persons of all ages, abilities and interests.
- Preserve and enhance opportunities for both active and passive recreation in the natural environment.

9.3 - Highest Priority Actions for Recreation

- Create a Parks & Recreation Department to maintain recreational facilities and to coordinate recreational activities between the School Department, the Army Corps of Engineers, and all town, state and regional agencies.
Responsibility: Town Administrator
Estimated cost: \$300,000 per year for salaries, benefits, work space and equipment
Time schedule: 2008
- Conduct a comprehensive inventory of recreation program and facilities, as well as tax title lands and sites that are protected under Chapters 61A and 61B, in order to assess their potential to meet future needs for recreational use.
Responsibility: Town Planner
Estimated cost: \$10,000 for consulting services
Time schedule: 2007
- Develop a ten-year Recreation Capital Improvement Project Plan that considers the recommendations of the Horsley & Witten study prepared for the Canalside Task Force.
Responsibility: Town Administrator and Recreation Committee
Estimated cost: \$20,000 for consulting services
Time schedule: 2007

9.4 - Second Priority Actions for Recreation

- Address recreational needs identified in the most recent Statewide Comprehensive Outdoor Recreation Plan in the development of projects in Bourne.
Responsibility: Town Administrator and Recreation Committee
Estimated cost: Unknown at this time
Time schedule: Continuing
- Improve maintenance of existing playing fields, and other recreational facilities, using both volunteers and town employees.
Responsibility: Town Administrator and Parks & Recreation Department
Estimated cost: \$100,000 per year for labor, materials and equipment
Time schedule: Immediate and continuing
- Expand and protect public access to both freshwater and saltwater bodies for recreational activities.
Responsibility: Board of Selectmen and Open Space Committee
Estimated cost: Varies
Time schedule: Continuing

9.5 - Other Priority Actions for Recreation

- Develop a system of bikeways connecting all of Bourne's villages, to better separate bicycles from cars on major roads. Explore a possible connection to the planned Falmouth bikeway.
Responsibility: Planning Board and Open Space Committee
Estimated cost: Varies
Time schedule: Continuing
- Evaluate all existing facilities and future plans for accessibility to persons of all ages and physical abilities.
Responsibility: Town Planner, Recreation Committee and Barnstable Disability Assn.
Estimated cost: \$10,000 for consulting services
Time schedule: 2007
- Set up year-round recreation programs that appeal to teenagers.
Responsibility: Recreation Committee and School Department
Estimated cost: \$20,000 per year for part-time employee
Time schedule: 2007

PASSIVE RECREATION AREAS	
Four Ponds	Activities available: Walking, hiking, and nature observation limited parking
Leary Property	
Brady Property	
Standish Road Property	
Pocasset Heights Property	
Carter Beal Property	
Burtonwood Property	
Town Forest	
Sagamore Highlands	
Buzzards Bay Park	
Clifton Broyer Conservation Area	
WATER BASED ACTIVITIES	
Bassett's Island	Activities available: Boating, fishing, swimming, picnicking, shell fishing. Recreational beaches, fishing, shellfishing boat ramp, boat moorings, and limited parking
Hen Cove/Sand Spit	
Queen Sewell Cove	
Taylor's Point	
Squeateague Harbor	
Sagamore Beach "The Strand".	
Monument Beach	
Gray Gables Beach	
Hen Cove	
Barlow's Landing Beach	
Monks Memorial Marine Park	
ACTIVE RECREATION AREAS	
Memorial Community Bldg	Activities available: Football/soccer fields, tennis courts, outdoor basketball courts, playgrounds, and tot lots. A gymnasium, pool tables, senior-oriented programs and activities. Note: The Bourne Scenic Park & Gallo Ice Arena are managed by the Bourne Recreation Authority activities include, campsites, restrooms, dumping station, picnic area, playgrounds, salt water swimming pool, recreation hall, office building, store and parking
Slone Property	
Eldridge Memorial Park	
Chester Park	
Whitmore Playground	
Cohasset Narrows & Buzzards Bay Beach	
North Sagamore Playground	
Keith Field	
Bourne Scenic Park	
John Gallo Ice Arena	

Note: Refer to the full listing of recreation areas and activities in the Local Comprehensive Plan data binder located in the Planning Department in Town Hall or in the Jonathan Bourne Public Library

Section 10.0 - ENVIRONMENTAL PROTECTION

Environmental protection is, to a large extent, a regional issue that is best monitored and regulated at state and federal levels. It is also an important component of any community plan. This plan focuses, therefore, on policies and actions that Bourne residents can use as guidelines to protect and improve wetlands, air quality, and natural habitats of plants and wildlife, while also reducing energy consumption and light pollution.

A 1980 aerial photo interpretation found about 580 acres of wetlands in Bourne, more than half of which were salt marsh. Inventories made in 1951 and 1971 found similar areas. Since 1980, no wetlands have been lost, but some wetlands have gone from salt water to fresh. Wetlands in need of special protection have all been designated as Wetland Resource Areas, as defined by the state Wetlands Protection Act. Bourne has also adopted a wetlands protection bylaw that is more stringent than the state act.

Coastal salt marshes are the wetlands most importantly in need of restoration in Bourne. These salt marshes have often been cut off from the tidal flow necessary to their health by road construction or inadequately sized culverts. These and other issues related to both coastal and fresh water wetlands, as well as wildlife and plant habitat, are addressed in the Coastal Resources and Water Resources and Quality elements of this plan.

Like much of Cape Cod, Bourne has extensive wildlife habitats. According to the state's Natural Heritage Atlas, much of the town is mapped rare species habitat, including all of the coastal zone. Bourne is committed to protecting key habitat areas that support and maintain a diversity of plants and wildlife. Common sense would suggest that Bourne's location on a coastal cape would assure that its air is clear and clean. In reality, air in Bourne often becomes dangerously high in ozone and contaminants that are carried by prevailing summer winds along Long Island Sound from the New York metropolitan area. While there is little that the town can do about this condition, there are local actions that can be taken to improve air quality.

Two local sources contribute significantly to air pollution in Bourne: the vehicles idling in heavy traffic crossing the Canal and the electric generating plant located on the town's border with Sandwich. Bourne can take actions suggested in the transportation element of this plan to reduce vehicular congestion, and needs to continually pressure state and federal officials to improve emissions from the power plant.

As the cost of producing electricity, natural gas and other traditional energy sources continues to rise, the cost-effectiveness of alternative energy production and conservation becomes essential.

In the future there is likely to be less emphasis on central sources of energy such as the power plants in Sandwich and Plymouth, and more focus on neighborhood generating stations, site-generated power from wind turbines and photo-voltaic panels, harnessing canal currents, and from technologies yet to be developed or made available. New by-laws or regulations may be needed to assure that such facilities are site appropriate and consistent with village character.

Bourne's planning should remain flexible enough to enable use of new energy sources while continuing to encourage conservation and more efficient use of all types of energy. Actions that can be taken now include reducing exterior lighting, promoting energy-efficient building design, encouraging economic development that reduces the need for long commutes to work, and expanding the availability of public transportation.

10.1 - Environmental Protection Goal

The environmental protection goal of the Bourne Local Comprehensive Plan is to restore and protect the natural environment to the greatest extent possible while accommodating the needs of residents and visitors for housing, transportation, recreation and economic opportunity.

10.2 - Environmental Protection Policies

- Encourage conservation and sustainable production of energy, improve air quality to meet or exceed federal standards for ozone and other contaminants, and reduce lighting that wastes energy and obscures the night sky.
- Preserve and restore the quality and quantity of inland and coastal wetlands and their buffers.
- Protect natural habitats that support natural communities of local wildlife and plant species and habitat areas that provide links with other open space areas.

10.3 - Highest Priority Actions for Environmental Protection

- Amend project plan review and design guidelines to include standards for solar orientation, green materials, wind turbines and other energy-efficient design concepts.
Responsibility: Planning Board
Estimated cost: \$10,000 for consulting and legal services
Time schedule: 2007
- Create a public education campaign to discourage the use of two-cycle gasoline engines in lawn mowers, outboard motors and similar devices.
Responsibility: Pollution Task Force
Estimated cost: \$30,000 for producing and distributing informational materials
Time schedule: 2007
- Strengthen and enforce the existing by-law to reduce excessive commercial lighting.
Responsibility: Planning Board and Code Enforcement Officer
Estimated cost: None
Time schedule: 2007
- Support an work to implement the Massachusetts Endangered Species Act by streamlining local review procedures with MESA review of projects.
Responsibility: Conservation Commission
Estimated cost: None
Time schedule: 2007
- Strengthen the Wetland Protection Bylaw by extending the wetlands buffer from 50 to 100 feet and preventing any alterations to wetlands other than restoration activities.
Responsibility: Conservation Commission
Estimated cost: None
Time schedule: 2007

10.4 - Second Priority Actions for Environmental Protection

- Amend Bourne's Wetland Protection Bylaw to reflect recommendations of the Buzzards Bay Compact's 2004 Conservation and Management Plan.
Responsibility: Conservation Commission

Estimated cost: Unknown

Time schedule: 2007

- Remove barriers to tidal flow in saltwater wetlands.
Responsibility: Conservation Commission and Department of Public Works
Estimated cost: None
Time schedule: Continuing
- Encourage mixed-use development to reduce the need for vehicular travel.
Responsibility: Planning Board
Estimated cost: None
Time schedule: Continuing
- Gradually convert the town's fleet of vehicles to low-emission and energy efficient models that use hybrid power systems or alternative fuels such as propane or bio-diesel.
Responsibility: Town Administrator and Department of Public Works
Estimated cost: Varies
Time schedule: Continuing

10.5 - Other Priority Actions for Environmental Protection

- Press state officials to reduce traffic congestion and idling crossing the Canal.
Responsibility: Board of Selectmen and Town Administrator
Estimated cost: none
Time schedule: Continuing
- Press government officials to reduce air pollution from the Canal generating plant.
Responsibility: Board of Selectmen, Town Administrator and Board of Health
Estimated cost: none
Time schedule: Continuing
- Identify steps to take advantage of new energy technologies, as they become market proven.
Responsibility: Town Administrator and Massachusetts Collaborative
Estimated cost: none
Time schedule: Continuing

Section 11.0 - COASTAL RESOURCES

Bourne's single greatest natural resource is its coastline, which is one of the longest on Cape Cod. It includes the unsheltered coast of Cape Cod Bay, the complex coast of Buzzards Bay and the unique asset of the Cape Cod Canal. That diversity provides great opportunities for the town to plan the use of its coastal resources to benefit conservation, recreation and economic production. This resource is threatened, however, by pollution, development, and demands for increased commercial and recreational use of Bourne's coastal waters.

Pollution and flood damage have historically placed the greatest limits on productive use of Bourne's coastal resources. Large areas of the intertidal zone have been closed to shell fishing by state mandate because of pollution. Beaches have from time to time been closed to swimming for the same reason.

Much of the village of Buzzards Bay lies within the flood plain and the projected Sea, Lake and Overland Surges from Hurricanes (SLOSH) zone. Although several hurricanes between 1938 and 1992 flooded this area, revitalization of Buzzards Bay village may be an important part of the town's future economic prosperity, despite its vulnerability. Bourne should identify and promote sound construction and design strategies that would allow redevelopment within the flood plain without undue risk to public safety or property.

