



TOWN OF TRURO

2005 TRURO LOCAL COMPREHENSIVE PLAN

Prepared by the
Truro Local Comprehensive
Planning Committee



TOWN OF TRURO

April 28, 2005

The adoption of Truro's 2005-2010 Local Comprehensive Plan at the town's 2005 Annual Town Meeting marked a turning point for the community: the difficult work of developing a strategy to meet the challenges of the future had been completed -- and the still more difficult work of implementing that strategy could begin.

The charge to the Local Comprehensive Planning Committee from the Board of Selectmen in February, 2004, was to produce a plan that would accurately reflect the town's values, hopes, and ambitions for the years to come. The enthusiastic support of town residents at Annual Town Meeting demonstrated how effectively the Committee met that goal. Building on Truro's original local comprehensive plan, the Plan translated the wide range of points of view and interests within the community into an integrated strategy to meet the challenges ahead.

The Plan was created to represent what Selectman Chris Lucy has called "the voice of the town." It is based on opinions gathered at two public hearings, more than thirty posted public meetings, working review sessions with most of the town's boards, departments, and committees, and a detailed final review by the Board of Selectmen.

Our thanks to the many townspeople whose work helped create

the plan. Your issues and concerns shaped its point of view and defined its strategies, tactics, and targets.

Those efforts represent just a first step, however. We ask for your continued support and input as the town's committees, boards, officials, employees and citizens wrestle with the thorny issues of Plan implementation, working together to shape the future of the community we share.

Respectfully submitted,

Truro Local Comprehensive Planning Committee

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EXECUTIVE SUMMARY

Truro's Local Comprehensive Plan asks questions of the future.

What are the forces driving change in our town? How do we want to respond to those forces?

Truro's greatest treasure is the rural character it has preserved. We remain connected to the natural landscape, thanks in large part to the presence of the Cape Cod National Seashore (CCNS), and tied to the ocean, river, and bay. Commercial and residential properties most often honor traditional local building styles and natural landscaping. The pace of life is leisurely. The sense of community is strong. We treasure our diversity of ages, occupations, and incomes levels.

The pressures for change are relentless, however -- and likely to accelerate. How can we balance economic growth with the need to protect limited resources? How do we protect our connection to the land as we move towards buildout? How can we develop the affordable housing we will need to maintain the diversity of the community in the face of soaring land and housing prices?

This local comprehensive plan suggests a response to those questions. Developed over almost a year, representing the thought and work of scores of town citizens, employees, and officials, it builds upon two earlier efforts, the first developed between 1990 and 1994, the second between 2000 and 2002.

The plan looks in detail at eleven critical areas, identifying the town's assets, policies, challenges, and opportunities, and suggests an action agenda for future consideration:

- **Land Use.** Town policies codified into the zoning bylaws are Truro's most effective planning tool. This plan proposes investigation of (1) elimination of pyramidal zoning; (2) changes to zoning bylaws as to lot size, mixed use, and use of condominiums in the two villages; (3) creation of a special "tradesmen's park" district for expansion of home occupations which outgrow their original home space, and (4) exploration of the need for a full-time

planning director. The Plan also calls for the development of solid information as to the existing and projected ratios of open space to population density based on both summer and year-round populations outside the Seashore, and suggests that the Planning Board should address the subject of residential development lot coverage and the future of the Route 6 commercial zone.

- **Water Resources.** The critical issues involving the Outer Cape's limited water resources were brought dramatically into the public eye by the 2004 agreement between Truro and Provincetown over how to share the water pumped from the Pamet Lens. Water quality is excellent, although there have been recurrent periods of salt water intrusion at the Knowles Crossing well field. Future investment, largely funded by Provincetown, will probably be needed to develop a new well field and pipeline, most probably within or adjacent to the CCNS. Over the longer term the town will need to meet the regional supply challenge by working together with its neighbors to protect current resources and identify future sources of supply.
- **Coastal Resources.** Truro's coastal resources are much used and greatly appreciated. The town's more than twenty miles of ocean and bay coastlines and the Pamet harbor all provide highly valued opportunities for fishing, fowling, boating, beach walking, swimming, and bathing, bird watching, and nature appreciation. Providing continued easy access, and beach nourishment where necessary; limiting development and controlling water run off, and continued maintenance dredging of the harbor will help ensure that our beaches and harbor remain scenic, healthy and viable.
- **Wetlands and Wildlife.** The drainage area of the Pamet River, from the oceanic dunes to the east to the Cape Cod Bay in the west, is the ecological heart of Truro, holding most of the town's wetlands and its greatest concentration of biological diversity. These areas, like the town's dunes, beaches, and moors, face increasing pressure such as road run off as further development increases human impact. To protect the town's natural assets the Plan recommends the protection and preservation of the lower Pamet, the restoration of the upper Pamet to its former status as a salt marsh, and the

development of a town wetland bylaw to supplement that presently provided by the state.

- **Open Space Protection and Recreation.** Truro is rich in open space and recreation opportunities, thanks to an active conservation trust, the Truro Open Space Committee, and the CCNS. To keep as much open space as possible as development continues, the town should encourage incentives such as conservation restrictions, cluster development options, and residential site plan review in particularly sensitive ecological landscapes. The town also needs to develop and enforce coherent off-road vehicle policies and to expand the town's biking paths, particularly between Head of the Meadow and Coast Guard Beach.
- **Economic development.** Truro's economic health depends primarily on summer visitors and second home owners, along with a rapidly growing population of retirees. Employment is concentrated in government and construction. Commercial activity should be concentrated in the town's two villages. Large scale retail and commercial activities are inappropriate, and should be discouraged. Instead the town should support small business and home based enterprises, and consider providing low rent space in a "tradesman's park for those who outgrow their home space.
- **Transportation.** Most of Truro's transportation system functions well and should be adequate for the town's needs in the immediate future. Expanded shuttle services may be necessary as beach parking areas continue to erode, however. In addition the town needs to evaluate local routes for safe bicycle routes, and to create a widened and striped bike/pedestrian lane along Route 6A and Beach Point. With limited control over Route 6, and traffic pressures continuing to grow, town officials need to work with the other Outer Cape towns to identify regional concerns and present a coordinated set of recommendations.
- **Capital Facilities and Infrastructure.** Truro's capital facilities are in good condition. A majority of the municipal buildings have been restored or replaced over the past five years as part of a carefully crafted capital facilities

plan, which includes maintenance and general upkeep, as well as replacement schedules. Future public investments will be limited by the town's resources; projects should be evaluated on the extent to which they reinforce the town's traditional character and village development patterns.

- **Affordable Housing.** With land and building prices soaring, the need for affordable housing to preserve the community's economic diversity has never been clearer, or more widely supported. While the town is expected to add fourteen units to its affordable stock over the next two years, the Housing Authority should explore adding to that number through several options, including the registration and legalization of existing accessory apartments, the conversion to year round affordable units in cottage colonies, the development of multiple use zoning bylaws in the town's villages, and cooperative efforts with our regional neighbors and state agencies.
- **Cape Cod National Seashore.** Covering nearly 70% of the town, the CCNS may be Truro's most valuable non-human asset. Continued close coordination between Park and town officials will be critical to address such issues as appropriate zoning protections, the growing demand for beach parking, handicapped access to an ocean beach, the need to maximize the value of town concessions, and, most importantly, the productive integration of the Highlands Center into the general life of the community.
- **Heritage Preservation and Community Character.** Much of Truro's character comes from the blend of historic buildings and scenic landscapes. To preserve this shared heritage the Plan calls for (1) the establishment of historic districts, subject to the wishes of area residents; (2) the exploration of strategies to protect the town's scenic assets, including implementing tax incentives, designating particular vistas as areas of critical concern, or changing existing zoning; and (3) the implementation of policies that ensure that future development and redevelopment respect the traditions and character of our historic village center and outlying residential areas so as to protect what remains of the town's rural look and feel.

The challenge for Truro in the years ahead will be to retain the best of our

traditional rural character and still accept change. There is no escaping the future. But we can shape it, if we work together towards that common goal.

A VISION FOR TRURO

Truro was a very different place in 1990, when work began on the town's first Local Comprehensive Plan. But the issues that shaped the agenda fifteen years ago are the same that challenge us today.

Like us, townspeople then treasured Truro's rural character, its diversity and feeling of community, and the close connections to water, woods, and dunes. And like us, they worried if and how that character could be protected into the future.

How could they ensure that the natural environment stay more noticeable and predominant than the developed environments? What could be done about rising housing costs and soaring land values driving out long time and low and middle income residents? Could they continue to avoid suburbanization? Cope with the growing demands on limited natural resources? Ensure the opportunities that would help keep young people in town?

Since then, work on some version of the town's Local Comprehensive Plan has become an almost continuous process. Those same questions and concerns have remained at the forefront of the discussion, too, through every workshop and in two public surveys, thousands of hours of professional and volunteer effort, in every committee meeting and in every interview, from that first Plan, published in 1994, to an updated and unpublished draft, completed in 2003, to this, the second edition.

"Rural Character" begs precise definition. Truro no longer is an agricultural community, nor is it miles away from large population clusters. But its small year-round population, leisurely rhythms, and community spirit all keep it removed from the urban or suburban scene and, indeed, far removed from the scene in other Cape Cod communities. The rural qualities of the town's landscape, buildings, pace of life, citizenry and attitude toward self all combine to speak of an older place and earlier time.

The rural landscape is evident through the open view of the water and hillsides,

the presence of highly wooded areas along all roads, the few remaining open fields and the wildness of the moors in the National Seashore. People love Truro for its open spaces and close connection and easy access to ocean and bay; for most these are far more important than the convenience of a nearby shopping mall. Many who live at the end of a long dirt road are enjoying an independence rarely found in modern society.

Rural buildings are connected with the natural environment, not separated from it. In Truro this means that lawns blend in with the surrounding pitch pine and dunes. Expansive lush green lawns are not a part of the natural environment in Truro. Buildings are kept low to the ground; they do not project high in the air. In a place of high winds and blowing sand, this is time-honored tradition. Building color and design should allow the surrounding landscape to be enhanced rather than be muted or dominated.

A rural pace of life is evident in a certain amount of inefficiency in the road system and in the scale of town services. It may take a little longer to travel from one place to another because the roads are a little rough or there are no traffic lights to make intersections efficient. You have to drive somewhere else to buy groceries. Jobs are often seasonal or natural resource based, although the town itself remains the largest employer. All of these qualities define a rural pace of life.

The nature of the citizenry is an integral element of rural character. Truro enjoys a diverse population with an abundance of trades people and home occupations. Many retired persons subsist on marginal incomes, sharing the financial concerns of many single parent and low income families. Truro seeks to moderate the pressures toward gentrification, particularly what might be called the suburban mentality. We treasure our rich mix of ages, occupations, and income levels, and are actively working towards solutions to the escalating housing costs and land values that threaten that mix. Truro's rural attitude toward self is expressed in what Truro residents want their community to be today and in the future. It is expressed in what they expect from town government and in what they all acknowledge are the responsibilities of the individual. Truro does not provide government services typical in many suburbs; people coming to Truro must accept that they must do more for themselves than might be necessary in other more developed towns, from taking their own bottles, cans, and cardboard to the recycling center to speaking up at Town Meeting or offering to serve on one of the scores of

committees, boards, associations that depend on citizen volunteers.

Regardless of all these rural characteristics, however, Truro is very much “of this world.” Each summer our population multiplies ten times with visitors and the return of our non-resident taxpayers, all bringing new faces, new ideas, and new energy from “outside”. The majority of our residents commute and travel extensively. The computer precludes any ideas of isolation and, in season, we are subjected to heavy traffic conditions beyond our control.

Truro has always been the smallest of Cape Cod towns, and it is likely to remain so. Through the town’s history, distance from population centers, economic cycles, limited resources, and more recently the CCNS, have all contributed to keeping population low. But the town is not insulated from the growth pressures transforming much of the Outer Cape. Though Truro will never become a major activity center for Cape Cod, we are certain to see continued growth in the years ahead.

How might continued growth -- seasonal and year round -- alter our rural character, for it is this rural character that defines us, maintains our tax base, and draws our tourists? If we lose that character, what change might we expect? Do we need to change our approach to growth management in order to protect that character? Or are we doing a good job now and will future growth make only minor change to our town?

Build-out under present zoning may be as little as a decade away. As new people move into town, a feeling for Truro’s history becomes more rare. We are an evolving seasonal resort built upon a slowly increasing cadre of diverse year-rounders. Maintaining a sense of our past can anchor our future, but it must not impede change or innovation. We want to remain above all an open community that welcomes all walks of life.

We want to avoid the threats to Truro’s rural pace of life and attitude toward self, too. Those threats are not always physical and often cannot be regulated; they lie at the intersection of community values and public policy over time. Should there be curbside garbage pickup? Probably not. Should people expect all roads to be paved? Definitely not. Should Truro encourage more efficient consolidated post offices? Probably not. While there are no firm and fast rules for protecting these qualities of rural life, the consideration of these qualities should nonetheless be incorporated into and legitimized

in public discussion. The greatest threat to these rural qualities will be when their consideration is deemed impractical or old fashioned.

The challenge for the town is to retain the elusive “Rural Character” and to accept change at the same time -- or, better still, to shape that change towards a common vision of Truro’s future. This Plan, like the two that preceded it, was written to address that challenge.

Looking Forward

Public participation has been at the core of Truro’s Comprehensive Planning Process over the last fifteen years. There have been two comprehensive surveys of townspeople’s attitudes, the first in 1991 the second in 2001, along with hundreds of hours of workshops and meetings, interviews, conversations, and research, and four large scale public hearings/workshops.

The first LCP Committee completed its Plan in 1994, after four years of work. The second LCP Committee was launched in 2000; they produced an updated and revised draft by 2003. That draft, in turn, became the foundation of this second edition Plan, which has been the responsibility of a third LCP Committee.

The Board of Selectmen appointed the current Local Comprehensive Plan Committee in May, 2004. Their charge was to update, edit, and rewrite the 2003 draft, present their Plan to the Selectmen, citizens of Truro, and the Cape Cod Commission, and then shepherd it through implementation.

Nine members were appointed to serve for a two year term. Four represented existing town boards: Lucy Brown, Board of Health, Ansel Chaplin, Planning Board, Fred Gaechter, Conservation Commission, and Arthur Hultin, Zoning Board of Appeals. The remaining five members -- Norm Edinberg, Curtis Hartman, John Lundborn, Janice Parky, and Susan Travers -- represented the public at large. Mr. Gaechter stepped down, as required, when he was elected to the Board of Selectmen; he serves instead as that board’s liaison with the Committee. Deborah McCutcheon was appointed to represent the Conservation Commission in April, 2005.