Bourne's coastline holds significant economic importance to the town and the region.

The Cape Cod Canal and the Massachusetts Maritime Academy are both major economic generators. The servicing of boating and related fishing activity are major local industries. Commercial and recreational shell fishing and fin fishing make further contributions.

As Bourne's coastline becomes increasingly developed with private residences, and as more seasonal homes become year-round residences, use of the town's beaches, boat ramps, moorings and other public recreational amenities will continue to increase. Privately owned coastal properties that have traditionally been open to informal public use are now being closed by landowners anxious to protect their property rights, limit their liabilities, and assure their privacy.

Bourne should aggressively pursue acquisition of coastal properties by gift or purchase in order to increase the availability of public beaches, boat ramps and moorings, as well as related parking and servicing facilities. Action needs to be taken to dredge and maintain existing harbors, mooring areas, waterways and town marinas. Improved access to the intertidal zone is needed to allow continued public use of the coast below the high tide line. All of this should be done in accordance with an adopted Coastal Resource Management Plan to reduce conflicts between shellfish habitats, navigation and recreation, and to balance the benefits of development with the environmental advantages of keeping these coastal resources in an undisturbed or restored condition.

11.1 - Coastal Resources Goal

The coastal resources goal of the Bourne Local Comprehensive Plan is to protect the public interest in the coast as well as rights for fishing, navigation and recreation; to improve, preserve and manage coastal areas in order to safeguard and perpetuate their biological, economic, historic, maritime and aesthetic values; and to preserve, enhance and expand public access to the shoreline.

11.2 - Coastal Resources Policies

- Ensure that future development and modification of existing development is properly sited and designed to minimize flood hazards and maintain the ability of coastal landforms to migrate naturally.
- Restore sustainable commercial and recreational harvesting of both finfish and shellfish, and protect related infrastructure.
- Expand and improve public access to the shore.

11.3 - Highest Priority Actions for Coastal Resources

- Use the Waterways Improvement Fund to support coastal dredging facilities maintenance and environmental quality activities
Responsibility: Town Administrator
Estimated cost:
Time schedule: continuing
- Prepare and publicize a Coastal Resources Management Plan that addresses conflicts between shellfish habitat, navigation, recreation and development.
Responsibility: Shore and Harbor Committee, DNR and Conservation Commission
Estimated cost: \$20,000 for consulting services, printing and plan distribution
Time schedule: 2008
- Develop a Coastal Hazard Management Plan and identify necessary actions to address the effects of weather damage, projected sea-level rise, bank erosion and sand migration.
Responsibility: Town Administrator, DNR and Conservation Commission
Estimated cost: \$20,000 for consulting services
Time schedule: 2008

11.4 - Second Priority Actions for Coastal Resources

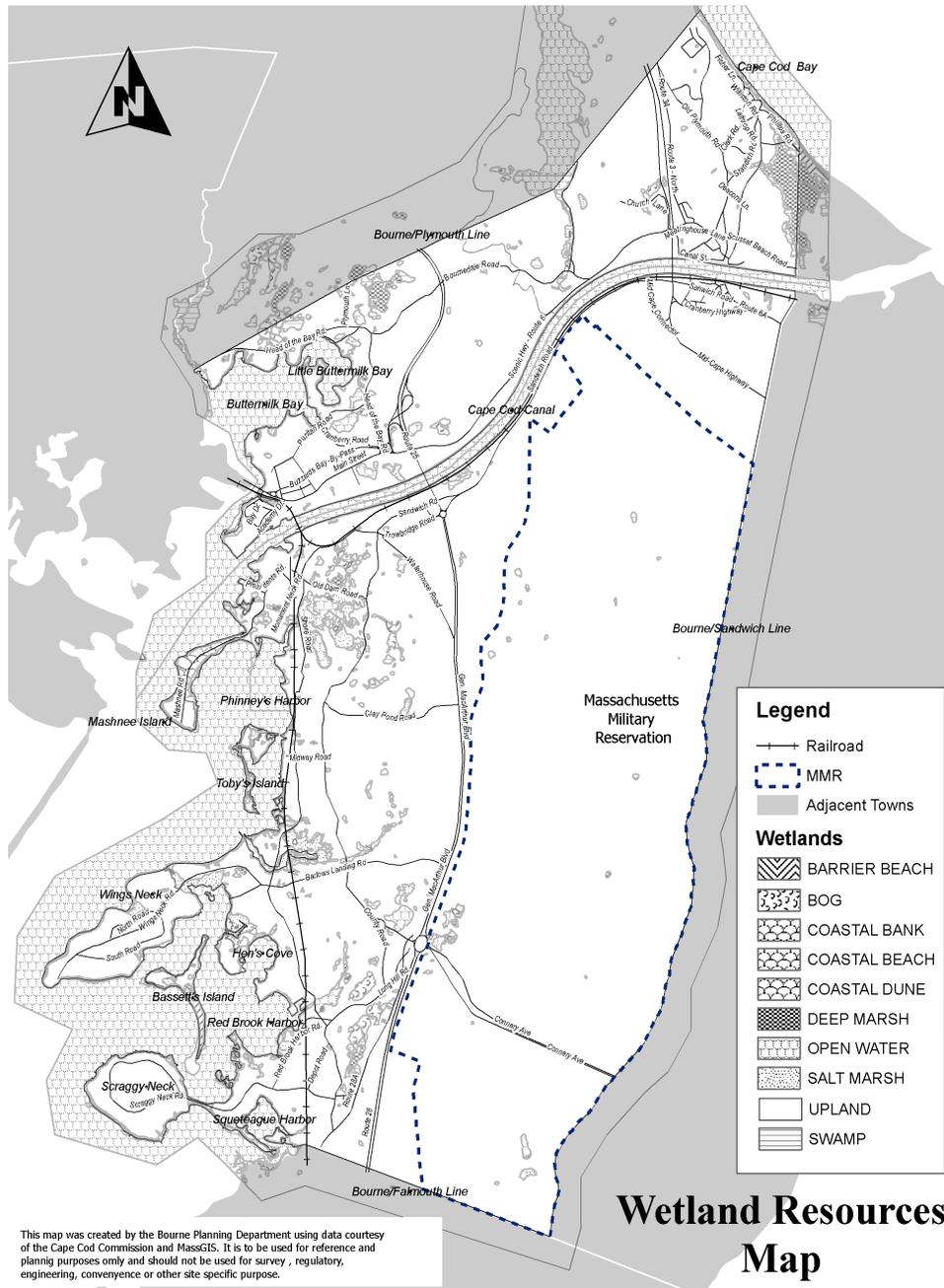
- Expand the shellfish propagation and habitat restoration program in accordance with the Coastal Resources Management Plan.
Responsibility: Town Administrator and Department of Natural Resources
Estimated cost: Not known at this time; should be minimal
Time schedule: 2008
- Revise the Flood Plain Zoning Bylaw to reflect the action items of the Bourne Pre-Disaster Hazard Mitigation Plan adopted in October 2004.
Responsibility: Planning Board
Estimated cost: Not known at this time
Time schedule: 2007

11.5 - Other Priority Actions for Coastal Resources

- Improve and restore historic herring runs, and eliminate algal blooms and pesticides from spawning ponds.
Responsibility: Conservation Commission and Department of Natural Resources
Estimated cost: Not known at this time
Time schedule: Continuing
- Restore and maintain tidal flows to salt marsh areas.
Responsibility: Conservation Commission and Department of Natural Resources

Estimated cost: Varies
Time schedule: Continuing

- Continue to monitor use of, and enforce regulations related to, waterfront fueling facilities, sewage pump-out stations, boats, storm drains and septic disposal systems.
Responsibility: Shore and Harbor Committee, DNR and Board of Health
Estimated cost: None
Time schedule: Continuing



**Wetland Resources
Map**

Section 12.0 - WATER RESOURCES AND QUALITY

Bourne is fortunate to have abundant water resources. The town enjoys many ponds, streams, coastal embayments and estuaries that are extraordinarily rich and varied, even by Cape Cod standards. Most of the town lies over a portion of the Sagamore groundwater lens, a sole source aquifer that provides Bourne its drinking water and is the Cape's most productive source of fresh water. All of these resources are now impaired or threatened, however, by toxic plumes from the Massachusetts Military Reservation and other contamination from numerous sources.

Knowing that these water resources are fundamental to the community's future, the town has acted strongly to protect them. Bourne has been a pioneer in protecting well recharge areas through adoption of aquifer protection laws. Through an arrangement with the Town of Wareham, sewage from a portion of Buzzards Bay is piped off-Cape for treatment and disposal. The contract with Wareham expires in 2009, however, and peak use on several occasions has reached the 200,000-gallon per day limit that Wareham will accept.

Despite these positive actions, Bourne's water resources are more threatened today than ever. Pollution from the military reservation temporarily closed three major wells upon which the Town depended, and forced the military to install a pipeline from a well field on the northern portion of the base in Sandwich to supply the Upper Cape Cod Regional Water Collaborative, of which Bourne is a member. Several plumes of contaminated groundwater originating on the base preclude use of other lands near existing wells in Pocasset and Cataumet where alternative water supply sources might otherwise be developed.

The proximity to coastal resources is a major reason for many people choosing Bourne for their primary or second home or place to vacation. The resulting development of waterfront and water view property has contributed to pollution in the form of nutrients such as nitrogen and phosphorus from lawns and gardens, as well as other contaminants from septic systems and pavement runoff. These problems have worsened as more seasonal houses have become occupied year-round as retirement or vacation homes. Bourne is participating in the Massachusetts Estuaries Project, which is establishing maximum contaminant limits, known as Total Maximum Daily Loads (TMDL), for coastal embayments and estuaries that the town will have to meet to comply with the Federal Clean Water Act.

Public attention has recently focused on individual septic wastewater disposal systems and antiquated cesspools as a major collective source of pollution in the Cape's ponds, rivers and embayments. Many houses in Bourne's pond side neighborhoods still use cesspools and the rest, except in portions of Buzzards Bay, use septic systems. As more and more of these houses are used year-round, the need for advanced septic systems, package treatment plants or other means of sewage treatment becomes crucial.

A management plan is needed to restore and maintain the town's fresh water environments. Bourne should continue to support the Pond and Lake Stewardship (PALS) Program, a regional effort to establish a biological, chemical and physical profile of each waterway, and a program to monitor them for changes over time. Additional actions may be needed to limit nitrogen and phosphorous loading from lawn fertilization and other activities.

In short, Bourne has wonderful water resources, and has taken steps to protect them, but pollution remains a major concern. The most important next step will be to contain and treat that pollution. New ways of treating sewage, by both individual systems and community facilities, will be needed. Public education needs to be increased to reduce the adverse affects of development, recreational boating, and street runoff. Bourne should also consider initiating a program to buy or otherwise protect properties within identified critical resource areas to prevent further degradation of those waters.

12.1 - Water Resources and Quality Goal

The water resources and quality goal of the Bourne Local Comprehensive Plan is to assure an adequate supply of high quality drinking water without need for excessive treatment, to reverse degradation of water quality, and to restore and preserve the ecological integrity of surface waters.

12.2 - Water Resources and Quality Policies

- Manage water use so that it does not adversely affect the quality or quantity of surface water resources, private wells, or the safe yield of Cape Cod's sole fresh water aquifer.
- Encourage water conservation technologies or other strategies to reduce water use by new development and redevelopment of land.
- Phase out use of synthetic chemical fertilizers and pesticides in favor of low-nitrogen organic and natural biological treatment methods.

12.3 - Highest Priority Actions for Water Resources and Quality

- Support programs that evaluate the health of coastal waters, including the Coalition for Buzzards Bay, Massachusetts Estuaries Project, Buzzards Bay Project and others, to determine the extent of the problem and identify solutions.
Responsibility: Board of Selectmen, DNR and Conservation Commission
Estimated cost: None
Time schedule: Continuing
- Remediate, treat or contain all sources of pollution in coastal embayments and estuaries in order to attain established Total Maximum Daily Loads (TMDL).
- Create a comprehensive wastewater management plan to upgrade public and private wastewater treatment facilities and methods in appropriate areas, especially in densely developed neighborhoods.
Responsibility: Board of Selectmen as Sewer Commissioners, Town Administrator, Board of Health and Pollution Task Force
Estimated cost: \$100,000 for engineering and consulting services
Time schedule: 2007
- Support the Pond and Lake Stewardship (PALS) program to compile a biological, chemical and physical profile of each fresh water pond and waterway, and continually monitor all fresh water areas for changes in the profile.
Responsibility: DNR, Conservation Commission, Board of Health and water districts
Estimated cost: \$20,000 for environmental services
Time schedule: 2008
- Develop and implement a management plan to maintain or restore fresh water environments to suitably clean condition.
Responsibility: DNR, Conservation Commission, Board of Health and water districts
Estimated cost: \$20,000 for consulting services
Time schedule: 2008
- Establish appropriate development set-back distances from ponds and lakes to limit nutrient impacts from on-sit septic systems, lawn fertilizers and stormwater runoff.
Responsibility: Conservation Commission
Estimated cost: None
Time schedule: 2007

- Improve communications between town, state and federal officials to coordinate policies and programs related to water quality.
Responsibility: Board of Selectmen, Town Administrator and water districts
Estimated cost: None
Time schedule: continuing

12.4 - Second Priority Actions for Water Resources and Quality

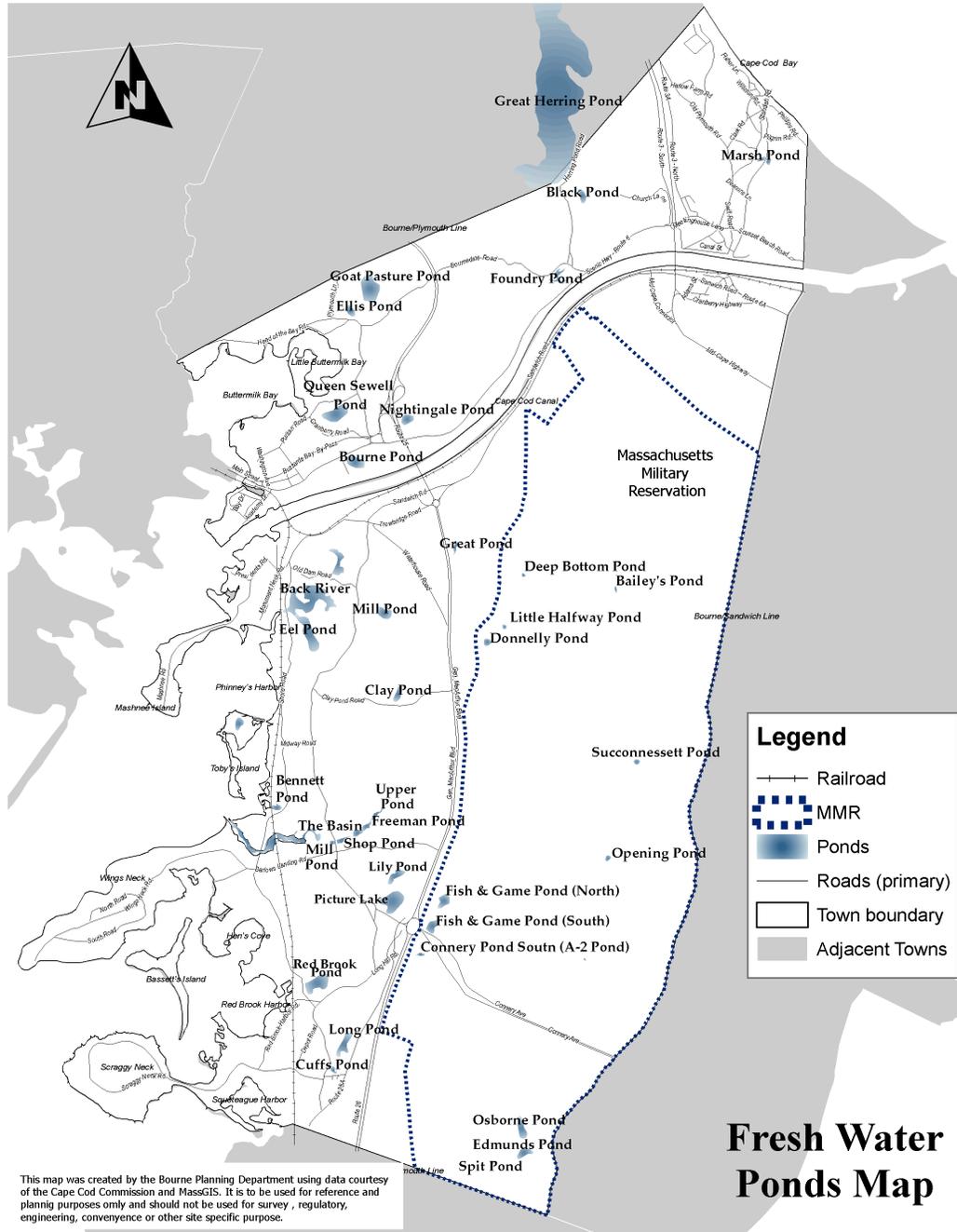
- Identify locations of private wells and septic systems, and undertake assessments to evaluate need for sewers and/or public water service.
Responsibility: Board of Health and water districts
Estimated cost: \$15,000 for environmental services
Time schedule: 2007
- Initiate a continuing public education program on the effects of pollution from yard fertilization, recreational boating, birds and animals, and over-development.
Responsibility: Conservation Commission, Pollution Task Force and water districts
Estimated cost: \$20,000 for publication and distribution of educational materials
Time schedule: 2007

12.5 - Other Priority Actions for Water Resources and Quality

- Work with adjacent towns and the Massachusetts Highway Department to enforce Best Management Practices for controlling storm water runoff from roads.
Responsibility: Department of Public Works
Estimated cost: None
Time schedule: Continuing
- Vigorously support the Massachusetts Military Reservation pollution cleanup.
Responsibility: Board of Selectmen
Estimated cost: None
Time schedule: Continuing
- Adopt water conservation plans that encourage installation and use of water-saving and recycling devices such as cisterns and gray-water tanks.
Responsibility: Conservation Commission and Board of Health
Estimated cost: \$10,000 for educational brochures and materials
Time schedule: 2007

PONDS					
Name	Acres	Depth	Name	Acres	Depth
Great Herring Pond	402.6	37	Fish & Game Pond	6.2	0
Black Pond	4.1	0	Red Brook Pond	15.6	10
Goat Pasture Pond	21.4	0	Long Pond	9.6	0
Ellis Pond	4.1	0	Osborne Pond	7.4	5
Queen Sewell Pond	15.2	28	Edmunds Pond	5.4	8
Nightingale Pond	5.3	11	Cuffs Pond	1.3	0
Bourne Pond	9.6	0	Opening Pond	1.3	0
Back River Marsh (bogs north)		9.7	0	Succonnessett Pd	1.4
Mill Pond	7.3	0	Little Halfway Pd	0.9	0
Donnelly Pond (per CCC)	2.5	0	Great Pond	2.1	0
Clay Pond	4.7	0	Deep Bottom Pd	0.6	0
Toby's Island (pond on)	4.3	0	Foundry Pond	4.7	4
Upper Pond	2.1	0	Marsh Pond	1.6	0
Pocasset River estuary	8.9	0	Eel Pond	19.0	0
Freeman Pond	2.5	3	Back River	41.5	0

The Basin	2.9	0	Bennett Pond?	2.5	0	
Pocasset River (below Mill Pd)	9.6	0	Baileys Pond		0.7	0
Pocasset River (upper estuary)	10.1	0	Gibbs Pond		0.6	0
Shop Pond	2.1	0	A-2 Pond	0.2	0	
Mill Pond	1.0	0	Spit Pond	0.5	0	
Lily Pond	6.1	5	Connery Pond S.	1.1	0	
Fish & Game Pond (North)	6.4	0	Marsh Pond	1.2	0	
Flax Pond (Picture Lake)	18.5	6				



Section 13.0 - CULTURAL HERITAGE

Bourne is a community of villages with important historic resources found in each one. These resources include buildings of historic or architectural significance; cemeteries, parks, or other sites that link the community to its history; and traditional celebrations, events or other activities that help to define the culture of the area and its residents.

Until recently these resources were not widely recognized or cataloged. They are still not well protected. More than 55,000 properties have been listed on the Massachusetts Register of Historic Places, but only two of them, the Wing's Neck Lighthouse and the Briggs-McDermott House, are in Bourne. No sites in Bourne were designated as either "noteworthy" or "distinctive" by the Massachusetts Landscape Inventory in 1982.

Three comprehensive inventories of historic resources have been completed in Bourne over the last decade, however. The first, compiled for the planning board in 1995, found about 80 important historic and cultural resources. The second, a 1999 inventory of cultural landscapes conducted by Tufts University, found 55 sites that helped define the historic or cultural character of the community.

The third inventory was carried out by Public Archeology Laboratory, Inc. (PAL) from 1998 to 2000, under a grant from the Massachusetts Historical Commission. This survey identified more than 1500 properties of interest, and documented nearly 100 properties, 16 broader areas and nine cemeteries. Nearly 70 of these properties were judged by the PAL study to be potentially eligible for National Register listing.

Bourne is fortunate to have a rich history and many groups dedicated to study and preservation of its cultural heritage. With this level of proven interest in historic preservation, Bourne has the means to not only protect its cultural heritage, but also to assure that future development builds on the best traditions of the community, further strengthening that heritage for future generations.

Bourne is now threatened with rapid development that could dramatically change the traditional character of the town.

Action is needed on three fronts to preserve Bourne's cultural heritage. Firstly, historic sites and buildings need to be protected from destruction. Secondly, new development needs to be guided to assure that it is fully compatible with and complementary to historic development. Thirdly, the importance of traditional cultural events to preservation of community character needs to be recognized and strengthened.