Development of the 2005 Local Comprehensive Plan was designed to build community collaboration. The goal was to engage townspeople as active participants at

every step of the process, creating a document that would reflect the wide breadth of points of view and interests across the town.

Over their first eleven months of work, the LCP Committee met individually or as a group with scores of town employees and town officials, board, commission, and department members, some several times. Townspeople were encouraged to attend the LCPC weekly meetings, with agendas and schedules posted in advance. In addition, the LCPC chair met at length with both the general membership of the Truro Neighborhood Association and the Non-Resident Taxpayer's association.

The committee wants to thank all those people for the assistance they have provided in this process, and to thank the men and women who worked on the 1994 Plan and the 2003 draft.

Once a working version of the 2005 Plan was completed, the Committee submitted the document to an extensive review process. In addition to two public hearings and a meeting with Town Administrator Pam Nolan to solicit comment from town employees, the Committee met in working sessions with the Board of Health, Charter and Bylaw Review Committee, Conservation Commission, Council on Aging, Financial Committee, Harbor Commission, Historical Commission, Housing Authority, Open Space Committee, Truro Neighborhood Association, and Zoning Board of Appeals. The Committee thanks all of those organizations for their time and efforts. Their comments and concerns are reflected in this revised draft.

In addition several of the municipal agencies voted to express their formal support for the draft plan. The Harbor Commission endorsed the material on Coastal Resources, the Historical Commission endorsed the material on historical preservation, and the Open Space Committee endorsed the material on Open Space and Recreation. The Board of Health endorsed the entire document, unanimously, as did the Housing Authority (unanimously), and the Planning Board (unanimously). The Truro Neighborhood Association (with one abstention) also has endorsed the plan.

Finally, and most importantly, the Plan was approved by a vote of Truro residents at spring Annual Town Meeting on April 27, 2005.

Completing a Local Comprehensive Plan serves several purposes: it produces a forum where all Truro residents can exchange ideas, clarifies for the town what we see as

the most significant challenges to our collective future, and reaffirms the qualities of this community that make it special to all of us. At the same time it gives us a broad and balanced strategy custom-tailored to help us reach our shared objectives.

Implementing this Plan will not take large amounts of money. It will not require that we enlarge or complicate our town government. But it will require an ongoing commitment to its vision of the future and a willingness to work to make that vision real through continuing community collaboration. To that end, the Board of Selectmen charged the LCPC to oversee the implementation of this document, to the best of its ability, by working with those other Town Boards, Committees, Commissions, and Authorities charged with implementation responsibilities, per the Appendix _at the end of this Plan. Thereby, the LCPC's work does not end with Town Meeting's approval of this document. The biggest challenges remain to be faced.

Truro's population By age, 1990 - 2000

U.S. CENSUS, 1990, 2000:

State/County Town	1990 Total Pop.	2000 Total Pop.	1990-2000 % Change
Massachusetts	6,016,425	6,349,097	5.5%
Barnstable County, Massachusetts	186,605	222,230	19.1%
Truro town, Barnstable County, Massachusetts	1,573	2,087	32.7%

State/County Town	1990 Male	2000 Male	1990-2000 % Change
Massachusetts	2,888,745	3,058,816	5.9%
Barnstable County, Massachusetts	88,136	105,199	19.4%
Truro town, Barnstable County, Massachusetts	785	968	23.3%

State/County Town	1990 Female	2000 Female	1990-2000 % Change
Massachusetts	3,127,680	3,290,281	5.2%
Barnstable County, Massachusetts	98,469	117,031	18.9%
Truro town, Barnstable County, Massachusetts	788	1,119	42.0%

State/County Town	1990 Under 5 years	2000 Under 5 years	1990-2000 % Change
Massachusetts	412,473	397,268	-3.7%
Barnstable County, Massachusetts	11,904	10,599	-11.0%
Truro town, Barnstable County, Massachusetts	87	72	-17.2%

State/County Town	1990 5 to 9 years	2000 5 to 9 years	1990-2000 % Change
Massachusetts	378,035	430,861	14.0%
Barnstable County, Massachusetts	11,383	12,811	12.5%
Truro town, Barnstable County, Massachusetts	71	99	39.4%

State/County Town	1990 10 to 14 years	2000 10 to 14 years	1990-2000 % Change
Massachusetts	348,093	431,247	23.9%
Barnstable County, Massachusetts	10,199	14,208	39.3%
Truro town, Barnstable County, Massachusetts	56	136	142.9%

State/County Town	1990 15 to 19 years	2000 15 to 19 years	1990-2000 % Change
Massachusetts	409,934	415,737	1.4%
Barnstable County, Massachusetts	9,531	11,725	23.0%
Truro town, Barnstable County, Massachusetts	61	91	49.2%

Truro's population By age, 1990 - 2000

State/County Town	1990 20 to 24 years	2000 20 to 24 years	1990-2000 % Change
Massachusetts	513,639	404,279	-21.3%
Barnstable County, Massachusetts	10,124	7,735	-23.6%
Truro town, Barnstable County, Massachusetts	88	51	-42.0%

State/County Town	1990 25 to 34 years	2000 25 to 34 years	1990-2000 % Change
Massachusetts	1,101,361	926,788	-15.9%
Barnstable County, Massachusetts	27,252	21,595	-20.8%
Truro town, Barnstable County, Massachusetts	211	198	-6.2%

State/County Town	1990 35 to 44 years	2000 35 to 44 years	1990-2000 % Change
Massachusetts	918,456	1,062,995	15.7%
Barnstable County, Massachusetts	27,795	33,982	22.3%
Truro town, Barnstable County, Massachusetts	277	369	33.2%

State/County Town	1990 45 to 54 years	2000 45 to 54 years	1990-2000 % Change
Massachusetts	600,095	873,353	45.5%
Barnstable County, Massachusetts	17,573	32,802	86.7%
Truro town, Barnstable County, Massachusetts	213	427	100.5%

State/County Town	1990 55 to 59 years	2000 55 to 59 years	1990-2000 % Change
Massachusetts	253,458	310,002	22.3%
Barnstable County, Massachusetts	8,631	13,524	56.7%
Truro town, Barnstable County, Massachusetts	79	168	112.7%

State/County Town	1990 60 to 64 years	2000 60 to 64 years	1990-2000 % Change
Massachusetts	261,597	236,405	-9.6%
Barnstable County, Massachusetts	11,078	11,984	8.2%
Truro town, Barnstable County, Massachusetts	109	122	11.9%

State/County Town	1990 65 to 74 years	2000 65 to 74 years	1990-2000 % Change
Massachusetts	459,881	427,830	-7.0%
Barnstable County, Massachusetts	23,359	26,357	12.8%
Truro town, Barnstable County, Massachusetts	197	190	-3.6%

Truro's population By age, 1990 - 2000

State/County Town	1990	2000	1990-2000
	75 to 84 years	75 to 84 years	% Change
Massachusetts	267,194	315,640	18.1%
Barnstable County, Massachusetts	13,524	18,461	36.5%
Truro town, Barnstable County, Massachusetts	96	129	34.4%

State/County Town	1990	2000	1990-2000
	85 years and over	85 years and over	% Change
Massachusetts	92,209	116,692	26.6%
Barnstable County, Massachusetts	4,252	6,447	51.6%
Truro town, Barnstable County, Massachusetts	28	35	25.0%

State/County Town	1990	2000	1990-2000
	Median age (years)	Median age (years)	% Change
Massachusetts	33.5	36.5	9.0%
Barnstable County, Massachusetts	39.5	44.6	12.9%
Truro town, Barnstable County, Massachusetts	42.7	45.7	7.0%

State/County Town	1990	2000	1990-2000
	18 years and over	18 years and over	% Change
Massachusetts	4,663,350	4,849,033	4.0%
Barnstable County, Massachusetts	147,375	176,790	20.0%
Truro town, Barnstable County, Massachusetts	1,315	1,723	31.0%

State/County Town	1990 male	2000 male	1990-2000
	18 years and over	18 years and over	% Change
Massachusetts	2,195,254	2,289,671	4.3%
Barnstable County, Massachusetts	68,008	81,775	20.2%
Truro town, Barnstable County, Massachusetts	653	790	21.0%

State/County Town	1990 female	2000 female	1990-2000
	18 years and over	18 years and over	% Change
Massachusetts	2,468,096	2,559,362	3.7%
Barnstable County, Massachusetts	79,367	95,015	19.7%
Truro town, Barnstable County, Massachusetts	662	933	40.9%

State/County Town	1990	2000	1990-2000
	21 years and over	21 years and over	% Change
Massachusetts	4,361,222	4,587,935	5.2%
Barnstable County, Massachusetts	141,609	171,190	20.9%
Truro town, Barnstable County, Massachusetts	1,280	1,681	31.3%

Truro's population By age, 1990 - 2000

State/County Town	1990	2000	1990-2000
	62 years and over	62 years and over	% Change
Massachusetts	977,276	997,277	2.0%
Barnstable County, Massachusetts	48,100	58,577	21.8%
Truro town, Barnstable County, Massachusetts	373	434	16.4%

State/County Town	1990	2000	1990-2000
	65 years and over	65 years and over	% Change
Massachusetts	819,284	860,162	5.0%
Barnstable County, Massachusetts	41,135	51,265	24.6%
Truro town, Barnstable County, Massachusetts	321	354	10.3%

State/County Town	1990 male	2000 male	1990-2000
	65 years and over	65 years and over	% Change
Massachusetts	312,274	341,539	9.4%
Barnstable County, Massachusetts	17,016	21,869	28.5%
Truro town, Barnstable County, Massachusetts	145	163	12.4%

State/County Town	1990 female	2000 female	1990-2000
	65 years and over	65 years and over	% Change
Massachusetts	507,010	518,623	2.3%
Barnstable County, Massachusetts	24,119	29,396	21.9%
Truro town, Barnstable County, Massachusetts	176	191	8.5%

State/County Town
Massachusetts
Barnstable County, Massachusetts
Truro town, Barnstable County, Massachusetts

State/County Town
Massachusetts
Barnstable County, Massachusetts
Truro town, Barnstable County, Massachusetts

LAND USE

Truro's zoning by-law contemplates five categories of Land Use: residential, commercial; industrial, municipal and open space. Nevertheless, Truro is fundamentally a residential community, and is likely to remain such for the foreseeable future. Its residential character has four components: working families, retirement households, seasonal residents and transient visitors. Seasonal homes represent approximately one-half of our estimated 1800 dwelling units, according to figures from the 2000 census. Many year-round retirement residences are not occupied in the harsh winter months, however. The permanent winter population probably hovers around 2100, according to the most recent census figures. It is thought that the summer population, including transients, approximates 25,000 people.

The need for commercially zoned areas has to be measured against these demographics. It is difficult to see the Town being able to sustain a year-round supermarket at any time in the foreseeable future. As a result, the burden of journeying elsewhere for other basic services can be seen as less onerous when such travel is coupled with the unavoidable need for regular food shopping in another community. In addition, we have a long-established year-round convenience market in North Truro, to meet the community's short-term, off-season food needs.

Along Route 6 there is no established economy based primarily on daytrippers, such as gift shops or art galleries. Beach Point is primarily providing short-term visitors with sleeping accommodations. Our retail establishments (convenience markets, restaurants, liquor stores, gas stations, real estate offices and so forth) appear to be meeting the needs of our summer population, including renters and day trippers.

Storage units represent the most visible segment of Truro's economy, a phenomenon which is linked to the short-term rental of seasonal homes. The storage-unit demand has a limit somewhere, which can almost certainly be met without further zoning

changes.

As a result, this Plan does not provide for any increase in the existing commercially zoned land, although it calls for the establishment of a new “tradesman’s park.” It calls for the town to encourage future commercial development in the village centers, rather than along Route 6, as a way to discourage sprawl and preserve the community’s visual character. It asks the Planning Board to consider changes to the zoning bylaws for the centers, such as allowing density to increase through the acceptance of smaller lot size or permitting such mixed use development as affordable housing units atop commercial buildings. (see also Chapter 7, Economic Development). The plan also calls for a discussion of the future of the Route 6 business district and for evaluation of whether it could be further screened by a greenbelt. Rezoning to prohibit fast-food enterprises is recommended.

There appears to be no market at all for industrial or manufacturing space in Truro, both of which are allowed by special permit in the Route 6 and North Truro business districts. The Plan recommends that the Town consider eliminating that provision.

Open space may be either publicly or privately held. Municipally owned land falls into two categories: land needed for physical facilities and land held as open space. The latter category is further divided into conservation land and land reserved for any use consistent with the purposes of the Land Bank. We appear to have adequate municipal facilities for the foreseeable future.

Truro badly needs to address the conflicts created by successful home occupations, whose growth adversely impacts adjacent residences. This Plan calls for consideration of the creation of a separate area specially zoned for emerging businesses.

The adoption of the Cape Cod Regional Policy Plan in 2002 created a new playing field for Open Space objectives. This chapter considers those objectives in detail.

Historically, the Town has been reluctant to create the position of Planning Director. The Plan leaves formulation of a recommendation for Town Meeting as to the need for a full-time planning director to the LCP Implementation Committee.

Truro's Land Use Goals; Compatibility with Regional Policy Plan (RPP), and Inventory of Resources

There are 13,502 acres of land and fresh water within the town of Truro. The National Seashore contains 8877 acres; the rest of the town consists of 4625 acres (34%), of which 833 acres are considered buildable. Nearly 70% of the Town's total area is zoned for residential use to the exclusion of commercial, industrial and manufacturing uses. The area zoned "residential" includes the Pamet River watershed.

The 2002 version of the RPP estimates that 40% of Cape Cod has been developed, while 30% consists of protected open space. The final 30% is up for grabs. The RPP recommends that communities *collectively* try to save 50% of that remaining 30% as open space. Since so much of Truro lies within the Seashore, however, the burden to protect 50% of the remaining open space outside the Seashore should be evaluated in light of our population density outside the seashore, too: 2.77 persons per acre in Truro, as compared to 1.61 persons per acre in Yarmouth, 0.68 in Brewster, and 0.7 in Orleans.

Therefore, as a matter of considerable priority, we need to set a goal as to how many additional acres outside the Seashore need to be protected. We should then on an annual basis track our progress towards meeting that goal. Both of these objectives should be assigned to the Open Space Committee. As buildout approaches, we can readily determine whether the Town is going to enjoy as much open space – apart from the Park – as the voters desire.

In the light of the RPP objective, the Town should pursue the following Land Use goals as well:

Goal 1. Protect Truro's rural character outside the Seashore.

Goal 2 Support vital and healthy villages and encourage a small-town, year-round character for these areas.

Goal 3. Work with the National Park Service as well as the Cape Cod Commission to ensure that their planning and the town's are coordinated.

Goal 4 Encourage sustainable and economically diversified residential growth consistent with the Town's and the Cape's carrying capacity.