A comprehensive review and possible revision of town bylaws should be made to assure that the current regulations promote development that is consistent with Bourne's historic character. Most importantly, Bourne should publish design guidelines for new development, and appoint an advisory Design Review Panel to administer them. These guidelines would explain and illustrate how contemporary structures and site designs can be made more compatible with the historic character of the community without impairing their current use or increasing costs.

13.1 - Cultural Heritage Goal

The cultural heritage goal of the Bourne Local Comprehensive Plan is to protect and preserve the important historic and cultural features of the town's landscape, structures and community activities that help shape its special character, and to ensure that future development respects the traditions and distinctive character of historic village centers.

13.2 - Cultural Heritage Policies

- Encourage recognition and preservation of historic buildings, documents, artifacts, sites and trails.
- Guide the character of new development and redevelopment through education and regulations that encourage design that honors Bourne's historic practices.
- Support cultural heritage activities that contribute to a community's distinctive character and create pleasant memories for its residents and visitors.

13.3 - Highest Priority Actions for Cultural Heritage

- Appoint an advisory design review panel to review new construction and administer recommended design guidelines.
Responsibility: Board of Selectmen, Planning Board and Historic Commission
Estimated cost: None
Time schedule: 2007
- Prepare a publication that explains and illustrates design-preferred guidelines, like the Cape Cod Commission guidebook *Designing the Future to Honor the Past*.
Responsibility: Design Review Committee, Planning Board and Historic Commission
Estimated cost: \$20,000 to prepare and publish a handbook of design guidelines
Time schedule: 2008
- Adopt a "landmark incentive program" to recognize individual buildings, sites and areas of cultural significance identified by the Bourne Historical Commission.
Responsibility: Historic Commission and Conservation Commission
Estimated cost: None
Time schedule: 2007

13.4 - Second Priority Actions for Cultural Heritage

- Review and revise town regulations, such as setback and parking requirements, to assure that they promote development that is consistent with historic town character.
Responsibility: Town Planner and Planning Board
Estimated cost: None
Time schedule: 2007
- Tailor zoning to the unique character of each village center, including provisions for mixed use and flexible parking standards.
Responsibility: Planning Board and Zoning Board of Appeals
Estimated cost: \$10,000 for legal and consulting services
Time schedule: 2008
- Adopt a demolition delay bylaw to prevent destruction of historic resources without appropriate review.
Responsibility: Planning Board and Historic Commission

Estimated cost: \$5,000 for legal and consulting services

Time schedule: Adopted in 2006

- Set up a permit checklist system that includes checking for historic significance before any building or demolition permit is issued.

Responsibility: Planning Board, Zoning Board of Appeals, Inspector of Buildings, and Historical Commission

Estimated cost: None

Time schedule: Adopted in 2006

13.5 - Other Priority Actions for Cultural Heritage

- Include protection of historic and archaeological resources as one of the considerations for special permits.

Responsibility: Planning Board, Zoning Board of Appeals and Inspector of Buildings

Estimated cost: None

Time schedule: 2007

- Draft specific guidelines for regulating scenic roads to be included in the zoning bylaw instead of the general bylaws.

Responsibility: Planning Board and Town Planner

Estimated cost: None

Time schedule: 2007

- Initiate a continuing program to bring Bourne's diverse historic and cultural resources into the schools and community center through displays, plays and guest lectures.

Responsibility: Historic Commission and School Department

Estimated cost: Unknown, but should be modest

Time schedule: 2008

- Create a traveling display of Bourne's history and cultural diversity for presentation at public events such as the scallop festival and county fair.

Responsibility: Historic Commission

Estimated cost: \$5,000 for materials

Time schedule: 2008

Section 14.0 - HUMAN SERVICES

Much of what makes Bourne a desirable place to live is the cultural, economic and social diversity of its population. Bourne is home to a broad range of people from all economic levels, age groups, educational achievement and cultural backgrounds. To maintain this healthy diversity, the town must continue to provide and expand human services to support the needs of children, teenagers, working parents, retirees and those in need of medical, financial and personal help.

In 2002 Bourne had an estimated 17,445 residents living in 7,134 households outside of the Massachusetts Military Reservation. These number included 2,062 persons who are living alone, 1,370 households with children under eighteen, 437 households headed by single mothers, and 365 households with children living with relatives other than their parents. About 30 percent of the population was over age 55, and 8.8 percent was over 75, compared to statewide figures of 22 percent over 55 and 6.8 percent over 75.

Many of Bourne's families and individuals rely on community services to meet basic health and financial needs, including housing, child care and elder services.

The 2000 Census found approximately 7.5 percent of Bourne's households were living below the federal poverty level. Even those who are above the poverty line find costs of housing, food and fuel higher on Cape Cod than in more inland areas. Year-round rental housing is scarce and rents are similar to those in the Boston area, which is the third most expensive region in the country.

It's not just the elderly and poor who need community services. Teenagers in Bourne need more opportunities to gather with friends and participate in activities that they enjoy without endangering themselves and others. Younger children need safe places to stay while their parents are working and schools are closed. Day-care, pre-school and after-school programs, elderly assistance programs, libraries, continuing adult education and similar services are not expensive frills, but essential needs of the community.

Because of its older population and its proximity to Boston, Cape Cod enjoys outstanding medical facilities and services. Rapidly increasing costs of both treatment and medicine, however, coupled with more expensive and less available health insurance, have moved the best medical treatment out of the reach of a growing segment of the population. Bourne can help to serve this group through continued support of organizations such as the Council on Aging, Elder Services and the Visiting Nurses Association.

The already high percentage of elderly persons in Bourne is likely to get even higher in coming years as the "Baby Boomers" born between 1946 and 1956 begin to retire, often moving from metropolitan areas to formerly seasonal homes or condominiums on the Cape. Bourne offers abundant recreational opportunities, and a broad range of elder services, but these facilities and services will need to expand with the growing population. New services will be needed for this group, who tend to retire younger, live longer, and to be more active than earlier generations.

14.1 - Human Services Goal

The human services goal of the Bourne Local Comprehensive Plan is to provide and support a broad range of human services that enhance the quality of living and meet the needs of a diverse population that includes children, teenagers, families and elderly, as well as those facing financial, personal or health difficulties.

14.2 - Human Services Policies

- Promote the traditional diversity of Bourne's population so that it continues to encompass a broad range of persons of all ages, interests and economic status.
- Recognize the importance of quality of life and fulfillment of basic needs to the economic and social health of the community.
- Encourage efforts by private and philanthropic interests to provide affordable housing, extended care facilities and other human services.

14.3 - Highest Priority Actions for Human Services

- Appoint and staff a Human Services Department to coordinate all human service agencies, organizations and activities in Bourne, so as to avoid duplication of effort and to allow the Council on Aging to focus solely on needs of the elderly.
Responsibility: Town Administrator and Board of Selectmen
Estimated cost: \$100,000 per year
Time schedule: 2008
- Review and update the survey of human services conducted by Barnstable County to assure that services continue to meet needs within the town.
Responsibility: Town Administrator and Council on Aging
Estimated cost: None
Time schedule: Immediate and continuing
- Draft a Human Services Outreach Plan based upon the human services survey.
Responsibility: Town Administrator and Council on Aging
Estimated cost: None
Time schedule: Immediate and continuing

14.4 - Second Priority Actions for Human Services

- Expand and promote the Children's and Youth Council to develop and manage programs, and act as advocates, for children and teens.
Responsibility: Town Administrator and Board of Selectmen
Estimated cost: None
Time schedule: Immediate and continuing
- Work with the Cape Cod Regional Transit Authority and local businesses to expand shuttle bus services for the elderly throughout the town.
Responsibility: Council on Aging
Estimated cost: \$20,000 per year, part of which to be offset by business contributions
Time schedule: Continuing:
- Promote community and neighborhood awareness of the basic needs of elderly residents for food, safety and hygiene.
Responsibility: Council on Aging
Estimated cost: None
Time schedule: Continuing

14.5 - Other Priority Actions for Human Services

- Take steps to enable and encourage the development of congregate housing and assisted living facilities.
Responsibility: Planning Board, Board of Selectmen and Council on Aging

Estimated cost: None

Time schedule: Continuing

- Lobby for state, federal and private programs that provide basic preventive and acute care medical services for uninsured residents, and that encourage doctors to remain in private practice despite high cost of maintaining a local practice.

Responsibility: Board of Selectmen and Council on Aging

Estimated cost: None

Time schedule: Continuing

- Support organizations that provide emergency assistance and advocacy for families and individuals who are homeless or at risk of becoming homeless.

Responsibility: Board of Selectmen and Council on Aging

Estimated cost: None

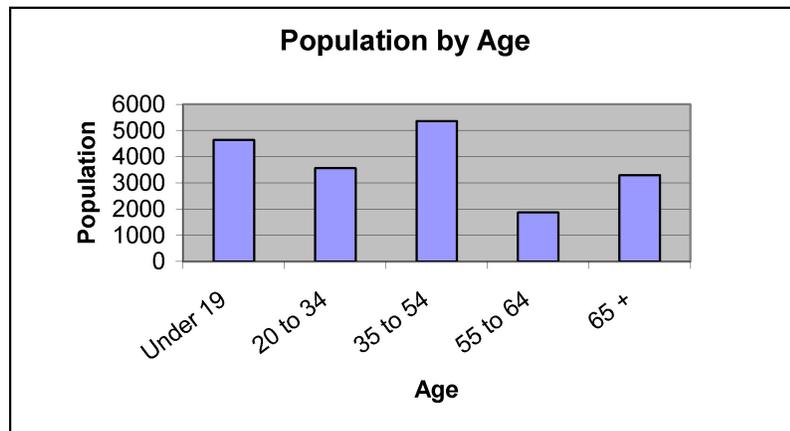
Time schedule: Continuing

Age	Population
Under 5	1171
5 to 9	1136
10 to 14	1162
15 to 19	1169
	4638
20 to 24	1209
25 to 34	2355
	3564
35 to 44	2756
45 to 54	2598
	5354
55 to 59	1005
60 to 64	861
	1866
65 to 74	1783
75 to 84	1138
85 +	378
	3299



Age	Population
Under 19	4638
20 to 34	3564
35 to 54	5354
55 to 64	1866
65 +	3299
	18721

Median age 39.2



Information taken from the Metro Area Planning Council Demographics Characteristics Census 2000

Section 15.0 - AFFORDABLE HOUSING

Affordable housing is needed in Bourne to assist teachers, police and fire personnel, and other town employees who want to live in town. It is also needed to allow young adults, who grew up in Bourne and want to stay here, to find housing they can afford. Bourne has for many years had a housing authority that develops and manages housing for elderly and low-income persons. Housing is needed now not only for Bourne residents who are impoverished, but also for workers whose incomes are too low to afford prevailing market prices for housing.

The Bourne Housing Partnership and Housing Action Committee were appointed by the Selectmen in 1989 to promote and develop affordable housing. The Partnership has been effective at expanding the number of affordable units in Bourne by supporting the efforts of Habitat for Humanity, encouraging voluntary participation by private developers and creating an Affordable Housing Plan. This group has the potential to do much more, but needs land and funding to create more affordable housing units.