Goal 5. Recognize that the Town cannot support a full-service economy in the

foreseeable future.

Significant Developments 1994-2004

During the ten years since the original Local Comprehensive Plan was adopted there have been the following significant developments:

1. We have a Growth Management Plan in place, which limits new residential construction to an average of 40 homes a year.
2. “Downtown Truro” has been reconstructed.
3. There has been a mini-boom in the construction of storage facilities.
4. Aside from storage facilities there appears to be little demand for the commercial space available along Route 6.
5. The former Saada property in North Truro now provides a site for a good-sized public library, and will soon also be the site of a senior/recreation center and affordable housing.
6. The Town’s intermediate-term management of the Highlands Golf Course has been assured, and is proving profitable to date.
7. The United States Post Office now appears to be committed to maintaining an office in each of our two villages.
8. The Town now requires Site Plan Review of commercial alterations involving 3000 square feet or more. Projects in the Cape Cod National Seashore require review of projects involving 1000 square feet or more.
9. We have a new town beach on Beach Point acquired with Land Bank funds.

Buildout

The original Local Comprehensive Plan estimated that, assuming no change in minimum lot size, there were 2000 potentially developable lots remaining as of 1994. There have in fact been no subsequent zoning changes, so this figure is assumed to be correct as a base point.

Subsequently, 390 permits for single-family residences have been issued:

1995	30	2000	40
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1996	36	2001	39
1997	54	2002	40
1998	58	2003	34
1999	59	2004	32

Deducting permits issued since 1994, the remaining number of potentially developable lots is 1710. During the 13-year period (80-92) covered in the original Plan the average number of building permits issued was 46 per year. In the period above the average declined to 40, which would lead to buildout in approximately 2050. Some lots will not be built on, so the actual year could be sooner, while some new lots are being created, so the actual year could be later. In any case, that time is not too distant, and preliminary planning for a post-buildout world is definitely not premature.

Another aspect of this growth is the increasing value of the homes being built. According to Banker & Tradesman the median house sale in Truro has reached \$541,000, which is second on Cape Cod to Provincetown at \$560,000.

These data seem to reflect the growing number of large homes being constructed, sometimes referred to as “mansionization.” Such oversize structures tend to create excessive shading and threaten native vegetation. The subject of “lot coverage” merits detailed consideration by the Planning Board.

Zoning

An essentially non-substantive update of Truro’s Zoning Bylaw was adopted by the Special Town Meeting in 2004. Its purpose was to remove inconsistencies and ambiguities, and to make the document more user-friendly.

Affordable Housing

The Plan recognizes the Town’s great need for affordable housing which may also warrant some bylaw changes, particularly regarding apartments, duplexes and condominiums. The Plan provides further consideration of these issues in Chapter 10.

Subdivision Regulations

Two changes are proposed:

1. Allow the Planning Board to collect fees from the developer to pay for plan review.
2. Review roadway requirements, which now detract from the scale and character of Truro. Examples include: 4 foot clearing on either side of the pavement; 1:2 grading requirement; Mass DPW standards, paved berms and roadways over 18 feet in width.

Sign Code

No changes recommended, although consideration should be given to regulating political campaign signs. The Building Commissioner should undertake uniform and systematic enforcement.

Truro's Land Use Policies

1. The National Seashore is so critical to any planning for Truro that it has made the subject of a separate section in this report. If the entire town, including the Seashore, is used for the computation, Truro's population density is the lowest on Cape Cod, while its open space per capita ratio is the highest. It is important, however, to compute density both inclusive and exclusive of the Seashore. As to the latter, it turns out that Truro's density is presently 2.77 people per acre, according to the Cape Cod Commission. The town should come to understand the relationship between its growth management policy and the probable population density/open-space ratio at buildout, and determine whether those estimates are acceptable to the voters.
2. The National Seashore's development guidelines have proven ineffective since there is no method of assuring that the property owner will comply with them. The systematic suspension by the Park Service of the right of condemnation has left the regulation of development in the park to the Truro zoning bylaws. Truro will continue to work cooperatively with the Park Service to preserve appropriate development limitations inside the CCNS.

3. Despite the imminence of buildout we do not propose increasing the size of a buildable lot outside the Seashore. The scarcity of large parcels that could be developed suggests that changes in minimum lot size would have minimal impact, and efforts would be better spent in wisely using Land Bank funds to remove remaining large properties from the market.
4. We note that in larger commercial developments the Town has the option - and in some instances it is mandatory - to refer development projects to the Cape Cod Commission for review. This opportunity to obtain professional counsel should be used liberally.
5. The issue of oversized homes troubles most citizens. The Planning Board should address potential limiting measures.
6. The Pamet is recognized as a valuable community resource. The Town should conduct a study to determine if it is in danger. If so, appropriate steps should be taken, including rezoning the watershed or portions thereof.

Truro's Land Use Strategies and Actions

(N.B. Primary responsibility is noted in **boldface**).

1. **Basic Zoning Objective** - Truro will maintain the basic zoning and land use patterns currently in place, and will periodically review and update bylaws governing land use and site design to facilitate implementation of the goals and strategies of the Local Comprehensive Plan - especially those delineated in Chapter 6.

Strategy

1. Work with National Park Service to implement local zoning provisions that are consistent with Seashore guidelines for property improvement.

Planning Board.

2. **Beach Point Objective** - encourage Beach Point to remain essentially as it is today in density, lack of high rise structures, and limited roadways, except for provision for a bicycle lane, if possible.

Strategy

- 2a. Work to encourage greater pedestrian, bicycle and traffic safety

through better signage, roadway lining and provisions for bicycles. **Board of Selectmen, Department of Public Works.**

2b. Encourage redevelopment projects that decrease density through a bylaw revision that offers developers incentives to achieve that goal. *Planning Board.*

3. North Truro Objective - encourage the continuation of North Truro Village as a distinct village within the town. Encourage businesses, location of public facilities and preservation of the historic village character.

Strategy

3a. Complete the development of the Saada property for town/public facilities, including senior/recreation center and affordable housing. Plan walkways that permit pedestrian access to North Truro Village and provide mobility within the area itself. *Board of Selectmen.*

3b. Amend the zoning bylaw to specify types of commercial establishments that are permitted in the business area. *Planning Board.*

3c. Consider abolition of zoning bylaws that do not allow multiple use and the incorporation of affordable housing units over commercial space. *Planning Board*

3d. Consider feasibility of acquisition of the present North Truro post office building if the post office relocates, and the conversion to affordable housing of that building and the former North Truro library. **Board of Selectmen, Housing Authority.**

4. Truro Center Objective: Improve traffic and pedestrian flow while providing for modest increase in commercial space.

Strategy

4a. Promote the landscaping of the Duarte property to provide a long view of the Pamet ; provide bicycle racks, limited automobile parking, benches, canoe/kayak launch ramp, picnic tables and so forth, as appropriate. *Board of Selectmen.*

4b. Promote the construction of a veterans memorial footbridge over the Pamet

from the Duarte property to the rear of the post office to facilitate foot and bicycle access to the post office from the north. *Board of Selectmen.*

4c. Promote the active use of Cobb Library, including possible commercial use. *Board of Selectmen, Planning Board*

4d. Retrofit Grozier Square for public parking. **Board of Selectmen, Department of Public Works.**

5. Town Hall Hill Objective - Enhance the public area adjacent to the restored Town Hall.

Strategy

5a. Consider the relocation of the Department of Public Works. Board of Selectmen, *Department of Public Works.*

5b. Explore the conversion of the existing DPW site to a public recreation area with tennis courts, full-sized outdoor basketball court, skateboard park and so forth. *Board of Selectmen, Department of Public Works, Recreation Commission.*

6. Residential Objective -- Seek ways to encourage land owners to maintain open space. *Open Space Committee.*

Strategy

6a. Consider preferential tax assessments for parcels of five acres or more not held for the production of income and conferring a visual benefit on neighboring properties. **Board of Selectmen, Board of Assessors.**

6b. Consider tax incentives to maintain public view corridors. *Board of Assessors.*

6c. Hire consultant to recommend ways of maintaining existing areas of important open space *Board of Selectmen, Open Space Committee.*

6d. Promote the use of conservation restrictions. *Open Space Committee.*

6e. Consider abolishing pyramidal zoning. *Planning Board.*

6f. Compute the expected per capita ratio of population to open space at

buildout, and determine if that ratio is acceptable to the residents of the town.

Open Space Committee

6g. Study in depth the issue of “mansionization.” *Planning Board*

7. Route 6 Business Zone Objective – Recognize that this district does not confer a major economic benefit on the town, but constitutes a major traffic hazard and detracts from the town’s residential character.

Strategy

7a. Meet with commercial property owners along Route 6 to discuss the area as a whole. Determine whether future commercial development is compatible with the town’s goals, and evaluate whether existing development might be screened by a greenbelt. Propose prohibiting uses, such as fast-food restaurants and large retail enterprises which impair Truro’s residential character. *Planning Board.*

7b. Evaluate elimination of provision for industrial and manufacturing uses, subject to the establishment of a “tradesman’s park.. *Planning Board.*

7c. Consider eliminating pyramidal zoning. *Planning Board*

8. Planning Director Objective –Does the Town need a fulltime Planning Director?

Strategy

8a. Examine what comparable towns have done in this regard. *LCP*

Implementation Committee

9. Home Occupation Objective – Find a way to accommodate the needs of local businesses which outgrow the status of “home occupation”.

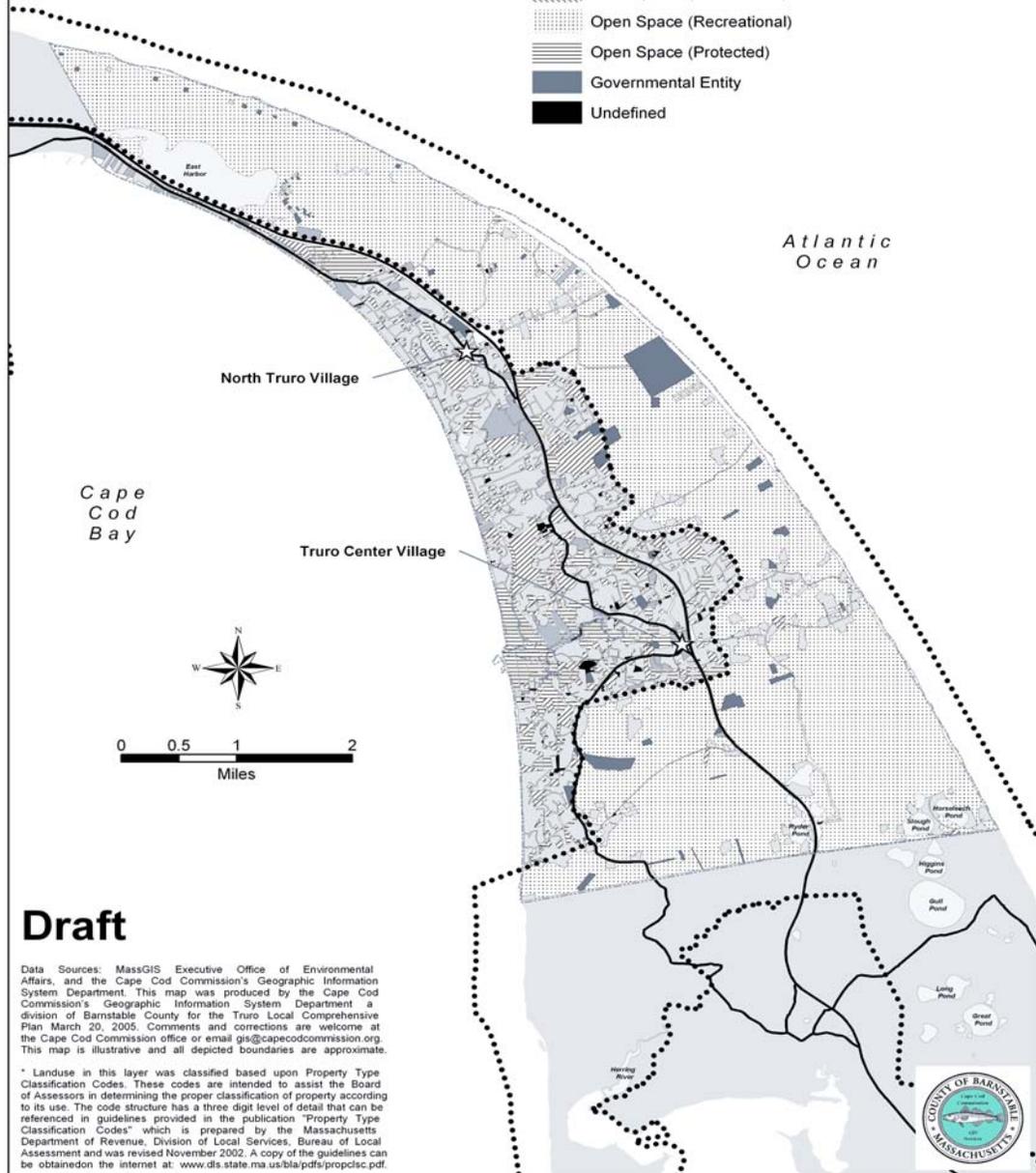
Strategy

9a. Explore the idea of creating a municipally owned and potentially privately developed and operated “tradesman’s park” which could provide accommodations for locally owned businesses which have outgrown their “residential” quarters. *Board of Selectmen.*

The Truro Local Comprehensive Plan

Chapter 2: Land Use *

- ☆ Village Centers
- Residential Development
- Commercial Development
- Developable (Residential)
- Developable (Commercial)
- Open Space (Recreational)
- Open Space (Protected)
- Governmental Entity
- Undefined



Draft

Data Sources: MassGIS Executive Office of Environmental Affairs, and the Cape Cod Commission's Geographic Information System Department. This map was produced by the Cape Cod Commission's Geographic Information System Department a division of Barnstable County for the Truro Local Comprehensive Plan March 20, 2005. Comments and corrections are welcome at the Cape Cod Commission office or email gis@capecodcommission.org. This map is illustrative and all depicted boundaries are approximate.

* Landuse in this layer was classified based upon Property Type Classification Codes. These codes are intended to assist the Board of Assessors in determining the proper classification of property according to its use. The code structure has a three digit level of detail that can be referenced in guidelines provided in the publication "Property Type Classification Codes" which is prepared by the Massachusetts Department of Revenue, Division of Local Services, Bureau of Local Assessment and was revised November 2002. A copy of the guidelines can be obtained on the internet at: www.dls.state.ma.us/bla/pdfs/propclsc.pdf.

TSW/LCP_SCLanduse.mxd, March 20, 2005



WATER RESOURCES

Introduction and Definitions

Within the hydrological cycle, water is neither created nor destroyed. This means that the total *amount* of water on our planet does not change. But it does get transformed. Oceans, rivers, clouds and rain are all in a constant state of change.

The Hydrological Cycle

Simply put, evaporation goes up and condensation comes down. Some 80 percent of all evaporation -- water changing into gaseous vapor -- comes from the oceans, 20 percent from inland water and vegetation. Condensation -- water changing back from vapor into liquid -- occurs when warm air rises, cools, and no longer can hold the vapor. Then it comes back as rain.

This is the earth's hydrological cycle: the huge transport of water from oceans and inland water sources to the land where it benefits every living thing.

Groundwater

This is the term that describes all the water that penetrates the planet's surface. It is found in one of two soil layers. Topmost is the layer of aeration, where gaps in the soil are filled with both air and water. Underneath is the layer of saturation, where gaps are filled only with water.

Because of the permeable nature of the soil on Cape Cod, an estimated 45 percent of our average annual precipitation of 40 inches soaks rapidly into the soil. More than half of our rainfall is lost to evapotranspiration, when plants use the water that would otherwise infiltrate into the ground.

The Water Table

The water table is the boundary between the aeration and saturation layers. Water entering the soil seeps down through an unsaturated zone until it reaches the water table. The surface of the water table fluctuates throughout the year in response to climatic variations of temperature, rainfall and evapotranspiration.

The Aquifer

The underground sandy matrix through which the groundwater moves is called an aquifer. The aquifer is in dynamic equilibrium between the recharge it receives and the groundwater that returns to the earth's surface, emptying when it discharges into lakes, rivers, wetlands and ultimately back to the ocean. The Cape Cod glacial aquifer is a rare formation and as such is of special interest to scientists. It was created by outwash deposits overlaying the original glacial lake bed deposits and ranges, the deposits ranging in thickness from 100 feet along the Cape Cod Canal to about 1000 feet deep in Truro. The outwash deposits consist largely of fine to coarse sand and gravel with moderate to high permeability.

Lenses

The water table of the Cape Cod glacial aquifer is not a flat surface. It contains six mounds, which are highest at the greatest distance from the coast lines. The water therefore is always moving downward, back into the land and out to sea. These mounds are lens-shaped bodies of fresh water, floating over the heavier salt water. The lenses affecting Truro are the Pamet lens, located entirely in the town, and the Chequessett lens, which is located within both Truro and Wellfleet. . The two lenses are separated by the Pamet River which receives fresh groundwater discharge from both of the lenses.

In Truro, the fresh water zone is about 200 feet thick, with salt water immediately below. A narrow transition area separates where mixing can occur between the two. The fresh and salt water remain separate because the flow is not turbulent, and there is a difference in density where the less dense fresh water floats on top of the more dense

saltwater. But withdrawals, from pumping wells for example, disrupt the seaward flow balance of the fresh water and can cause *upconing*, which is the movement of the transition zone upward toward a pumping well, resulting in an increase of salt water in the fresh water aquifer. Large-scale withdrawals can cause salt water to move into the aquifer either laterally or by upconing or both.

As a further hazard to Truro's precious water resource, the lens also receives the wastewater generated by residences and businesses through their septic systems.. So contaminants, intrusion, and waste water pollution, directly affect our only source of drinking water.

Inventory & Geography

Truro's groundwater system has been studied comprehensively. The most detailed study, "*Water Resources of Outer Cape Cod*", was published in May 1998. The Outer Cape towns, in concert with the Cape Cod National Seashore, participated in another inventory study, which the U.S. Geologic Survey conducted; the report was issued in 2003.

Truro's water supply, as noted above, comes from the Pamet Lens, from which Provincetown gets its water, and the Chequessett Lens, shared with Wellfleet.

The groundwater table roughly follows the contour of the land and rises in a mound -- the Pamet Lens -- up to five feet above sea level, lying beneath the highest portions of land in the Truro moors.

There are two drinking water delivery systems serving our end of the Cape: private wells; and the Provincetown water system. The Provincetown Water system which also serves Beach Point and other North Truro areas including the school and Police station, originates within the Pamet lens. The remaining households and businesses in Truro depend on private, smaller-volume wells. Because of the naturally poor water quality of the Pilgrim lens which underlies Provincetown, Provincetown was granted permission through state legislation in 1908 and again in 1952 to develop water supply wells in the Pamet lens. All of Provincetown and parts of North Truro rely on the public wells in Truro for their drinking water

The groundwater quality of the Pamet and Chequessett Lens is particularly

vulnerable. The state of the groundwater is influenced by the special character of its geology and our geography, especially by the narrowness of the peninsula itself. Land use activities that spill, leak or otherwise release contaminants to the ground will cause significant groundwater pollution once it infiltrates to the water table. Truro's public well fields at Knowles Crossing and South Hollow are so close to Route 6 that a hazardous material spill on the road near either well field could move to the wellhead in six months to a year. That narrowness also means that *well recharge areas and contamination sources can overlap*, increasing the potential for harm. Many of the town's commercial fuel oil storage tanks are located along Route 6 and Route 6A, both of which are within the recharge areas of the public wells. The contamination of the South Hollow well field by a gas station spill in 1977 gave Truro a memorable lesson in the constraints and vulnerability of our aquifer. The recent spill at Jack's gas station is a further lesson that leaking fuel tanks continue to threaten the aquifer into the future.

Because the National Seashore is protected from new land uses, there are very few potential contamination sources is the National Seashore. This gives us a strong reason to work with the National Park Service in the consideration of potential well sites within the border of federal lands.

Water Resource Analysis: Challenges & Problems

Issue 1: *Point Source Pollution*

“Point source pollution” refers to a stationary location or fixed facility from which pollutants are discharged or emitted, as well as to any single identifiable source of pollution. . The landfill on the Chequessett lens is the only point source of contamination in Truro. As there is no storm water system or public sewer system in Truro, there are few such sources.

A principal point source of pollution has been underground residential fuel storage tanks. This source of pollution has been reduced in the last seven years. Under the direction of the Board of Health all such underground fuel oil storage tanks have been removed. Additionally the Board of Health requires that all above ground storage tanks be double-hulled or potential spills be otherwise contained.

Issue 2: *Non-Point Source Pollution*

The most serious source of non-point pollution for Truro's many private wells is *the nearest septic system*. Wastewater released from septic systems contains nitrogen compounds, which can contaminate groundwater. The cumulative impact of these systems may threaten groundwater quality by exceeding safe nitrate-nitrogen limits. In addition, such cumulative contamination may occur in certain areas due to small lot size. The Board of Health has developed a record-keeping system that allows a continuing monitoring of water quality in private well systems.

A continuing non-point pollution threat to the public water system is saltwater intrusion from over-pumping of wells. . Recurring periods of salt water intrusion occur at the Knowles Crossing well field.

South Hollow, the principal well field, is located on the shoulder of Route 6 and in a valley. A spill of fuel oil or other hazardous material on the highway within a quarter-mile in either direction could flow to this well field.

Yet another possible source of pollution is the former landfill and septage lagoon. A plume of pollution from this lagoon has been identified and is being monitored. It runs north from the landfill and is assumed to discharge into the Pamet River. Because this is the divide between the Pamet and Chequessett lenses, the greater specific gravity of the Pamet will prevent the plume from migrating into the Pamet lens.

Additionally the abandoned landfill on South Highland Road is a potential source of point pollution.

———Storm water runoff from impervious surface (paved roads, parking area etc.) can contribute pollution to ground and surface waters. Planning bylaws that encourage the use of Low Impact Development should be encouraged.

Issue 3: *Surface Water Quality Problems*

The Pamet River is periodically polluted from storm water runoff and some shellfish beds are closed at times because of high coliform counts. Studies of the problem have not located the source. Although the coliform does not appear to be coming from adjacent septic systems, bird and animal feces and road run-off are suspected, particularly the paved parking lot at Pamet Harbor.

Issue 4: Coastal Embayment Water Quality Problems

Truro has two major coastal embayments, the Pamet River and Pilgrim Lake. The only coastal embayment water quality problem is the high coliform levels in the Pamet River, marshes and harbor areas and comprehensive water quality monitoring is warranted to evaluate the potential for impacts of land use. The NPS is undertaking studies of the Pamet River to restore tidal flushing to the upper Pamet, which is presently brackish due to a clapper valve located at Route 6. The NPS has recently opened up Pilgrim Lake to tidal flushing and water quality there has improved immensely.

Issue 5: Regional Water Supply Challenges

Provincetown and Truro are working cooperatively to address the two major challenges that the public water system faces: protection of the resource and identification of future water supplies.

Truro is fortunate so far in that we do not yet face a deterioration of water quality that would force the town to develop some level of municipal water supply, although there is some pressure from the state's Department of Environmental Protection to do so. Although Truro does not face an immediate need, however, now is the time to identify, test and develop potential future well sites or other water sources, such as desalinated seawater. These might be developed by Truro and Provincetown working together, by either town alone, or as a step in the evolution of a regional entity with shared goals.. In addition the town should evaluate the future usability of the tools detailed in the recent report on Wastewater Management Tools prepared by the Cape Cod Commission for the county.

It is anticipated that the current Water Resource Oversight Committee will explore the possibility of a regional water system with Provincetown, Truro and possibly Wellfleet, and would look for a site with capabilities similar to that of the South Hollow well field. Presently Provincetown has a yearly contract with the Cape Cod National Seashore for use of its North Truro Air Force Base wells during the summer months. The contract specifies the amount of groundwater that can be withdrawn. Additionally the DEP permit for public supply wells has been governing Provincetown's water system.

Average daily groundwater withdrawal in 1998 was 935,132 gallons per day, reducing to 901,460 gpd in 1999, and reducing further to 859,536 gpd in 2000 and 822,443 gpd in 2001. In 2002 the usage was 869,518 gpd and 852,377 gpd in 2003. This improvement has resulted primarily from the leak reductions effected by new service lines. However usage has gone from 305 private and commercial billings in 1999 to 366 in the Spring of 2004, an increase of 20 percent over four years. . Projecting future water demands and developing a fair and equitable allocation formula to service future growth and impaired private well areas is an important element of any plan for the future.

Issue 6: *Future Water Supply*

One of our highest capital investment priorities for the future is the development of a new well field and pipeline. Studies have indicated that the best location will be adjacent to the boundary of the National Seashore. Any well field must be compatible with Truro's long term land use plan, and provide maximum long term water supply benefits to the Town.

Issue 7: *Land Use Challenge*

The major land use challenge related to water resources today is the nature of the zoning for the general business district. This creates a potential for allowing installations and facilities to become established in the Town that could subsequently prove hazardous.

Areas for Action

A. Strengthen the zoning by-law relative to general business zoning and water resources.

B. Reduce public and commercial use of chemical fertilizers, herbicides and pesticides through a diligent information/education effort. In our very porous substrate these products can infiltrate areas of the aquifer and degrade groundwater quality.

C. Upgrade and eliminate substandard septic tanks.

D. Deter salts and other minerals from entering drinking water. Water becomes undesirable for drinking when the quantity of dissolved minerals exceeds 1,000 mg/L

(milligrams per liter). Too much sodium may be harmful to people with heart problems. Dissolved minerals in large concentrations can be hazardous to animals or plants.

Salt can enter the aquifer in a number of ways. These include rainfall, sea spray and residential run-off. Not much can be done about the first two, but residential run-off -- from macadam driveways, to cite just one example -- should be discouraged. Salinity problems also occur through the removal of deep-rooted vegetation, such as oaks and pitch pines, with replacement by more shallow-rooted plants. This means that more water from rain or irrigation goes right into the water table and raises the level of salt in the groundwater.

E. Reduce bacterial and viral pollution by identifying and addressing sources, and through homeowner testing of private wells. Bacterial pollution is another important area of concern. Groundwater is less susceptible to bacterial pollution than surface water because the sandy soil through which groundwater flows screen out most of the bacteria. But water-borne infectious diseases can be caused by a number of different bacteria, viruses or protozoa, which are spread through contaminated drinking water. Such diseases include diarrheas, dysenteries and hepatitis among others.

Private wells should be tested at least once a year for bacterial safety. Spring is the best time to test wells. It's also wise to test well water whenever the water changes in taste, odor or appearance. Generally, water is tested for a whole group of indicator bacteria to measure the sanitary state of the well. This group of common bacteria is called the "total coliform." If the well is near fuel tanks or a commercial industrial area, a test for volatile organic compounds may also be advisable.

F. Reduce nitrates in surface water and groundwater, and appropriately site and construct private wells. When one lives near fresh water, nitrates from seepage can leach into the fresh water system and promote the growth of algae, which reduces the oxygen content of the water. This can harm or destroy plant and animal life. Even more serious, nitrate can leach into groundwater because of its high solubility. If humans or animals ingest water high in nitrate, it may cause methemoglobinemia, or blue baby syndrome, an illness especially found in infants under six months. Nitrate is absorbed into the blood, and hemoglobin (the oxygen-carrying component of blood) is converted into methemoglobin, which does not carry oxygen efficiently. This reduces the oxygen

supply to the brain -- which may mean brain damage or death. Nitrate excess can also be a problem for pregnant women and people with reduced stomach acidity.

Methemoglobinemia does not occur where water contains less than 10 mg/L (milligrams per liter) of nitrates. This is the standard adopted by the U.S. Environmental Protection Agency. Using a leaching field, as required by Title V, spreads nitrates over a larger area than the older leach pits or cesspools, thus diluting the nitrate concentrations. Common sources of nitrates include fertilizers, manure and septic systems (see A & B above for nitrate reduction efforts).

High nitrate levels are associated with high density residential development where septic systems are located in close proximity to private wells. In some cases a deeper or new well location can avoid the nitrogen contamination caused by septic systems. However, where development is particularly dense, there may be no way to avoid well contamination and an alternative water supply is required to protect human health. Wells should be located at a higher elevation than the septic system whenever possible, and at least 100 feet away from the system.

Water Resource Goals

Goal 1: To maintain the overall quality and quantity of Cape Cod groundwater to ensure a sustainable supply of high quality, untreated drinking water.

Goal 2: To continue the efforts to protect the Pamet and Chequessett Lenses.

Goal 3: To identify and protect future water supplies.

Goal 4: To work cooperatively with the National Park Service, adjacent towns and other agencies to protect existing and future water supplies.

Goal 5: To encourage the use of private wastewater disposal systems other than septic systems specifically to protect water supplies and marine water quality, not as a basis for increasing building density or type of development beyond the standards defined in Truro's Local Comprehensive Plan. These systems, when used, must be adequately managed and maintained.

Goal 6: To preserve and improve the ecological integrity of marine and fresh surface waters.