Massachusetts offers several programs that assist qualified first-time homebuyers. The state also offers low-cost construction financing and other incentives to developers who produce affordable housing for moderate-income buyers and renters. The most controversial of these is the Chapter 40B legislation that permits developers to build at much higher densities than allowed by local zoning, provided that one out of four of the dwelling units they build is restricted by deed for 50 years or more to remain affordable to qualified moderate-income tenants or buyers.

This law has actually worked well in some cases, producing quality affordable housing mixed into market-rate neighborhoods. Unfortunately, it has also become a convenient threat that can be used by developers to get approval for unpopular projects. If a town adopts an Affordable Housing Plan, however, and actively works to expand its stock of affordable housing, it can regain control over Chapter 40B permits and thereby gain leverage needed to negotiate with developers for projects that meet the town's needs without imposing undue strains on its finances.

There are other ways to promote creation of more affordable housing. Changing zoning to allow multi-family housing or smaller lots for single-family housing in selected areas could reduce costs. Encouraging accessory units or "in-law apartments" in single-family districts can also add to the stock of affordable rental units. An amnesty program to legalize existing accessory apartments has proven successful in Barnstable and should be considered in Bourne.

New houses with as many as four condominium or rental apartments can be designed to look like single-family houses and fit into existing neighborhoods. Dwellings could be built above retail stores and offices in village centers, as was done for many years until the advent of modern suburban zoning, and is being done now in Buzzards Bay. Obsolete schools and other public or commercial buildings can often be converted to attractive, functional and affordable housing.

Bourne will continue to be a vibrant and rewarding place to live and work if people of a wide range of ages, incomes and economic status can afford housing in the town.

15.1 - Affordable Housing Goal

The affordable housing goal of the Bourne Local Comprehensive Plan is to assure the availability of safe and satisfactory housing for sale or rent to town residents regardless of income or economic status and without discrimination in any form.

15.2 - Affordable Housing Policies

- Actively promote development and preservation of affordable housing in sufficient amounts to meet the needs of first-time homebuyers, renters and others in need with limited incomes.
- Foster development of diverse neighborhoods with housing for all age and income groups scattered throughout Bourne.
- Expand the supply of housing available and suitable for persons who are aging, physically or mentally challenged, or have other acute needs.

15.3 - Highest Priority Actions for Affordable Housing

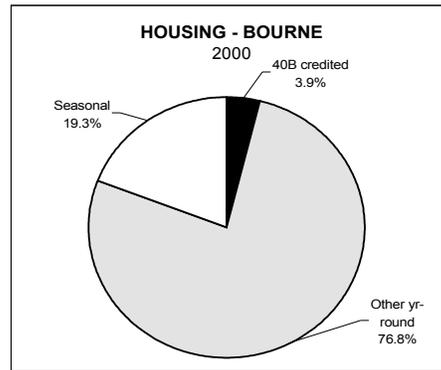
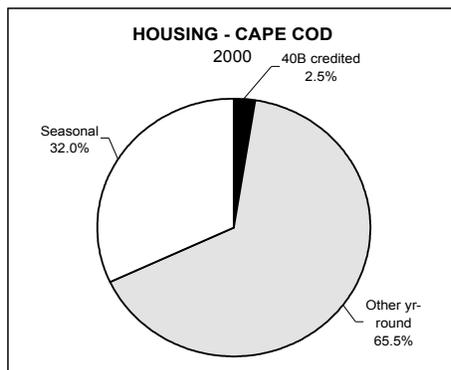
- Actively carry out the provisions of Bourne's Affordable Housing Action Plan to create affordable housing throughout the town and to attain the plan's goal to raise the share of affordable housing to at least ten percent of year-round resident households by 2015.
Responsibility: Bourne Housing Partnership and Housing Authority
Estimated cost: None
Time schedule: Continuing
- Promote private development of affordable housing through regulatory incentives and tools such as the Local Initiative Program.
Responsibility: Board of Selectmen and Planning Board
Estimated cost: None
Time schedule: Continuing
- Include affordable housing requirements within the zoning bylaw for large developments.
Responsibility: Planning Board and Bourne Housing Partnership
Estimated cost: \$10,000 for consulting and legal services
Time schedule: 2008

15.4 - Second Priority Actions for Affordable Housing

- Facilitate development of rental housing units in areas with adequate utilities, road access and services.
Responsibility: Bourne Housing Partnership, Housing Authority and Planning Board
Estimated cost: None
Time schedule: Continuing
- Revise zoning bylaw to encourage development of "in-law" or guest accessory apartments in single-family residential districts.
Responsibility: Planning Board, Zoning Board of Appeals and Housing Partnership
Estimated cost: \$10,000 for legal and consulting advice
Time schedule: 2008
- Provide an amnesty program to legalize existing accessory apartments, bring them up to code, and restrict them by deed to affordable rents.
Responsibility: Board of Selectmen and Bourne Housing Partnership
Estimated cost: \$10,000 for informational promotion materials
Time schedule: 2008
- Institute a program to salvage houses that might otherwise be demolished, and move them for restoration as affordable housing.
Responsibility: Bourne Housing Partnership and Board of Selectmen
Estimated cost: Unknown at this time
Time schedule: 2008

15.5 - Other Priority Actions for Affordable Housing

- Encourage homeowners who do not have heirs to adopt deed restrictions that would keep their houses affordable in perpetuity.
Responsibility: Bourne Housing Partnership and Board of Selectmen
Estimated cost: \$10,000 for informational promotion materials
Time schedule: continuing
- Explore conversion of vacant and underutilized schools and other government or commercial structures to residential use.
Responsibility: Bourne Housing Partnership and Board of Selectmen
Estimated cost: \$20,000 over time for consulting services
Time schedule: Continuing
- Create a program to acquire and rehabilitate foreclosed properties as affordable housing.
Responsibility: Bourne Housing Partnership and Board of Selectmen
Estimated cost: Varies
Time schedule: 2006
- Develop educational programs to promote creation of affordable housing and instruct those who qualify of how to gain access to it.
Responsibility: Bourne Housing Partnership and Housing Authority
Estimated cost: \$10,000 for informational promotion materials
Time schedule: Continuing



TARGETED INCOME LEVELS FOR AFFORDABLE HOUSING – 2005

# of Persons in Household	30% of Median Income	50% of Median Income	60% of Median Income	80% of Median Income
1	\$13,800	\$23,050	\$27,600	\$36,850
2	15,800	26,300	31,600	42,100
3	17,750	29,600	35,500	47,400
4	19,750	32,900	39,500	52,650
5	21,300	35,550	42,600	56,850
6	22,900	38,150	45,800	61,050
7	24,500	40,800	49,000	65,250
8+	26,050	43,450	52,100	69,500

2005 Median Family Income for Barnstable County = \$65,800

Section 16.0 - TRANSPORTATION

Travel in Bourne can be classified three ways: Local traffic that starts in town and goes to another location in town; through traffic that starts and ends outside of Bourne, but passes through town on its way; and destination traffic that starts somewhere else and comes to Bourne or starts in Bourne to go somewhere else. Nearly all of this travel is now made by automobile or truck, although a surprising amount of the through traffic is buses.

The challenge facing Bourne is to keep all traffic moving safely, efficiently and conveniently.

Bourne also needs to expand travel choices for the growing number of Bourne residents who either cannot drive because of age, disability, economics or personal choice, or who now travel alone because there is no other way to commute or shop. Currently, there are few or no options for travel by local bus service, taxis, railroads or other modes.

All of the cars and trucks traveling between locations on Cape Cod and the islands of Martha's Vineyard and Nantucket, and other off-Cape locations, pass through Bourne. The result is 40 million vehicle trips crossing the Canal every year. There is virtually no possibility that additional bridge capacity will be added within the next 20 years. The number of vehicles that can cross the Canal per peak hour, therefore, will not change. The number of peak hours will continue to increase every year, however, and steps can be taken to eliminate other barriers to the free movement of through traffic so that it does not interfere with local or destination travel.

Local roads are increasingly used by through travelers trying to by-pass bottlenecks on State highways at peak times. This traffic interferes with local travel by Bourne residents, especially on summer and holiday weekends. Without this extra traffic burden, most town roads have adequate capacity and do not need to be widened or have additional traffic controls imposed.

Bourne's policies toward transportation planning should focus on separating local and through traffic, and on developing more choices of alternate modes of travel for local traffic, through traffic and destination traffic. Alternate travel modes will reduce the rate of increase in automobile and truck traffic on existing roads and thereby lengthen the time before existing roads need to be expanded to carry more capacity.

Bourne should encourage regional solutions to movement of through traffic by ferryboat and by air. As traffic crossing the canal continues to increase, travelers to and from other Cape and island locations are more likely to use ferry services from mainland ports such as New Bedford, Wareham, Plymouth, Boston, and other locations in Rhode Island, Connecticut and New York.

Bourne can also lessen pressure on bridge crossings by locating destination sites that generate high traffic, such as shopping centers and major employers, north of the Canal. Such a policy carries the added advantage of reducing growth in the number of trucks carrying freight across the Canal bridges. A regional intermodal center located in Buzzards Bay or in a planned business park, might reduce growth in commuter traffic.

16.1 - Transportation Goal

The transportation goal of the Bourne Local Comprehensive Plan is to create a system of transportation alternatives that allows Bourne residents and visitors to move safely, economically and efficiently within the town and between Bourne and other locations, both on and off Cape Cod.

16.2 - Transportation Policies

- Improve the flow of through traffic crossing Bourne, and separate through traffic from local traffic to allow both to move safely without interfering with each other and to discourage through traffic from using local roads.
- Encourage alternatives to automobile use and expand travel options for persons who cannot or prefer not to drive.
- Ensure that all new development and redevelopment fully mitigates its traffic impacts and maintains or improves traffic safety and access to alternative travel modes.