Water Resource Policies

1. Truro adopts the water classification system described in the Cape Cod Regional Policy Plan and will use this classification system for its own water resources planning. The categories are: (a) wellhead protection areas; (b) fresh water recharge areas; (c) marine water recharge areas; (d) impaired areas; (e) water quality improvement areas; and (f) potential public water supply areas.
2. In Wellhead Protection Areas, commercial and industrial development and redevelopment that involve the use, treatment, generation, storage or disposal of hazardous wastes or hazardous materials, with the exception of retail sales and household quantities, shall not be permitted.
3. In Wellhead Protection Areas, public and private sewage or septage treatment facilities shall not be permitted unless needed to protect the public health.
4. In Wellhead Protection Areas, uses prohibited in Zone II (*that area of an aquifer which contributes water to a well under the most severe pumping and recharge conditions that can be realistically anticipated*) by state regulations shall not be permitted.
5. To limit phosphorus inputs in Fresh Water Recharge Areas surrounding ponds, no sub-surface disposal systems shall be permitted within 300 feet of mean high water of fresh water ponds unless the applicant demonstrates by a groundwater study that the site is not within the Fresh Water Recharge Area.
6. In Fresh Water Recharge Areas surrounding ponds, when developments generate over 2,000 gallons per day of sewage effluent, Developments of Regional Impact may be required to delineate the groundwater recharge areas to potentially affected fresh water ponds in order to identify and mitigate adverse effects.
7. In Fresh Water Recharge Areas surrounding ponds, public and private sewage treatment facilities may be used only to address public health threats.
8. In Marine Water Recharge Areas, developments of Regional Impact may be required to delineate the groundwater recharge areas to down gradient embayments and other marine waters that may be nitrogen- sensitive in

order to identify and mitigate potential adverse impacts. Truro will support the Cape Cod Commission in requiring these studies of such projects.

9. In Marine Water Recharge Areas, development and redevelopment shall not exceed identified critical nitrate/nitrogen loading standards for nitrogen impact on marine eco-systems, unless the following condition applies: where existing development exceeds identified critical loading standards for a marine recharge area, redevelopment shall maintain or improve existing levels of nitrogen loading.
10. In Marine Water Recharge Areas, public and private sewage treatment facilities may be used only to alleviate a public health threat and/or remediate or protect marine water quality. The standards of the Cape Cod Commission Regional Policy Plan will apply to all such facilities.
11. In Impaired Areas, (*areas where groundwater may have been degraded by point and non-point sources of pollution, including but not limited to areas with unsewered residential developments where lots, on average, are less than 20,000 sq ft; landfills, septage and wastewater treatment plant discharge sites; high density commercial and industrial areas and those down gradient areas where the groundwater may have been degraded by these sources*) development shall generally meet a 5 parts per million nitrate/nitrogen loading standard for impact on groundwater, but may increase to 10 parts per million nitrate/nitrogen where it can be demonstrated to the permitting authority that such increase will cause no significant adverse impact on wetlands, water bodies, public or private drinking water supply wells and potential water supply wells.
12. In Impaired Areas, where existing development exceeds the 10 parts per million nitrogen loading standard, redevelopment of that property shall not increase existing levels of nitrogen loading.
13. In Impaired Areas, public and private sewage treatment facilities as well as other remediation measures such as community septic systems shall be used only when a public health hazard exists and to protect or remediate marine water quality, and when no other means of wastewater disposal is available.

14. In Impaired Areas, the development of public or community water supply systems shall be allowed for areas serviced by private wells or where necessary to accommodate cluster development with the provision that poor water quality shall be demonstrated before town funds are used to help alleviate the problem. The classification as an Impaired Area will not be, in and of itself, justification for public water supply system service.
15. In Water Quality Improvement Areas, (*impaired areas that are located within wellhead protection areas, fresh water and marine water recharge areas*) development shall not exceed a 5 parts per million nitrate/nitrogen loading standard or an identified marine water standard, whichever is applicable. Where existing development exceeds that identified loading standard, redevelopment shall improve existing levels of nitrate/nitrogen loading.
16. In Potential Public Water Supply Areas, no development shall be permitted in the well site area and in the area within 400 feet of the “potential well site”, or an area equal to $150 \times \log$ of the pumping rate in gallons per day minus 350. Within the recharge areas, the same standards apply as in Wellhead Protection Areas above.
17. Development and redevelopment projects shall identify proposed wells and existing private wells on abutting properties within 400 feet, and assess the impact of the development on the water quality of these wells. Septic systems shall be sited so as to avoid contamination of existing or proposed wells.
- ~~18.~~ Conversion from seasonal to year-round use in FEMA-A flood zones or within 200 feet of wetland shall not be permitted unless the proponent demonstrates that the proposed alterations will protect groundwater quality by maintaining nitrate/nitrogen loading at no greater than 10 parts per million. Improving nitrate/nitrogen loading levels where existing levels are greater than 10 parts per million shall be required. The proponent must also demonstrate that the project will not have other adverse impacts on groundwater or adjacent surface water areas and wetlands.
- ~~19.~~ New direct discharge of untreated storm water and waste water into marine and fresh surface waters shall not be permitted.

- ~~20.~~ Water withdrawals should be managed so that they do not adversely affect surface water resources, wetlands, private wells or the safe yield of the aquifer.
- ~~21.~~ The certification, development and use of appropriate new innovative technologies designed to improve wastewater treatment by reducing nutrient loading is encouraged, although such technologies shall not be the basis upon which to increase building density or change uses from those defined by the Town Zoning By-Law.
- ~~22.~~ Storm water should be disposed of on-site. Where untreated storm-water exists, remediation is encouraged through use of vegetated swales and other best management practices.
- ~~23.~~ Development and redevelopment projects should use water conservation technologies.
- ~~24.~~ Cleanup of chemical spill and contamination sites should be expedited.

Truro's Water Resource Strategies and Actions

(N.B. Primary responsibility is noted in **boldface**).

Objective 1. Public Water Supply. Truro will work with nearby towns and the National Park Service to identify and protect long-term water supplies for the Lower Cape, including the potential for placing and managing wells within the National Seashore.

Strategies:

- a. Work with the National Park Service to consider placement of wells within its boundaries to ensure the best possible protection of water resources from long-term land use hazards. **Board of Selectmen.**
- b. Target private properties identified in past water supply studies for potential acquisition. **Open Space Committee.**
- c. Identify areas within Truro to be served by public water if and when another well site is developed in the Town. **Board of Selectmen.**

Objective 2. Groundwater Resource Protection. Truro will work to protect and enhance the quality of its groundwater resources through the continuation of a strong regulatory

program.

Strategies:

- a. Maintain and strengthen, as necessary, the Truro Water Resource Protection Zoning District. Review this provision to ensure conformity with all regional and state requirements. *Board of Health.*
- b. Continue the Truro Septic System Maintenance Program wherein systems are monitored for failure and upgrading is required for all conversions and expansions. *Board of Health.*
- c. Work with the Cape Cod Commission to map the marine water recharge areas in Truro. **Conservation Commission**, *Board of Health.*
- d. Continually review the Board of Health nitrogen loading standards to ensure that such standards adequately address potential groundwater pollution problems. *Board of Health.*

Objective 3. Surface Water Protection .: Truro will work to minimize or prevent the pollution of surface waters and, where possible, to enhance the quality of such waters.

Strategy:

- a. Consider amending the subdivision regulations to require strong storm water management criteria. *Board of Health*, **Planning Board**

Objective 4. Public & Private Wastewater Treatment Facilities .: Truro will not actively encourage the use of these systems except in cases where groundwater quality is significantly deteriorated, the public health is threatened and public water supplies are not available, or where the use of such a system might advance a larger community goal identified in this Plan. In most such cases, private funding of such systems will be preferred. Under no circumstances will these systems alone be the basis upon which building densities are increased or land uses changed from those allowed in Truro's Zoning By-Law.

Strategy:

- a. Adopt a Board of Health regulation pursuant to private wastewater treatment facilities. *Board of Health.*
- b. Review all Impaired Areas as identified by the Local Comprehensive Plan and review available water quality data to determine whether an impaired classification is merited. Note: There are currently no identified impaired areas in Truro. If water quality is high enough to meet accepted standards, remove area from the Impaired category in this Plan and on Regional Policy Plan maps. *Board of Health.*

Objective 5. Expanded Collaborative and Regional Coordination. Truro will continue to evaluate new regional approaches to water supply management, expanding its collaborative studies and actions to help advance regional solutions to water issues.

Strategy:

- a. continue to participate on the County Wastewater Implementation Committee. *Water Resources Committee.*
- b. partner with the Massachusetts Estuaries Program to evaluate the condition of the lower Pamet River. *Water Resources Committee.*
- c. partner with NPS to continue efforts to restore Pilgrim Lake. *Water Resources Committee.*
- d. partner with the NPS to continue to pursue the restoration of salt water to the upper Pamet River. *Water Resources Committee.*
- e. continue to evaluate the water quality of private wells by partnering with the County Health Laboratory and the Cape Cod Commission. *Water Resources Committee.*
- f. develop the town's strategy for water supply allocation should the Provincetown water system expand. *Water Resources Committee.*
- g. continue to participate in the Ponds and Lake Stewardship project and the annual water quality snapshot sampling of fresh water ponds. *Water Resources Committee.*

The Truro Local Comprehensive Plan

Chapter 3: Water Resources

Public Water Supply Wells

⊕ Current PWS

⊗ Future PWS

■ Potential PWS Area

▲ Small Volume Wells

⎓ Groundwater Contours (Pamet Lens)

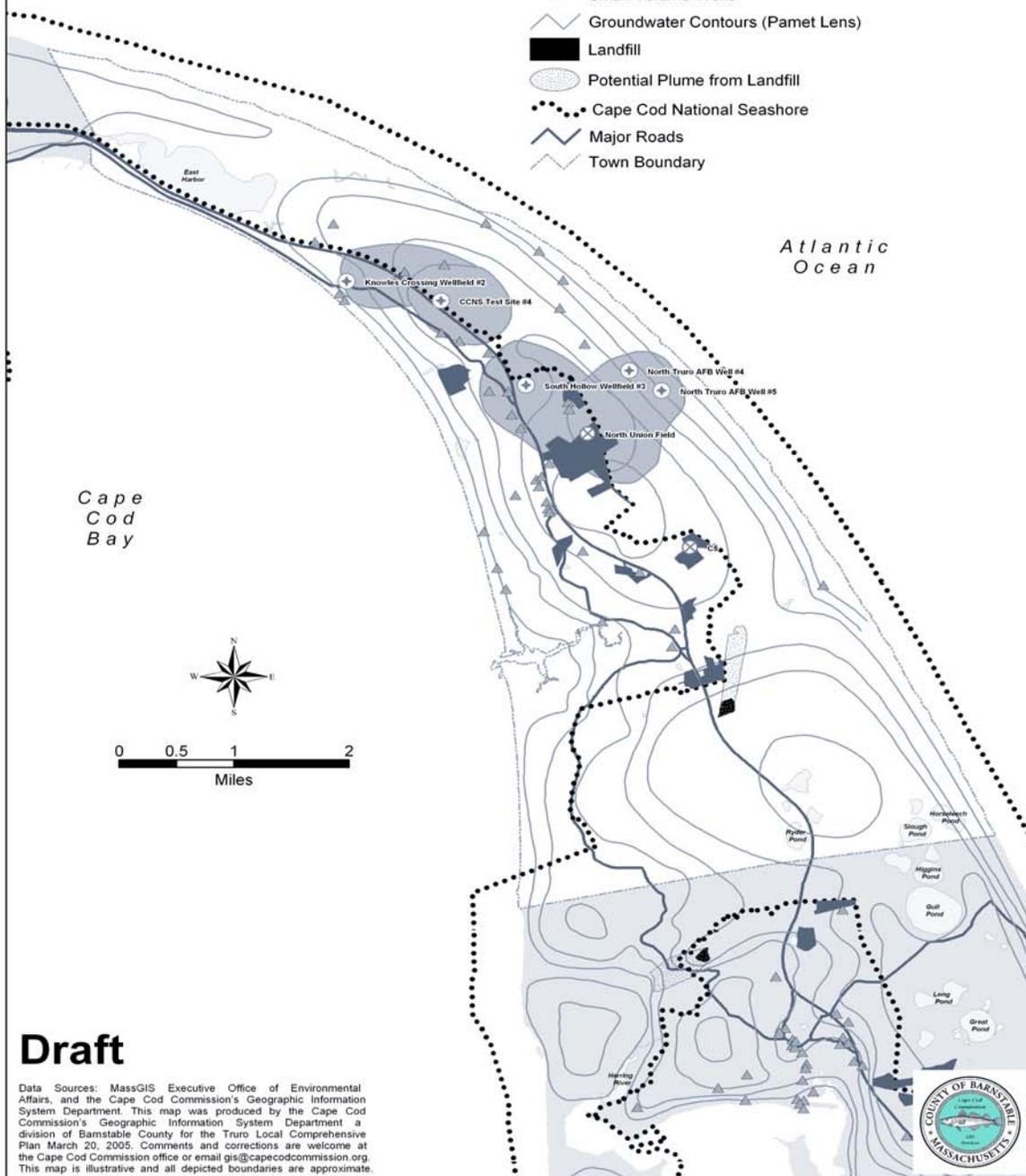
■ Landfill

○ Potential Plume from Landfill

⋯ Cape Cod National Seashore

⎓ Major Roads

⎓ Town Boundary



Draft

Data Sources: MassGIS Executive Office of Environmental Affairs, and the Cape Cod Commission's Geographic Information System Department. This map was produced by the Cape Cod Commission's Geographic Information System Department a division of Barnstable County for the Truro Local Comprehensive Plan March 20, 2005. Comments and corrections are welcome at the Cape Cod Commission office or email gis@capecodcommission.org. This map is illustrative and all depicted boundaries are approximate.

TSWLCP_WaterSupply.mxd, March 20, 2005

COASTAL RESOURCES

During the previous ten years, several concerns involving Truro's coastal resources have arisen with greater force than when the 1994 LCP was written:

The first involves the use of motor vehicles on dunes, in wetlands and in shallow estuarine areas that are habitat and breeding sites for finfish, shellfish and wildlife. The easiest remedy for this problem is to exclude all motor vehicles from all dunes, beaches and littoral areas seaward of coastal dunes and banks. But such a proposal conflicts with the wishes of fishermen and others who uphold the traditional rights of those who access Truro's beaches on rubber tires. If reasonable access cannot be monitored and regulated so that physical features and wildlife will be protected, the rising summer population will force the town to adopt more stringent measures, such as a reduced access period or none at all.

Second, our sandy substrate seldom allows the formation of puddles and small temporary impoundments of storm water, but when large amounts of rain fall on frozen ground, the result can be augmented runoff which heightens the pollution of the Pamet, the Little Pamet, and the harbor with nitrates, petroleum derivatives and other wastes. To reduce this possibility, all houses, especially those in the Pamet drainage area, should be required to have roof gutters and catch basins or drywells through which such runoff can be filtered.

Third, the Pamet Harbor, one of the town's most diverse recreational and scenic assets, should remain a small rural harbor. Maintenance dredging should continue on an annual basis, with a further study of the need for more significant dredging as it is warranted. As a small, seasonal harbor, without fueling facilities or permanent rest rooms, both human and boat waste and debris do not call for treatment or disposal measures.

Fourth, the accelerating rate of global warming will be reflected in this century

with a seawater rise that will exceed the one foot that has long been predicted. For planning purposes it seems prudent to forecast a rise in sea level of at least one-and-one-half feet in the one hundred years ahead.

Fifth, development along the shoreline is limited on the ocean side by the regulation of Cape Cod National Seashore. The bayside, however, does have room for development. Construction can destabilize banks and dunes, accelerating erosion and sedimentation, degrade the natural habitat and alter our scenic shoreline.

Truro's coastal resource policies must acknowledge these growing areas of concern.

Truro's Coastal Resources Goals

Goal 1. Truro acknowledges the public's interest in the coast and rights for fishing, fowling and navigation, and will preserve and manage coastal areas so as to safeguard and perpetuate their biological, economic and aesthetic values, and to preserve and, where appropriate, expand public access to the shoreline.

Goal 2. Truro will limit development in coastal and other high-hazard areas in order to protect health, minimize loss of life and of structures, and prevent environmental damage resulting from storms, natural disasters and sea level rise in so far as possible.

Goal 3. Truro will maintain and improve coastal water quality to encourage shellfishing and swimming, where appropriate, and to protect the coastal ecosystem which supports shellfish and finfish habitat.

Truro's Coastal Resources Policies

1. Development and redevelopment along the coastline shall not interfere with existing public access and traditional public rights of way, nor should they interfere with uses of the shoreline, including for fishing, shellfishing and boating.

2. Development and redevelopment in coastal areas should reflect the traditional maritime character and/or architecture typical of the area and should be designed to maintain and enhance views of the shoreline from public ways, waterways, access points and existing development.

3. The construction of walkways, where environmentally permissible, should be

encouraged to enhance shoreline access for the public, including disabled persons. Stairs on dune faces should be designed to admit light and precipitation and be at least partly demountable in the off-season.

4. Public access should be provided at publicly funded sites that have received special additions of approved beach sand ("beach nourishment") where such access will not degrade the improved site.

5. Truro will prohibit or severely limit development in FEMA V flood zones, except where no feasible alternative exists, and then subject to approval by all permitting authorities.

6. Truro will prohibit or severely limit development in all other coastal or high-hazard areas in order to protect the public health, reduce any loss of life or structures, and minimize environmental damage resulting from storms, natural disasters and sea level rise.

7. Where fire, storm, or similar disaster has caused damage to or loss of buildings in FEMA A and V zones, on barrier beaches, coastal banks or coastal dunes of greater than 50 percent of their replacement value, all reconstruction shall be in compliance with current applicable regulations and shall be designed in accordance with the requirements for new construction contained in these policies, subject to approval by relevant permitting authorities. Any reconstruction shall not enlarge or expand the use of an existing structure.

8. In order to accommodate possible sea level rise and increased storm intensity, ensure human health and safety, and protect the integrity of coastal land forms and natural resources, all new buildings, including replacements, within FEMA A flood zones shall be designed with the lowest horizontal structure member elevated at least one foot and in a FEMA V zone, at least two feet above existing FEMA base flood elevation and state building code construction standards.

9. Except as specified above concerning reconstruction, no development or redevelopment shall be permitted on barrier beaches and coastal dunes as defined by the Wetlands Protection Act and associated regulations and policies. Existing structures may be reconstructed or renovated provided there is no increase in floor area or change of use. Water-dependent public recreational facilities in these locations may be developed

providing that the proposed development will not compromise the integrity of coastal resources.

10. Development and redevelopment within 100 feet landward of a coastal bank or dune shall be designed to have no adverse effect on the height, stability, or the use of the bank or dune as a source of natural sediment. In areas where banks or dunes are eroding, the setback for all new buildings and septic systems to the top of the coastal bank or dune crest shall be at least 30 times the average annual erosion rate of the bank or dune. This rate shall be determined by averaging the erosion over the previous 30-year period at a minimum. In instances where shoreline erosion rates are indicative of bank/dune erosion rates, MCZM shoreline change maps should be used in determining the setback.

11. No new public infrastructure or expansion of existing infrastructure shall be made in flood hazard zones (FEMA A and V zones) unless it is shown and approved by regulating authorities that there is an overriding public benefit provided, and provided that such infrastructure will not promote new housing, commercial or municipal buildings or other development in flood hazard areas.

12. Vehicle, boat, and pedestrian traffic in all critical wild life and plant habitat areas, wetlands, dunes, shallow estuarine areas, and shorebird breeding habitat areas should be minimized and managed according to a Town sponsored and enforced shoreline access policy. Beach access to vehicles, boats and pedestrian traffic should also be subject to a Town shoreline access policy.

13. Within flood hazard zones (FEMA A and V Zones) new mounded septic systems shall be prohibited except to upgrade existing substandard septic systems where such systems pose a demonstrated threat to public health, water quality or natural resources.

14. In order to accommodate a two-foot rise in relative sea level, all new and replacement septic systems within FEMA A and V zones shall be designed with a minimum five-foot clearance above groundwater.

15. Storm water discharges should be directed into filtering catch basins and not into coastal water bodies or wetlands. All existing storm water discharges should be reviewed and corrected, as necessary.

16. The existing storm water discharges at the Pamet Harbor parking lot should be corrected, as per Order of Conditions Conservation Comm. 1989

17. The interaction of the ocean and the freshwater Pamet should be continually monitored, specifically the impacts of ocean water on the Pamet ecosystem.

18. Storm water management systems shall be designed to accommodate a 1 1/2-foot -per-century rise in sea level.

19. In order to avoid loss of shellfish habitat and minimize impacts on wetlands, construction of community docks or piers rather than separate structures serving individual lots, shall be encouraged. In significant shellfish habitat areas, as identified by the Division of Marine Fisheries and/or local shellfish officials, the construction or expansion of docks or piers shall not be permitted. Docks and piers damaged by storms may be replaced in accordance with state and local regulations.

20. Development shall be designed and constructed to minimize direct and secondary impacts to fish, shellfish and crustaceans and have no significant direct or indirect adverse effects on eelgrass beds, unless there is no feasible alternative and is necessary for public benefit.

21. Pamet Harbor, the only protected harbor and mooring area in Truro, should not be expanded. The mooring basin provides spaces for approximately 110 boats. (See mooring plan in the Harbor Plan).). Limited parking and the inability to navigate the channel and basin immediately before and after low tide help offer “natural” protection from expansion.

22. The harbor shall work to provide a portable, seasonal, regularly serviced disposal system for sewage, trash, and recyclables, and shall provide a seasonal restroom facility. The town shall prohibit discharge of any solid waste or waste oil in the harbor and shall maintain an adequate collection facility for all waste.

23. Town-approved annual maintenance dredging shall continue for the benefit of navigation, and water quality in the Pamet River, and its positive impact on the shellfish and fish population. Periodic large dredging projects should be considered.

24. Wherever feasible, dredge material shall be used for nourishment on public beaches subject to erosion. Such material shall be clean and compatible with existing strata.

25. A one-hundred-foot-wide buffer zone around a coastal wetland surrounding ponds and vernal pools, and/or landward of coastal water bodies, shall be undisturbed, or, if inadequately vegetated, be planted according to the advice of the Conservation Commission.

26. No waterfront fueling facilities will be provided, in order to prevent adverse impacts on water quality.

Truro's Inventory of Coastal Resources

Flood Hazard Zones -FEMA A Zones

1. Pamet River Valley, from its eastern source to the mouth of the river at Cape Cod Bay, including Pamet Harbor and its estuaries.
2. Area around Mill Pond Road.
3. The Little Pamet River and the immediately surrounding area.
4. Southeast of Ryder Beach.
5. Provincetown line, south along 6A to High Head, east to Head-of-the-Meadow Beach, northwest to Pilgrim Lake, and west to Cape Cod Bay.

Flood Hazard Zones -FEMA V Zones

1. Entire coastline on the Atlantic Ocean and Cape Cod Bay.
2. Special attention should be given the densely populated, mostly bulkheaded properties on Cape Cod Bay north of the Horizon Motel, where residual beach contours are subject to marked seasonal changes, mostly in winter.

Significant Shellfish Habitat Areas

1. The Pamet River Harbor, especially north of the mooring basin, is the most productive. Because of heavy siltation, other harbor areas are presently less productive. With the reduction in nitrate pollution, shellfishing has resumed and should continue.
2. Cape Cod Bay shores provide occasional but generally sparse shellfishing.

Working Waterfront Areas

Pamet Harbor, and some cottages in the Beach Point area.

Harbor Conditions and Issues

Public Dredging History

1. Starting about 1860, when Wilder Dyke was built and the Upper Pamet was separated from the Lower with a clapper valve, flushing of the tidal area in Pamet Harbor was diminished by the accumulation of silt which reduced its utility for boating and as a fishing port.
2. Pamet Harbor was dredged in 1918, and about that time the North and South jetties were installed.
3. The harbor was redredged in 1965, 1968, and 1996, the result of recurrent silting and impeded navigation. Maintenance dredging was performed in 1998, and has continued on an annual basis since the year 2000.

Harbor Facility Availability:

1. The harbor has a double ramp to facilitate launching. This ramp is a Massachusetts Access Board Ramp. The ramp is owned by the state and operated by the town of Truro. In 2003
 1. launchings consisted of over 2100 daily ramp launchings during regular hours, 34 seasonal boat launch permits, 600 kayak and canoe launchings.
 2. The state has built a new pier and float system, funded by the Massachusetts Access Board. This new facility offers access for the handicapped.
 3. The parking lot has 131 spaces for cars and trailers. (A car and attached trailer require two spaces.)
 4. The number of boats allowed mooring space in the harbor is limited. In 2004. there were 100 moored boats.
 5. Portable restrooms and solid waste containers are available during the boating season. There is no boat sewage pump facilities or waste oil collection available.

Principal Uses of the Harbor

1. Recreational fishing
2. Commercial fishing
3. Access to Cape Cod Bay for sailing and recreational boating
4. Sand eeling for bait
5. Shellfishing
6. Viewing scenery and sunsets
7. Artists painting
8. Promoting study by students
9. Sunbathing and swimming (where allowed)

Commercial and Recreational Water-dependent Uses

1. Pamet Harbor Yacht Club maintains a small boat dock for seasonal use by its 32 boating members.
2. Fewer than 10 percent of boats moored in the harbor are operated by commercial fishermen, most of them engaged in lobster fishing.
3. A large number of avocational boaters also pursue lobstering, each with a family license for as many as 10 pots.
4. Commercial kayaking ventures.

Coastal Access

1. Beaches: The town and Cape Cod National Seashore provide access to the following

Truro beaches:

Ocean Beaches (in north-to-south order)

Head-of-the-Meadow (town and National Seashore)

Coast Guard Beach

Longnook Beach

Ballston Beach

Cape Cod Bay Beaches (with public landings and access)

Beach Point

Noons Beach

Cold Storage Beach
Great Hollow Beach
Corn Hill Beach (handicapped accessible)
Fisher Beach
Ryder Beach

2. Seasonal beach attendants are on duty at most beaches during the season, and, as of the year 2005 will have emergency communication equipment. All beaches have portable sanitary facilities during the summer.

Docks and Piers

1. Pamet Harbor Yacht Club
2. Private dock in Pamet Harbor
3. Pamet Harbor pier and float system

Challenges and Problems --An Analysis

Issue 1. Cape Cod Beaches

Accumulation of seaweed has markedly increased during the last two decades, especially in the summer, making the Bayside beaches, in particular, less appealing for swimmers. Accumulations of seaweed or “mung”, when deposited by the tides on beaches, form wrack lines which attract insects and make the beaches less attractive for sunbathing.

Some shellfish -- mainly sea clams and quahogs -- are found along the bay coastline, though in small and declining numbers. Massachusetts Department of Fisheries periodically tests Bay waters.

There are questions as to whether use of off road vehicles (ORV's) creates problems of beach erosion and beach damage and endanger those using the beaches.

In Truro, PWC's are prohibited from operating from any Town-owned beach or parking lot, with the exception of the Pamet Harbor boat ramp, from which they must proceed directly to the Bay. Once in the Bay, they must remain at least ¼ mile offshore. This buffer matches that in Provincetown and is consistent with the boundary of the Cape

Cod National Seashore.

Boston's sewer outflow pipe may pose a health problem for Truro's Bay side beaches, depending on the results of continued monitoring of the outflow by the Massachusetts Water Resources Authority, the Provincetown Center for Coastal Studies, and the Cape Cod National Seashore.

Repeated over-washing and breaching of the oceanic dune at the source of the Pamet River at Ballston Beach (most recently in 1978 and 1991) will require eventual vacating and relocating of the Ballston Beach parking lot as the dune continues its slow but relentless march westward.

Issue 2. Banks and Dunes on Truro's Bay Side

Setback of septic systems for all new houses built on coastal banks should be, at a minimum, the average rate of coastal erosion times 30 years (a likely maximum period of ownership by one owner).

Use of off-road vehicles (ORV's) on beaches continues to increase, with 255 permits issued in 2004. Future ORV access to beaches should be carefully regulated by licensing that is assiduously enforced, with clearly posted fines for violations, especially between June 1 and October 1 of each year.

Increasing numbers of summer visitors have not only resulted in localized beach crowding, but also in wear and tear on dunes that are between beaches and parking areas. Town landings should be marked and maintained and, where appropriate, seasonal dune stairs should be provided.

Following severe temporary beach erosion, especially in the winter, at Beach Point in 1996, owners were urged to form an association and appeal to the State for corrective assistance, mainly beach nourishment. A major concern is the eventual undermining of underground water and electrical facilities by storm, threatening curtailment of these vital services to Beach point property owners. An erosion committee was formed, but has since disbanded.

Reconstruction in high hazard (FEMA A and V zones), where allowable should protect the dynamic nature of coastal land forms.

Issue 3. Restricted Access to Ocean Beaches through the Cape Cod National Seashore

The long-standing and primary threat facing ocean beaches is the potential for continued storm damage, the resulting loss or movement of dunes and beaches and the attenuation of parking areas, especially with oceanic erosion averaging two feet per year. The Park Service has advised taking no special action, except for the installation of snow fencing, and has instituted some supplemental off-site parking.

In recent years, there has been an increase in the amount of floating algae or “mung” appearing in the water at ocean beaches, thus decreasing the desirability of these beaches for bathers and surf fishermen. As the beaches contribute major income to the Town, Truro must plan to remediate this situation.