16.3 - Highest Priority Actions for Transportation

- Replace the Bourne Bridge Rotary with a conventional highway interchange
Responsibility: Board of Selectmen and Massachusetts Highway Department
Estimated cost: \$50 million, funded by State and Federal programs
Time schedule: 2015
- Reconstruct Sandwich Road between the canal bridges into a divided parkway
Responsibility: Board of Selectmen and Massachusetts Highway Department
Estimated cost: \$35 million, funded by State and Federal programs
Time schedule: 2020
- Revive the plan to build a new northbound MacArthur Boulevard and convert the existing southbound lane to a two-way local service road.
Responsibility: Board of Selectmen and Planning Board
Estimated cost: \$20 Million, funded by State and Federal programs
Time schedule: 2025

16.4 - Second Priority Actions for Transportation

- Ensure that all development proposals are consistent with the safety standards and mitigation strategies of the Cape Cod Commission Regional Policy Plan.
Responsibility: Planning Board
Estimated cost: None
Time schedule: Immediate and continuing
- Improve on-demand shuttle services, especially for elderly and handicapped residents.
Responsibility: Council on Aging and Regional Transit Authority
Estimated cost: Unknown at this time – possible State and Federal funding
Time schedule: 2008
- Institute scheduled bus service between Bourne's villages and popular destinations such as shopping centers, hospitals and other medical facilities.
Responsibility: Board of Selectmen and Cape Cod Regional Transit Authority
Estimated cost: Unknown at this time – possible State and Federal funding
Time schedule: 2008
- Promote construction of more park and ride lots near the Canal bridges.
Responsibility: Board of Selectmen, Planning Board and Mass. Highway Dept.
Estimated cost: Millions, funded by State and Federal programs
Time schedule: 2010
- Install a median barrier the full length of Scenic Highway along the canal.
Responsibility: Board of Selectmen and Massachusetts Highway Department

Estimated cost: \$15 million, funded by State and Federal programs
Time schedule: 2008

16.5 - Other Priority Actions for Transportation

- Build dedicated bicycle paths connecting village centers with outlying neighborhoods and connecting the Falmouth rail trail to the canal.
Responsibility: Board of Selectmen and Planning Board
Estimated cost: Varies – from private sources and state grants
Time schedule: Continuing
- Encourage expanded and improved ferryboat services between off-Cape locations and the islands of Martha's Vineyard and Nantucket.
Responsibility: Board of Selectmen
Estimated cost: None to Bourne
Time schedule: Continuing
- Encourage institution and expansion of ferryboat services between off-Cape locations and down-Cape locations, such as Boston-Provincetown, New Bedford-Woods Hole and New Bedford-Hyannis.
Responsibility: Board of Selectmen
Estimated cost: None to Bourne
Time schedule: Continuing
- Promote extension of passenger rail service to Buzzards Bay.
Responsibility: Board of Selectmen and Planning Board
Estimated cost: Unknown – primarily Federal, State and private investment
Time schedule: Continuing
- Promote expansion of rail freight service to Cape Cod.
Responsibility: Board of Selectmen
Estimated cost: None to Bourne
Time schedule: Continuing
- Develop a multimodal transportation center at the railroad station in Buzzards Bay or in a planned business park north of the Canal.
Responsibility: Board of Selectmen and Planning Board
Estimated cost: Unknown at this time – Federal and State aid available
Time schedule: 2010

Section 17.0 - ECONOMIC DEVELOPMENT

Bourne's economy suffers important imbalances that need to be addressed. The seasonal nature of the tourist and marine-related industries, the scarcity of high paying jobs, and the scarcity of entry level workers and skilled tradespersons, tend to cause problems that are not as common to towns in off-Cape areas.

Government statistics show that Bourne has the lowest per capita income on Cape Cod. The high number of active and retired military personnel, the many retirees living on modest incomes, and the seasonal nature of many jobs contribute to this condition. When these influences are discounted, though, it is still clear that incomes in Bourne remain lower than in other Cape towns.

There are about as many jobs in Bourne as there are residents who work. An increasing number of residents commute to other towns for better jobs, however, and many people commute daily into Bourne from communities where housing is less expensive. Enough jobs become available each year in Bourne to employ about three-quarters of the graduates of Bourne High School and Upper Cape Tech, yet the great majority of students of both schools leave the area upon graduation. Businesses that employ unskilled workers have trouble hiring, while highly skilled and educated residents find few openings.

To correct these imbalances, Bourne should encourage development of businesses that need skilled and educated employees and discourage businesses that rely heavily on unskilled and low-wage labor. Bourne should also be very selective about the type of businesses that move into the town, using its shore assets and convenient location to attract companies that provide services or products of high value, that are locally owned, and that offer full-time year-round employment.

In evaluating development proposals, town officials should apply a test that favors companies that bring money into the community, and discourages businesses that take money from the community.

For example, most of the money spent at a national retail store goes out of the area to pay product suppliers, stockholders and low-wage employees who live in other communities. Most of the income of a small accounting, engineering or electronics firm, on the other hand, goes to well-paid employees in wages, with profits going to local owners. Much of this money is spent in Bourne several times before leaving the area.

This does not mean that Bourne should discourage retail businesses. It should, however, encourage locally owned businesses that provide goods and services primarily to local residents and visitors. When appropriate, these businesses should be encouraged to locate in village centers. Retail and service businesses that serve a larger market should be encouraged to locate in Buzzards Bay or in highway commercial districts. Office, research and service businesses should be encouraged to locate in Buzzards Bay or in planned business parks, with the eventual goal of displacing warehouse and distribution uses that currently occupy these districts.

17.1 - Economic Development Goal

The economic development goal of the Bourne Local Comprehensive Plan envisions Bourne as an attractive location for a diverse business community that provides rewarding year-round employment to town residents at many levels of skill, education and experience, while contributing to the town's economy and respecting its village structure and cultural heritage.

17.2 - Economic Development Policies

- Ensure that commercial and industrial development in Bourne is responsive to the needs of the community for employment, taxes and services.
- Encourage businesses that are owned by local residents and discourage new businesses that divert money from the local economy.
- Encourage neighborhood service businesses to locate in village centers, and businesses that serve a regional market to locate in Buzzards Bay or in highway commercial districts in ways that use land efficiently and allow access to alternative transportation modes.

17.3 - Highest Priority Actions for Economic Development

- Engage an experienced professional to oversee all community development activities in Bourne, and to assure that such development meets the needs of the community for high-quality jobs and solid tax base.
Responsibility: Board of Selectmen and Bourne Financial Development Corp.
Estimated cost: To be determined.
Time schedule: 2008
- Conduct a market needs assessment to compile a comprehensive inventory of job needs and to identify categories of businesses that would provide high-quality, well-paid jobs for Bourne residents.
Responsibility: Board of Selectmen and Bourne Financial Development Corp.
Estimated cost: \$50,000 for consultant services
Time schedule: 2007
- Evaluate significant business development proposals; both in Bourne and the larger region, for their ability to generate positive economic activity and fiscal impact to Bourne.
Responsibility: Town Planner and Bourne Financial Development Corp.
Estimated cost: None
Time schedule: Continuing
- Conduct a comprehensive study of the MacArthur Boulevard business district to estimate build-out potential and investigate methods to make existing and future development more pedestrian-friendly and consistent with desired community character.
Responsibility: Board of Selectmen and Bourne Financial Development Corp.
Estimated cost: \$50,000 for consultant services
Time schedule: 2007

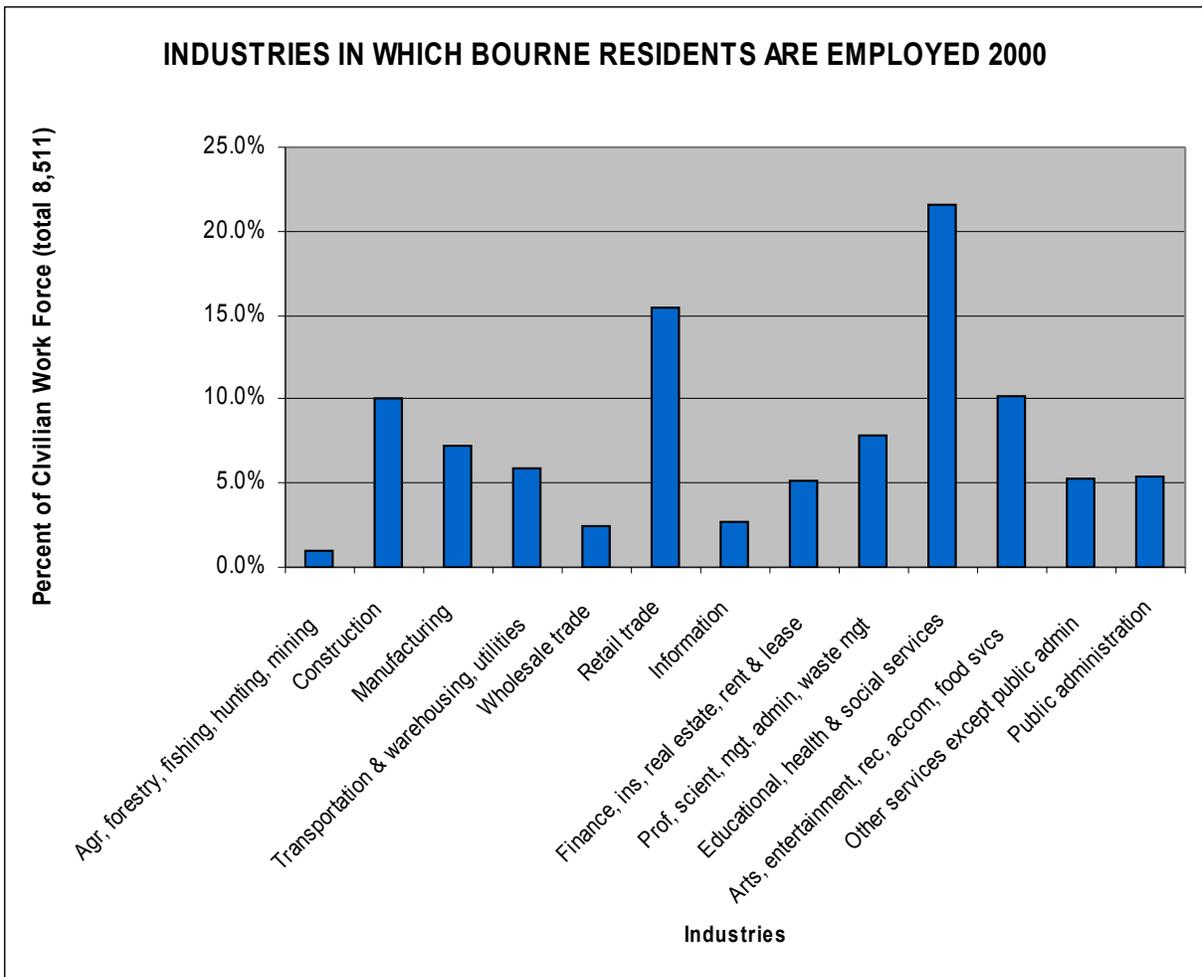
17.4 - Second Priority Actions for Economic Development

- Rezone village centers to encourage development of mixed retail, office and service uses that primarily serve the surrounding neighborhood.
Responsibility: Town Planner, LCP Committee and Planning Board
Estimated cost: None
Time schedule: 2007
- Adopt design standards and create a design review committee to promote high-quality design and construction of commercial sites, buildings and signs.
Responsibility: Town Planner, LCP Committee and Planning Board
Estimated cost: \$20,000 for informational promotional materials
Time schedule: 2007

- Work with private developers and local organizations to revitalize Main Street in Buzzards Bay, in accordance with an accepted comprehensive plan.
Responsibility: Planning Board and Buzzards Bay Village Association
Estimated cost: None to Town
Time schedule: Continuing

17.5 - Other Priority Actions for Economic Development

- Require any new large-scale business park developments to locate north of the Canal, with direct access to interstate highways.
Responsibility: Planning Board and Bourne Financial Development Corp.
Estimated cost: None
Time schedule: Continuing
- Recognize the economic benefit to Bourne generated by recreational activities such as marinas, golf courses and the Cape Cod Baseball League.
Responsibility: Board of Selectmen, Planning Board and BFDC
Estimated cost: None
Time schedule: Continuing



Section 18.0 - CAPITAL FACILITIES

Capital assets include facilities such as buildings and related equipment, and infrastructure such as roads and utilities, as well as vehicles and equipment. In 2003, Carlisle Municipal Management and Planning Co. completed a draft Capital Facilities Plan for the Town of Bourne. The capital facilities goal and policy statement, and the attendant list of recommended actions, have been adapted from the Carlisle plan, which is incorporated into the Local Comprehensive Plan.