Owing to inroads of oceanic erosion, parking for some beaches is inadequate. A variety of strategies should be considered.

Issue 4. Correcting Long-term Siltation of Pamet Harbor

Decreased navigability has reduced the utility of the harbor. Commercial fishermen and avocational boaters are adversely affected. Productive shellfishing areas in the harbor, while experiencing diminished levels, have been improving through the efforts of the Shellfish Warden. A thorough study of the harbor should be undertaken, covering the last hundred years, taking into account offshore currents, the relocation of the harbor entrance by jetties, the public uses presently impeded, and should include the facts and consequences of regular maintenance dredging.

Motor vehicle access to the harbor parking lot by Depot Road is increasingly problematic, with more vehicles and a road which can neither be straightened nor widened. At the very least, the road should continue to be posted with low speed-limit signs.

Issue 5. Shellfish Decline

All forms of shellfishing have been experiencing unsatisfactory levels of productivity for many years. The brood stock for all species has fallen below the level where natural production of a bountiful annual harvest can be anticipated.

Truro's Coastal Resources Strategies and Actions

(N.B. Primary responsibility is noted in **boldface**).

1. Beach Point Objective. Truro will support efforts at beach nourishment and increased access where needed on Beach Point.

Strategy

1. a. Encourage efforts by private property owners on Beach Point to fund and replenish beaches. *Board of Selectmen*.

2. Coastal Access Objective. Truro should balance the needs of physically disabled coastal users, off-road vehicle users and other beach goers. A clear policy on beach access should be formulated and publicized by the town.

Strategy

2. a. Devise strategies to increase parking and/or access to Ocean beaches.

Beach Commission, *Board of Selectmen*.

2. b. Where practicable, provide access to beaches for handicapped visitors (as has been done at Corn Hill Beach). **Beach Commission**, *Board of Selectmen*.

2. c. Where practicable, provide stairs or walks between parking lots and beaches for access by handicapped visitors. **Beach Commission**, *Board of Selectmen*.

2. d. Encourage homeowners having beach access by stairs to share that access with neighbors. **Beach Commission**, *Conservation Commission*.

2.e. Formulate and publicize a clear policy for ORV use on beaches, and enforce it. **Beach Commission**. *and Board of Selectmen*.

3. Harbor Objective. Implementation of the Harbor Management Plan. The plan emphasizes the need to balance environmental needs with the recreational wishes of the community.

Strategy

3. a. Evaluate the success of dredging over the most recent three year period based on aerial photographs. In addition a thorough study of the harbor

should be undertaken, covering the last hundred years, taking into account offshore currents, the relocation of the harbor entrance by jetties, the public uses presently impeded, and should include the facts and consequences of regular maintenance dredging *Harbor Commission*.

3. b .Continue to monitor pollution emanating from parking lots and take steps to reduce the flowage of pollutants such as sulfites and petroleum derivatives into the harbor. *Harbor Commission*.

3.c. Implement procedures to monitor the speed limit on Depot Road and provide signage and other means to control traffic. *Board of Selectmen*.

4. Shellfish Objective. Implementation of the 2004 Shellfish Management Plan Strategy

4. a. Continue to monitor water quality for shellfishing and implement improvements where practicable. Implement rainwater closure periods and conduct shellfish tissue sampling. **Shellfish Warden**, Shellfish Advisory Committee.

4. b. Continue the importation of seed stock. **Shellfish Warden**, *Shellfish Advisory Committee*.

4. c. Examine the prospects for making grants to individual residents of small areas for the recreational production of shellfish through aquaculture. *Shellfish Advisory Committee*.

5. Regulatory Objective. Truro will amend its bylaws to discourage all development and limit reconstruction within FEMA V zones (high-velocity flood zones) since structures and dunes in these areas are subject to storm damage. Protection around coastal wetlands should also be strengthened.

Strategy

5. a. Enact a new bylaw to prohibit new construction in the FEMA V zones. Consider setback requirements from dunes and reconstruction standards. **Planning Board**, *Conservation Commission*.

5 .b. Revise Truro Zoning By-law III-E, 4.Regulations, (f) (4) to require construction/renovation in a FEMA V zone to be elevated with the lowest horizontal structural member at least two feet above the existing FEMA base flood elevation and state building code construction standards. *Planning Board*

5. c. Amend the Board of Health regulations concerning placement of septic systems relative to the dune crest and concerning the use of mounded systems in dunes. *Board of Health*

5. d Prepare a Wetlands Protection bylaw for town adoption.
Conservation Commission.

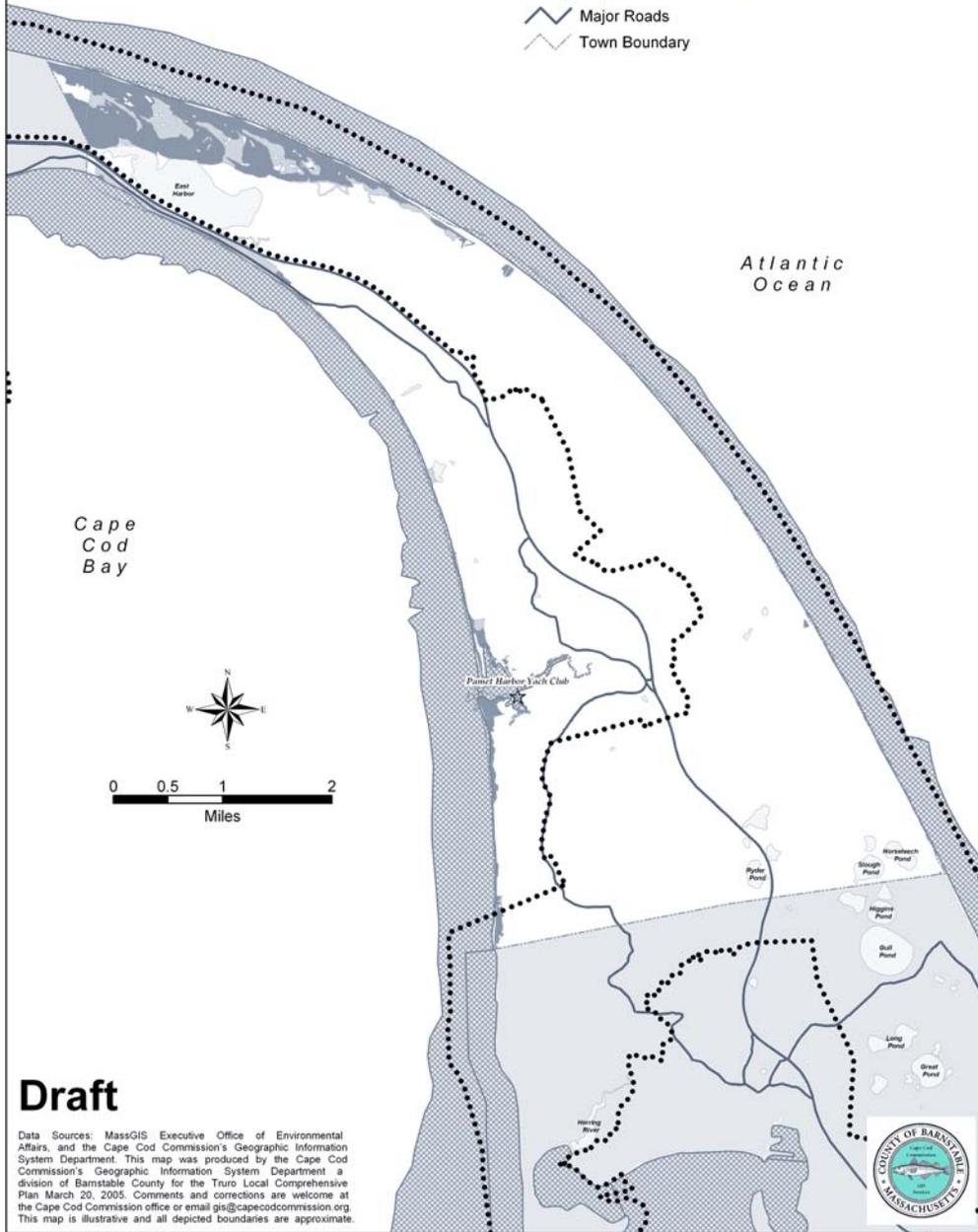
5. e Orders of Condition should be completed in a timely manner. *Board of Selectmen.*

5.f. Consider enacting a new by-law regulating reconstruction in FEMA A and V zones consistent with the Regional Policy Plans minimum performance standards. *Planning Board.*

The Truro Local Comprehensive Plan

Chapter 4: Coastal Resources

-  Significant Shellfish Habitat Areas
-  Marinas
-  Barrier Beach
-  Coastal Dune
-  Cape Cod National Seashore
-  Major Roads
-  Town Boundary



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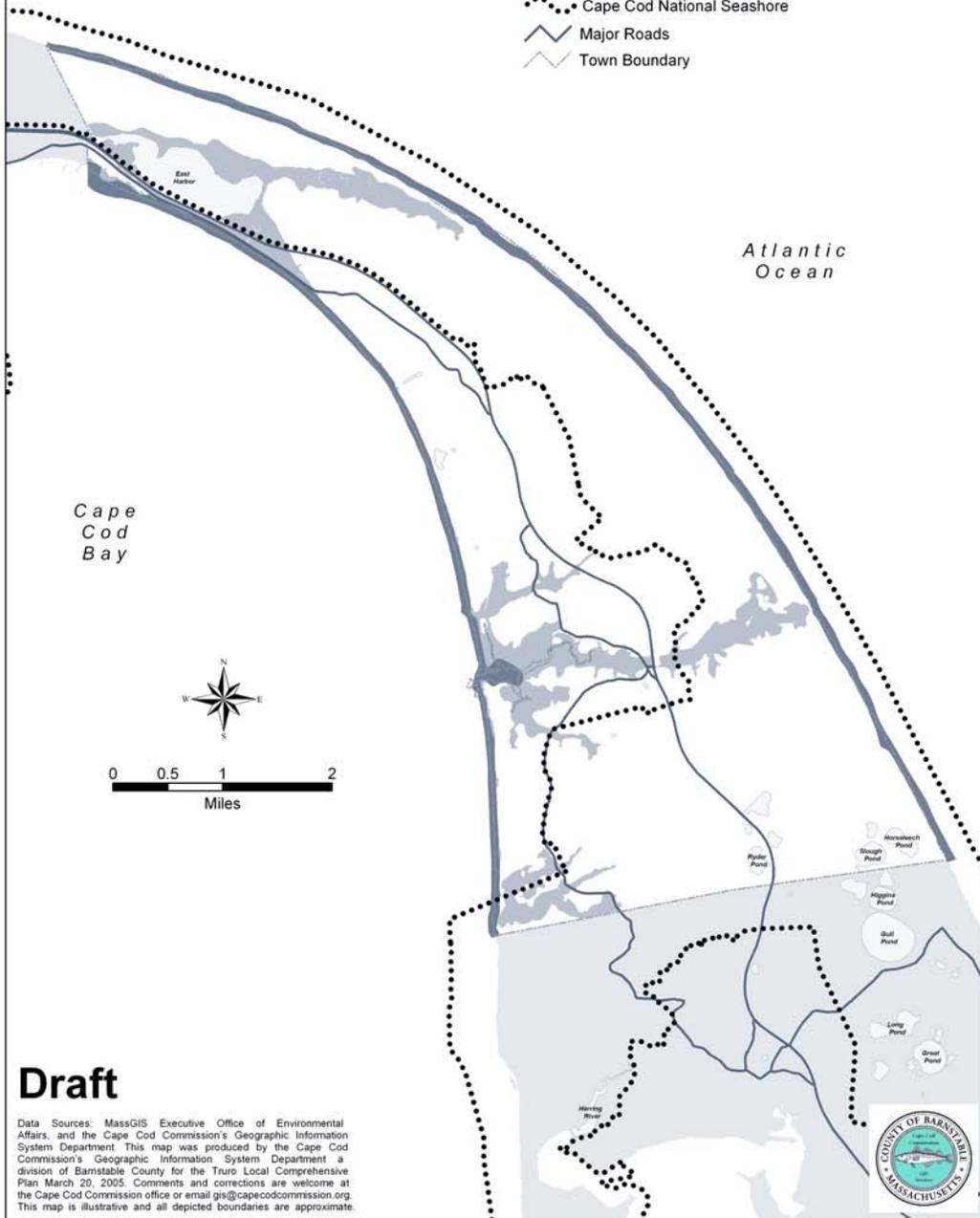
Data Sources: MassGIS Executive Office of Environmental Affairs, and the Cape Cod Commission's Geographic Information System Department. This map was produced by the Cape Cod Commission's Geographic Information System Department a division of Barnstable County for the Truro Local Comprehensive Plan March 20, 2005. Comments and corrections are welcome at the Cape Cod Commission office or email gis@capecodcommission.org. This map is illustrative and all depicted boundaries are approximate.

TSWLCP_CoastalResources.mxd March 20, 2005

The Truro Local Comprehensive Plan

Chapter 4: Coastal Resources

-  "A" Zone - Areas of 100-year flood
-  "V" Zone - Velocity Zone
-  Cape Cod National Seashore
-  Major Roads
-  Town Boundary



Draft

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TSLW/LCP_FEMAFIRM.mxd March 20, 2005

WETLANDS AND WILDLIFE

Introduction

In geological context, the Cape is an ephemeral peninsula made up of the surface soils and rocks transported from the adjacent continent during the Wisconsin glaciation that ended about 20,000 years ago. With the ensuing period of warming, sea-level once again began to rise and inundated all of the deposited glacial till except the portions now still above it. In the last 10,000 years, the Cape has become home to several thousand species of plants and wildlife, almost entirely evolved elsewhere and pre-adapted to the maritime environment that prevails.

In the five hundred years since the original European settlement, the mixed hardwood forests have been clear-cut and the area is now in various stages of reforestation, with this succession leading to an attenuated hardwood climax. Increasingly intense human incursions have gradually changed the biodiversity of the area, threatening some species with local extinction and encouraging others to weed or vermin status. With advancing suburbanization, the impact of humans will become even more acute.

Since the passage of the Massachusetts Wetlands Protection Act in 1978, and more recently the Rivers Protection Act of 1997, the Conservation Commission has existed to enforce the terms of these acts as they apply in Truro. It also monitors endangered species in the town, the few dozen vernal pools, as well as the coastal and river conditions that influence the area for which it is responsible. The practical aspects of the Acts for citizens of Truro are summarized in a pamphlet entitled "Guidelines for Home Owners," available from the secretary of the Commission.

Specifically, the Acts charge the Commission with protecting the town with flood-control measures and prevention of storm damage in areas along coasts and in the Pamet River drainage area. It also requires the preservation and enhancement of conditions that favor coastal and fresh-water fisheries, and of wildlife and native plant habitat near the coasts and along the river. In addition, it also charges the Commission

with protection of dunes, coastal banks and beaches.