The Carlisle plan lists a complete inventory of Bourne's capital assets, including land, buildings and capital equipment. It analyzes the town's debt structure and ability to finance planned capital improvements. It also lays out a detailed five-year budget program for maintaining, replacing or improving all of the town's capital assets.

In 2004 the Canalside Task Force contracted with Horsley Witten Group of Sandwich to draft a 30-year Facilities Master Plan for Bourne, with particular focus on potential municipal use of the property at the northeastern intersection of MacArthur Boulevard and Sandwich Road. Both the Carlisle study and the Horsley Witten report should be carefully reviewed by town officials, and together form the basis for a long-range Capital Facilities Plan for the town.

Most importantly, capital needs must be included in Bourne's budget process and long-range financial plan. The Finance Committee should be appointed to specifically monitor capital needs and assure that they receive proper consideration in the budget.

As the town's population increases, it will require new or expanded facilities and infrastructure. Many of its existing facilities can be modified to meet future needs, while others will need new sites. Some may be built on existing town land. Others, especially schools and sewage treatment plants, will require larger sites with particular requirements such as proximity to or separation from residential neighborhoods.

Capital asset investment in Bourne has kept pace with population growth for some services, but is clearly inadequate for others. Wastewater disposal, public safety and recreation have all lagged well behind demand. Municipal investment has not been used as an effective growth management tool to guide or focus private development. Bourne should use special permit conditions and development agreements to assist in creating needed infrastructure and facilities.

New development and redevelopment projects should cover the cost of new or expanded facilities and infrastructure that is needed as a result of the development. There are several ways this can be done: the developers can build and manage the facilities; they can build the facilities and deed them to the town; or they can pay the town to build and manage the facilities.

Impact fees have gained favor in recent years as a way for developers to share the cost of town services related to their projects. Changes in enabling legislation and case law have made this possible. When a development increases use of existing facilities, but not enough to justify new or expanded construction, impact fees should be assessed to cover the incremental increase in costs to the town.

Expansion of Bourne's sewerage facilities in Buzzards Bay will soon become a pressing issue as the village aggressively pursues its revitalization plans. The town needs to either renegotiate for more capacity at the Wareham sewage treatment facility or immediately begin planning for its own treatment facility in Bourne.

18.1 - Capital Facilities Goal

The capital facilities goal of the Bourne Local Comprehensive Plan is to identify needs and suggest means to provide adequate community facilities to meet the town's current and projected needs, without placing undue burdens on its financial resources and to reinforce existing village centers.

18.2 - Capital Facilities Policies

- Development of new infrastructure, whether by public agencies or private entities, shall be consistent with Bourne's Local Comprehensive Plan and the Cape Cod Commission Regional Policy Plan.
- All development and redevelopment shall pay its fair share of the cost of building, buying or expanding capital facilities and assets required to serve the project.
- Public investments in infrastructure and facilities shall reinforce the traditional character and village development patterns of the town.

18.3 - Highest Priority Actions for Capital Facilities

- Regularly update the five-year Capital Improvement Plan as an effective tool to plan property acquisitions, development and redevelopment of structures and facilities, as well as replacement of major vehicles such as fire trucks.
Responsibility: Town Administrator
Estimated cost: \$50,000 for consultant services
Time schedule: continuing
- Further evolve use of the Capital Improvement Plan as a guide to fiscal health and to ensure that all town departments have adequate facilities, equipment and supplies to carry out their duties of delivering services to the public.
Responsibility: Town Administrator and Finance Committee
Estimated cost: None
Time schedule: Continuing
- Implement an impact fee system to assure that all future development and redevelopment covers its fair share of the cost of building, buying or expanding capital facilities and assets related to the development.
Responsibility: Town Administrator and Board of Selectmen
Estimated cost: \$150,000 for required inventory and analyses
Time schedule: 2008

18.4 - Second Priority Actions for Capital Facilities

- Acquire or reserve sites for future capital facilities before the town is fully developed in order to reduce future costs and community disruption.
Responsibility: Town Administrator
Estimated cost: To be determined as sites are identified
Time schedule: Continuing
- Continue to work with utility companies and private developers to place utility services underground wherever feasible.
Responsibility: Town Administrator and Planning Board
Estimated cost: None to town
Time schedule: Continuing

18.5 - Other Priority Actions for Capital Facilities

- Cooperate with surrounding towns and regional agencies to develop regional or combined facilities in order to improve operational efficiency and reduce costs.
Responsibility: Town Administrator and Board of Selectmen
Estimated cost: None
Time schedule: Continuing
- Begin the planning and budgeting process for expanded wastewater treatment capacity in Buzzards Bay; a new public safety headquarters; renovation, expansion or replacement of the fire stations in Buzzards Bay, Monument Beach and Pocasset; and for consolidation of all planning and permitting agencies in a town hall annex, to alleviate crowded conditions in the town hall.
Responsibility: Town Administrator and Department Heads
Estimated cost: Not known at this time
Time schedule: Immediate and continuing

ASSET INVENTORY	LOCATION
General Government	
Town Hall and Storage Shed	24 Perry Avenue
Memorial Community Center/COA	239 Main Street
Jonathan Bourne Historic Center	30 Keene Street
Cataumet School (Historic)	County Road
Village Hall (leased)	Herring Pond Rd
Public Safety	
Police Station	175 Main Street
Fire and Ambulance Rescue Buzzards Bay Station #1	130 Main St.
Monument Beach Station #2	Thomas Philbrick Rd
Sagamore Station #3	Meetinghouse Lane
Pocasset Station #4	311 Barlow's Landing
Schools	
Administration Building	36 Sandwich Rd
Bourne High School	75 Waterhouse Rd
Bourne Middle School	75 Waterhouse Rd
Ella F. Hoxie Elem. School	30 Williston Rd
James F. Peebles Elem. School	70 Trowbridge Rd
Coady School	Cotuit Road
Otis Air Force Base Schools	
Otis Memorial Elementary School	
Lyle School (leased)	
Stone School (closed)	
Public Services	
Public Works Garage	201 Macarthur Blvd.
Recycling	
Salt Sheds	
Integrated Solid Waste Management (ISWM)	
Maintenance and Utility Building	201 Macarthur Blvd.
Library	
Jonathan Bourne Memorial	19 Sandwich Rd
Marinas	
Buzzards Bay Marina	Academy Drive
Monument Beach Marina	Emmons Road
Pocasset River Marina	810 Shore Road

Section 19.0 - SOLID WASTE MANAGEMENT

The Department of public works provides Bourne residents with weekly curbside pickup of solid waste and certain recyclable materials. Other recyclables can be dropped off at the landfill site on MacArthur Blvd. Hazardous materials are collected at several regional collection days each year. Bourne generates less than one ton of solid waste per year-round resident, which is comparable to that generated by Brewster, Mashpee and Sandwich, but considerably lower than the amounts generated by other Cape Cod towns.

Bourne's recycling program began in 1989 when volunteers set up a drop-off area at the landfill. The following year biweekly curbside recycling began, one of the first such services in southeastern Massachusetts. By 2000 Bourne was recycling more than 40% of its solid waste, meeting the year 2005 goal of the Cape Cod Commission's Regional Policy Plan, and exceeding the percentage recycled by all but two other Cape Cod towns.

A composting program also began in 1989, collecting leaves, grass and Christmas trees. Over the years the program has expanded to include brush and stumps as well. Material for composting is ground up and placed in windrows, where it is converted to compost for use by Bourne residents. The composting operation has been moved to a 25-acre site abutting the old landfill, which was purchased by the town for that purpose.

Bourne landfill and recycling operations are managed by the Department of Integrated Solid Waste Management (ISWM), which operates under a separate ISWM Enterprise Fund that does not use general revenues for normal operations.

ISWM was created in 1997 in order to modernize operation of the landfill, generate revenues and meet new State regulations for management of solid waste. Bourne's 78-acre site was permitted by the State for a regional landfill operation accepting only non-MSW, primarily construction and demolition (C&D) debris, with the understanding that the town would invest in a major C&D processing facility by the end of 2003.

After analyzing market conditions and the changing regulatory situation, however, the Board of Selectmen chose not to construct this facility. Instead, they instructed ISWM to seek permits to allow disposal of MSW and incinerator ash. ISWM was granted a permit for MSW only, and is currently landfilling MSW. The Massachusetts Department of Environmental Protection recently changed its regulations to allow for co-disposal of incinerator ash in the landfill, but ISWM is not currently accepting ash for disposal. C&D materials, other than processing plant residuals and difficult to manage materials, are no longer landfilled, but are transferred to an off-site processor.

In May 2005, Town Meeting authorized ISWM to spend one million dollars of net assets from the enterprise fund to construct a permanent enclosed C&D transfer station on the abutting 25-acre parcel of town-owned land. The Board of Health subsequently voted to assign this parcel for all solid waste management activities other than landfilling or incineration.

Some town officials have become increasingly uncomfortable with being financially dependent on the roughly \$2 Million in benefits Bourne receives from ISWM, given the unpredictable nature of a business heavily controlled by constantly changing state regulations and market conditions. As a consequence, town officials are currently examining options to limit investment, gradually wean the town from its financial dependency, and to extend the life of the facility as long as possible.

19.1 - Solid Waste Management Goal

The solid waste management goal of the Bourne Local Comprehensive Plan is to continue to maximize recycling and composting of solid waste; to recycle or compost more than 60 percent of all solid waste by 2010; and to dispose of the waste that cannot be recycled in an economical and environmentally sound manner.

19.2 - Solid Waste Management Policies

- Minimize the amount of solid waste that is generated.
- Maximize the amount of solid waste that is recycled.
- Reduce financial dependency on landfill operations and extend the life of the landfill facility, while assuring that long-term environmental safety remains an overriding concern.

19.3 - Highest Priority Actions for Solid Waste Management

- Monitor developing waste reduction programs and adopt successful models to reduce volumes of waste being generated by residents and businesses.
Responsibility: DPW, ISWM and Recycling Committee
Estimated cost: None
Time schedule: Immediate and continuing
- Expand curbside recycling to include all materials now accepted at the drop-off facility.
Responsibility: ISWM and DPW
Estimated cost: To be determined
Time schedule: 2006
- Improve enforcement of the mandatory recycling bylaw and target businesses and households that are not recycling with education and incentives to comply with the bylaw.
Responsibility: DPW, ISWM and Recycling Committee
Estimated cost: \$2,000 for brochures and posters
Time schedule: 2006 and continuing
- Continue the town's extensive household hazardous waste management programs in order to prevent hazardous waste from entering the landfill or otherwise being disposed of improperly.
Responsibility: ISWM and DPW
Estimated cost: None
Time schedule: Immediate and continuing

19.4 - Second Priority Actions for Solid Waste Management

- Increase recycling from businesses and multi-family residential developments.
Responsibility: DPW, ISWM and Recycling Committee
Estimated cost: None
Time schedule: Continuing
- Consider adding other biodegradable materials to the composting program.
Responsibility: DPW, ISWM and Recycling Committee
Estimated cost: To be determined
Time schedule: 2008

19.5 - Other Priority Actions for Solid Waste Management

- Continue to explore more economical or efficient options for disposing of non-recyclable wastes in an environmentally sound manner.
Responsibility: DPW and ISWM
Estimated cost: Reduction in costs
Time schedule: Continuing
- Explore adoption of a toxic and hazardous materials bylaw or regulation based on the Cape Cod Commission's model.
Responsibility: Town Administrator and ISWM
Estimated cost: None
Time schedule: 2006

Section 20.0

Appendix



CAPE COD COMMISSION

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Bourne Local Comprehensive Plan

Certification

November 1, 2007

Introduction

The Bourne Local Comprehensive Plan (LCP or the Plan) has been reviewed by the Cape Cod Commission's (the Commission) Planning Committee for preliminary certification pursuant to the Commission's Local Comprehensive Plan Regulations (the LCP Regulations). The Commission Planning Committee voted unanimously to recommend final certification to the full Commission.

The Bourne Local Comprehensive Plan Committee (LCP Committee) has invested considerable time and energy into developing the Bourne LCP. With assistance and support of the Bourne Town Planner, Coreen Moore, the LCP Committee has gone to great lengths to develop a plan that is consistent with the goals of the Commission's 2002 Regional Policy Plan (RPP). It provides a blueprint for sustainable growth and development in the town of Bourne and, if implemented, will provide a high level of protection for the people and resources of Bourne and Cape Cod.

Procedural History

The Bourne LCP is the result of a more than four-year effort by the LCP Committee, which began its work in June 2003 with a series of listening sessions in each of Bourne's eight villages and a day long public workshop. Additionally, the early draft plan was based upon studies and reports done by the Bourne Planning Boards' long-time planning consultant, Phillip Herr and Associates. Early in the planning process, members of the LCP Committee met with the town planners and other town officials in Sandwich, Mashpee, Plymouth and Wareham to discuss common issues and learn from their experiences. Most importantly, the LCP Committee met with every town department head and board—resulting in a plan that they believe “belongs to the town” as a whole.

This effort led to the development of a concise goal statement and three specific policies for each of the 14 subject areas, which were adopted by Bourne Town Meeting on November 8, 2004. The LCP Committee then worked with town employees and committees to compile a list of action items. The LCP Committee has strived to suggest actions that are realistic, affordable, and achievable within a reasonable timeframe. On February 2, 2006 the LCP committee held a public hearing on the complete draft plan

(dated 12/20/05) at the Bourne Community Center. This draft plan was also submitted to Commission staff, which began to work with the LCP Committee to review the plan and provide informal guidance on the certification process and requirements.

An April 11, 2006 memorandum from Commission staff to the LCP Committee provided general recommendations for refining the December 20, 2005 draft of the LCP, as well as specific comments for ensuring consistency with the RPP. Over the course of the next year the LCP Committee and Commission staff worked together to revise and enhance the plan, resulting in a plan that staff recommended to the Planning Committee for certification in a Staff Report dated September 11, 2007.

The Planning Committee held a public hearing on September 17, 2007, to consider the Bourne LCP—Final Draft, dated July 27, 2007. Letters of support for the plan were received from the Bourne Board of Selectman, the Bourne Financial Development Corporation, and the Buzzards Bay Village Association. After a thorough discussion of the draft LCP and discussion of various assumptions that were laid out in the Staff Report, the Planning Committee voted unanimously to recommend conditional certification of the Bourne LCP to the full Commission.

On November 1, 2007, at a regularly scheduled meeting the full Commission voted unanimously to certify the 2007 Bourne LCP, conditioned upon the plans' adoption by Bourne Town Meeting.

Findings

- The Cape Cod Commission finds that the Town of Bourne has demonstrated that the goals and policies of its 2007 Local Comprehensive Plan are consistent with the goals of the 2002 Regional Policy Plan. Additionally, the Commission finds no internal inconsistencies nor inconsistencies with the approved LCP of the Town of Falmouth (the only contiguous municipality with a certified LCP).
- The Bourne LCP has captured the elements of the RPP's overarching land use goals—including key regional issues such as the rate of development and the idea of growth centers. Specifically, the Bourne LCP focuses on the village center as a means of concentrating commercial and residential development, the adoption of mixed-use zoning and design standards, and policies to discourage strip development. The LCP acknowledges the need for an overhaul of Bourne's zoning bylaw as a high-priority issue and identifies it as a pressing challenge needing "immediate action by town officials." In the aggregate the Bourne LCP shows a commitment to traditional village development patterns over suburban residential and commercial strip-style development patterns. The LCP goals and policies taken together should sufficiently guide the town to revise its zoning bylaw in a manner that will strengthen village centers, protect open space, discourage suburban-type residential development and effectively prevent commercial sprawl along roadways.
- The Bourne LCP effectively links the goals of many of the RPP issue areas by dealing with them across its own elements/chapters. Specifically addressed are land use and its relationship to economic development and the economic health of Bourne, as is the relationship between land use and water quality. The LCP land use and open space element goals and policies, taken in their entirety, are consistent with the regional goal of preserving and enhancing rural land uses.
- The capital facilities goal of the Bourne LCP recognizes the link between the location of capital investments and where economic development will occur; in this regard the goal and policies clearly state Bourne's commitment to vibrant village centers. The plan adopts a policy that calls for development to pay its fair share of capital facilities costs and a highest priority action that calls for the adoption of an impact fee system.

- The Town should be commended for completing in 2005 both a very thorough housing needs analysis and also a comprehensive housing action plan with specific action items and time frames that has been approved by the state Department of Housing and Community Development under its Planned Production regulations. The affordable housing action items in the LCP are largely drawn from the 2005 Housing Plan, where the Town established a range of actions and a ranking of priorities to achieve their affordable housing goal. Additionally, the LCP Committee has stated that the affordable housing goal is all encompassing and that likely *more* than 10% affordable housing (a minimum requirement) would be needed to achieve that goal.

Conditions

- At which time that Bourne Town Meeting votes to adopt the 2007 Bourne Local Comprehensive Plan, the Commission's conclusion of Certification will become final.

Bourne Town Meeting should vote to adopt the version entitled *2007 Bourne LCP—Final Draft Changes, dated July 27, 2007*, which was the version of the plan brought to the Planning Committee of the Commission for a Public Hearing on September 17, 2007, and considered by the Commission at its November 1, 2007 meeting. Should substantive changes be made to this plan by Town Meeting, then the revised version shall be brought back before the full Commission at a regularly scheduled meeting for a review of the changes and a determination of RPP consistency. Should the changes by Town Meeting be found to be inconsistent with the 2002 RPP then the revised LCP will be sent back to the Planning Committee for continued review.

- An Action Plan Manager shall be appointed by the Board of Selectmen to carry out the duties of implementing and updating the LCP, as specified throughout the LCP Regulations. The Board of Selectman shall notify the Commission of this appointment within 6 months of the date of this LCP Certification.

General Provisions

- The Cape Cod Commission shall continue to apply all of the Minimum Performance Standards in the Regional Policy Plan to projects reviewed as Developments of Regional Impact (DRI) within the Town of Bourne. However, the Commission shall also consider the LCP goals and policies during a DRI review.
- Pursuant to Section 9(c) of the Cape Cod Commission Act and Section V.B. of the LCP Regulations, in order to maintain certification of the LCP, the Town of Bourne shall ensure that its development bylaws and regulations are consistent with its LCP within two years of the date of certification of this Plan. This period may be extended at the discretion of the Commission where the Town has made a good faith effort to comply with this requirement.
- Section VI.A of the LCP Regulations states that the Commission shall revoke an LCP certification if a town fails to implement that portion of the LCP that provides for the development of low and moderate income housing consistent with local needs within a reasonable period of time following this certification. The Commission will consider good faith efforts by the Town in making progress toward affordable housing goals and/or Local Standards.
- Pursuant to Section VI.B of the LCP Regulations a town must provide the necessary capital facilities in accordance with its LCP's plan for capital facilities or decertification may result. Such

provision of capital facilities in accordance with the LCP will be reviewed by the Commission at five-year intervals.

- Pursuant to Sections 9, 14 and 15 of the Cape Cod Commission Act, The Town of Bourne may enter into development agreements and may impose impact fees as long as the town has a certified LCP.
- Pursuant to Section VII of the LCP Regulations, the Town of Bourne shall review and update the Action Plan of its LCP every five years, and shall review and revise its entire LCP every ten years.
- Any substantive revisions or amendments to the LCP must be reviewed and certified for consistency with the RPP in accordance with the Act and LCP Regulations.

Conclusion

With the Conditions above, the Commission hereby certifies the 2007 Bourne Local Comprehensive Plan.

Robert Jones
Mr. Robert Jones
Chairman

Nov 1, 2007
Date

COMMONWEALTH OF MASSACHUSETTS

Barnstable, ss

11/1, 2007

Before me, the undersigned notary public, personally appeared Robert Jones, in his capacity as Chairman of the Cape Cod Commission, whose name is signed on the preceding document, and such person acknowledged to me that he signed such document voluntarily for its stated purpose. The identity of such person was proved to me through satisfactory evidence of identification, which was photographic identification with signature issued by a federal or state governmental agency, oath or affirmation of a credible witness, or personal knowledge of the undersigned.

Gail P. Hanley
Notary Public
My Commission Expires:
10/13/11

SUPPORTING DOCUMENTS

Plans, Reports, Studies, Surveys or Inventories used or referenced within the LCP

30-Year Facilities Master Plan – Horsley Witten Group 2004
Bio Map and Living Waters – Core Habitats of Bourne 2004
Bourne Historic Inventory – Public Archeology Laboratory, Inc. (PAL) 1998-2000
Bourne Shore and Harbor Dredging Needs review – Sept 1995
Bourne's Housing Needs Assessment & Action Plan – June 2005
Bourne's Pre-Disaster Hazard Mitigation Plan – October 2004
Build-out Analysis – Produced for EOEa by the Cape Cod Commission - 2000
Buttermilk Bay Study – Nitrogen Loading – 1989
Cape Cod Regional Policy Plan 2002
Carlise Municipal Management & Planning 2003 - draft
Massachusetts Landscape Inventory 1982
Old Kings Highway – 6A Corridor Management Plan – CCC 1995
Open Space and Recreation Plan out of date 1997
Profiles of General Demographics Characteristics, Census 2000 -Bourne - by the Metro Data Center of the Metropolitan Area Planning Council, September 2001
Sign Inventory, Old Kings Highway Route 6A – CCC 1995 (Edwards & Kelcey, Inc.)
Statewide Comprehensive Outdoor Recreation Plan - Executive office of Environmental Affair Division of conservation services 2000
Stormwater Mitigation Plan - Hen Cove, Barlow's Landing & Pocasset River –1989
The Human Condition 2001 Barnstable County Health & Human Services Advisory Council – May 2002 (vol 1 &2)
Tidally Restricted Salt Marshes – June 2002
Tufts University Cultural Landscapes Inventory 1995
Wastewater Management on Cape Cod – Report to Barnstable County – July 2004 by Wright-Pierce