Since much of the Commission's effort is devoted to reducing the effects of the contest between coastal housing and the ongoing natural erosion of the coasts, it is believed that a town wetlands bylaw is needed to further define and specify the measures the town should take to protect coastal resources in an environmentally sound way and to do so openly and with a minimum of ill-effect on citizens.

As it is, those owning coastal property, including dunes and/or coastal banks, can apply to the Conservation Commission for construction permits, but must meet the constraints put on construction in any coastal area. Those applicants opposing the commission's decision may appeal to the Department of Environmental Protection in Boston or refer their appeal to Court.

Truro's Wetland/Wildlife and Plant Habitat Element

In Truro, much of the Pamet River Greenway Study, as prepared in 1987 by Mark Robinson of the Truro Conservation Trust, applied to the area of the town in which the majority of the wetland habitats are located, i.e. the Pamet River and its associated watershed. In addition to this work, and others that preceded it¹, the Association for the Preservation of Cape Cod has also conducted numerous mapping and inventory projects. The information in this element is based on all of these resources as well as on the continuing input from the Conservation Commission, community residents and officials.

¹ Truro Conservation Trust. 1987. *The Pamet River Greenway Management Plan*. Prepared by Mark Robinson and the Pamet River Greenway Committee of the Truro Conservation Trust.

Doolittle, Willam. 1975. Tufts University Testing of Truro Surface Water Quality. Prepared for Truro Conservation Commission. Unpublished manuscript.

Center for Coastal Studies. 1985. *A Brief History of the Pamet River System with Recommendations for Environmental Studies*. A Report Submitted to the Truro Conservation Trust and the National Park Service.

See reports prepared concerning the coastal resources of the Pamet Basin and referenced in the coastal element of this plan, namely Pamet Inlet, 1979; Corps of Engineers Corn Hill Study, 1980; Pamet Inlet, 1980; and Brahman Dredging Proposal, 1986.

It should be noted that, in many ways, the Pamet River is the ecological heart of Truro. The drainage pattern of the Pamet, from oceanic dunes on the east to Cape Cod Bay in the west, is very unusual. Moreover, as this drainage holds most of the town's wetlands, it also exhibits its greatest concentration of biological diversity.

In addition, the Pamet:

- a. Defines the Chequessett groundwater lens from the Pamet lens.
- b. Was the site of much early Native American and European American activity.
- c. Covers, in its watershed area, over 25% of Truro's 21 sq. mi.
- d. Is the primary ecosystem linking the National Seashore in Truro with Cape Cod Bay.
- e. Has been designated by the state a Scenic River.

All of these features suggest that the Pamet should be accorded special attention as one of Truro's most important and sensitive environmental resources.

Truro's Wetland/Wildlife Goals

Goal 1. Truro will preserve (leave as is) the quality and quantity of its inland and coastal wetlands insofar as natural forces allow.

Goal 2. Truro will take measures to prevent loss or degradation of critical wildlife and plant habitat, minimize the impact of development on wildlife and plant habitat, and maintain, in so far as possible, existing populations and species diversity.

Goal 3. The Pamet River should symbolize Truro's commitment to protecting the natural environment. The lower Pamet should be protected and, where necessary, restored in order to improve water quality, preserve associated natural ecosystems and maximize human enjoyment. The upper Pamet, presently an artificially maintained fresh-water marsh, should gradually be returned to its former status as a saltmarsh.

Truro's Wetland/Wildlife Policies

1. Wetland alteration is not permitted. When alteration is unavoidable, it may be allowed subject to approval of the Conservation Commission and other relevant

permitting authorities. Such permission may be granted subject to a finding that there is no feasible alternative location for the project and that any necessary alternation is the minimum necessary to accomplish the goals of the project. Artificial wetlands may not be substituted for natural wetlands as they seldom succeed on local substrate.

2. Utility lines are allowed, but areas disturbed by their installation and maintenance must be revegetated.
3. Naturally vegetated buffer zones at least 100 feet in width shall be maintained from the edge of coastal wetlands and inland wetlands (such as vernal pools) to protect their natural functioning and mitigate the deleterious impact of stormwater runoff. A larger buffer area may be required.
4. Where necessary to protect sensitive areas, ensure a 200-foot buffer on either bank of the Pamet River (in accordance with the Rivers' Protection Act of 1997). Pedestrian access paths, vista pruning and installation of water-dependent facilities may be allowed at the discretion of permitting authorities.
5. Storm water management for new development shall direct discharge of all untreated runoff into catchbasins that promote natural filtration. In no case should such runoff be directed into wetlands and water bodies.
6. Measures to restore altered or degraded inland and coastal wetlands, including pond restoration and bank revegetation without resort to installation of bulkheads, revetments or other structures, will be required.
7. Commercial agriculture is discouraged from Truro's wetlands, mainly because of the deleterious effects of fertilizers, pesticides and other environmentally harmful materials.
8. Truro adopts the Critical Wildlife and Plant Habitat system and the General Wildlife and Plant Habitat classification system presented in the Cape Cod Commission's Regional Policy Plan.
9. Clearing or lowering vegetation shall be limited to the minimum area needed for building construction, roads, driveways and accessory structures as needed for safe sight distances, as prescribed by the Conservation Commission.
10. Clearing of natural vegetation and alteration of natural topography shall be

discouraged, and appropriate revegetation of degraded areas required, to restore and maintain wildlife habitat.

11. Development shall be prohibited in vernal pool areas, and within a 100-foot buffer zone around such areas. Moreover, these areas shall be protected from storm water runoff.
12. Fragmentation of wildlife and native plant habitat should be minimized by the establishment, where feasible or possible, of greenways and wildlife corridors of sufficient width to protect species of the interior as well as of the edge, and of places of passage under or across roads. Cluster zoning would help advance wildlife-friendly practices.

Truro ' s Wetlands Inventory

Wetlands Location

Major and significant areas in special need of protection include the vegetated wetlands along the Pamet River and its tributaries, the Little Pamet, Great Swamp, and Pilgrim Lake and its adjoining salt meadow. The Bound Brook area is part of a state-designated Area of Critical Environmental Concern (ACEC) in northwestern Wellfleet. The Pamet River wetland system is part of the Scenic Rivers designation given the Pamet by the state Department of Environmental Management, though without any protective measures.

The major ponds and lakes are (from north to south) Pilgrim Lake, Great Pond, Round Pond, Snow's Pond and Ryder Pond, each adjacent to Route 6 and presently degraded by road runoff. Snow's Pond is a popular bathing area in summer and is threatened by excessive and careless use. Slough Pond, Horseleech Pond and Round Pond East, all within the National Seashore, are less accessible and less damaged.

Wetlands in need of restoration include those north of Pilgrim Heights, near Pond Village and near Great Swamp, as well as outlying tributaries of the Pamet, Featherbed Swamp and near ponds in South Truro. All of these areas are gradually filling in as the result of erosion and the seasonal rain of natural litter. Steps are needed to slow this conversion.

Estimate of Wetlands Altered Since 1970.

Remote sensing land-use change data indicate that 3 to 5 acres have been lost, as determined by aerial photography which may have missed small areas. In any case, it appears that no more than 10 acres have been lost.

Endangered and Threatened Species, Critical Wildlife and Plant Habitat Areas, and Mitigation Corridors.

The Massachusetts Natural Heritage and Endangered Species program lists ten plant and animal species that occur in Truro.

The plant species, all threatened, are:

- Blueberry Sallow (not seen by Howard S. Irwin)
- Purple Needlegrass (not seen by HSI)
- Prickly-pear Cactus (not seen in nature but cultivated)
- Golden-club (seen by HSI in Provincetown, not in Truro)
- Fibrous Bladderwort (not seen by HSI)

The animal species, all but one threatened, are:

- Upland sandpiper (endangered)
- Gerhard's Underwing moth
- Water-willow Stem-borer
- Piping Plover
- Eastern Spadefoot toad

Twenty-four critical wildlife and habitat areas were mapped by the APCC and the Mass. Natural Heritage Program. Fourteen of these areas lie outside of the Cape Cod National Seashore. The ACEC, located primarily in Wellfleet and partially in southwestern Truro, could benefit from stricter regulations in Truro. Such protections would benefit not only the ACEC located in Truro, but also the neighboring town of Wellfleet and its harbor.

Due to Truro's topography, the most fertile ecological areas lie in the western portion of the town within the lowland wetland systems. The area lies mostly outside of the National Seashore and thus is the part of town where most development has occurred

and will continue. The one exception to this situation is a major upland wildlife and plant habitat area in the Route 6/Highland Road/South Highland Road triangle. This moor and dune environment has been identified as a major area for rare and endangered species.

Vernal Pools

Vernal Pools are seasonally fluctuating, shallow bodies of water that each spring provide breeding areas for several species. Twenty-three vernal pools have been identified in Truro, most in the National Seashore and several outside the Park. There are two natural quaking bogs (Featherbed Swamp and one adjoining Round Pond), as well as part of the artificially maintained freshwater marsh along the upper Pamet. The Conservation Commission has been working on certification of vernal pools that lie outside the Park.

Freshwater Fisheries.

Truro has limited sizable freshwater bodies, hence little in this category. Great Pond, Ryder Pond, Horseleech Pond, Slough Pond and the upper Pamet River all support common freshwater species in small sizes, but no rare or endangered species.

Designated Special Districts.

One ACEC (Area of Critical Environmental Concern) lies in northwestern Wellfleet and the adjacent southwestern corner of Truro. The Pamet River is also an unusual ecosystem, especially the presently occasional oceanic-overwashes and the possible permanent re-introduction of tideplay from Cape Cod Bay, which may merit an ACEC designation, and possibly a DCPC (District of Critical Planning Concern) nomination.

Challenges and Problems -- An Analysis

Issue I. Degree of Potential Change within Sensitive Environmental Areas.

The Pamet River system, including the Little Pamet, is the most expansive wetland ecosystem in the town. Some of its features include:

- The estuary and harbor contain most of the major near shore shellfish beds.

- The system contains the only remaining salt marshes in Truro.
- The river valley is the widest (ca. 0.5 miles) and deepest (ca. 130 feet below adjacent hill crests) in the lower Cape.
- The valley is the geological archetype of a pamet, defined as a straight outwash furrow carved in drift by glacial meltwater.
- The valley divides the Pamet groundwater lens from the Chequessett.

As sea water influx continues and accelerates, the part of Truro north of the Pamet and all of Provincetown will become increasingly insular, connected to the rest of the Cape by the Route 6 bridge.

The valley hosts several rare and endangered species, including the northern and eastern limit of the Prickly Pear cactus (*Opuntia cornpressa*) and the Bushy Rockrose (*Helianthemum dumosum*) in the U.S. It also supports populations of the very narrowly endemic Broom Crowberry (*Corema conradii*).

The Pamet is one of only 46 rivers designated Scenic Rivers in Massachusetts and ranks only second to the North River (Marshfield-Scituate area) for protection.

The only salt water boat ramp authorized by the state on the Lower Cape is in Pamet Harbor.

The American whaling industry originated in Pamet harbor.

Of the 3600 acres in the Pamet watershed (27% of the town), 1500 lie within the National Seashore.

Issue 2: Changes to Date within the Pamet Valley.

Shellfish beds at the mouth of the river and in tidal marshes have been partially reopened for harvesting, following a limited schedule of times and minimum sizes that may be taken. Nevertheless, tests have shown the varying presence of fecal coliform and other potentially harmful bacteria. Moreover, runoff carries the fecal wastes of wild and domesticated animals into the harbor water as well as lawn and garden fertilizers and pesticides from nearby houses. The Conservation Commission recommends only limited occasional applications of soluble fertilizers and pesticides in this sensitive area, and that all roof and road runoff be directed to dry wells and filtration catch basins.

Notwithstanding the occasional recent ocean water invasions of the Pamet Valley

(resulting in a week long 4-foot flood in December 1992), scientists of the National Seashore and the Cape Cod Commission urge no preventive action be taken, as no long-term damage is forecast, other than possibly to the artificially maintained freshwater ecosystem along the upper Pamet.

Issue 3. Cape Cod National Park Service Cooperation.

As the town considers the problems associated with major wetlands, the National Park Service's role is important. There are 13 major water bodies and wetlands in the town, and ten of them lie within the boundaries of the Seashore. The principal waterbody in town is the Pamet River, and the eastern or freshwater part of the river lies within the Seashore. The Seashore has identified the cooperation and coordination to facilitate the protection of cross-boundary natural resources as a major future planning objective. This translates into the need for increased joint planning for the Pamet by the town and the Cape Cod National Park Service.

Truro's Policy Positions

The town will use public education and land use regulations to ensure that ongoing land use practices and additional development will not further pollute the Pamet River. Beyond this, efforts will be made to continue reversing past contaminations.

Truro will likely consider adoption of a town wetland bylaw to supplement that presently provided by the state Department of Environmental Protection.

Truro will continue to work with local, state and federal organizations to protect all rare, endangered and threatened species that occur naturally within the town.

Wetland-Wildlife Strategies and Actions

(N.B. Primary responsibility is noted in **boldface**).

Wetlands/Wildlife Objective 1. – Truro will protect its wetlands and wildlife resources both for their intrinsic value and for the value they provide to our economy through enhancing the Town's appeal to second home owners and to seasonal tourists.

Strategies:

1. Adopt a wetlands bylaw that will include dune protection, ORV use of

beaches, control road and roof runoff, and protection of vernal pools.

Conservation Commission.

2. Require an environmental impact review within subdivision regulations.

Planning Board.

3. Regularly test ponds and rivers in the town. Assess an impact fee to pay for water tests and other environmental monitoring, as well as information to homeowners on controlling fertilizer and pesticide runoff. *Board of Health.*

4. Complete mapping and registering all vernal pools outside of the Seashore. *Conservation Commission.*

5. Coordinate protection of any cross-boundary natural resources. *Conservation Commission.*

6. Investigate stricter regulations for the ACEC area. *Conservation Commission.*

Wetlands/Wildlife Objective 2 - Truro will move toward the re-introduction of salt water from the Bay to the upper Pamet by modifying the clapper valve to initially admit some salt water on the incoming tide, and guide human activities accordingly as salinization proceeds. In this connection, the following standards will apply:

- a. Septic system effluent should not damage the river.
- b. Road and other storm water runoff should not damage the river.
- c. All construction should seek a balance between view of the river from the house and view of the house from the river.
- d. Land use should not allow any type of hazardous material to enter or damage the river.
- e. All non-water related construction should be located outside the flood hazard areas of the river.
- f. The maximum open space buffer area along the river should be sought in order to provide maximum wildlife and native plant habitat, in accordance with the Rivers Protection Act.
- g. The advance of the plume from the landfill toward the river will continue to be monitored.

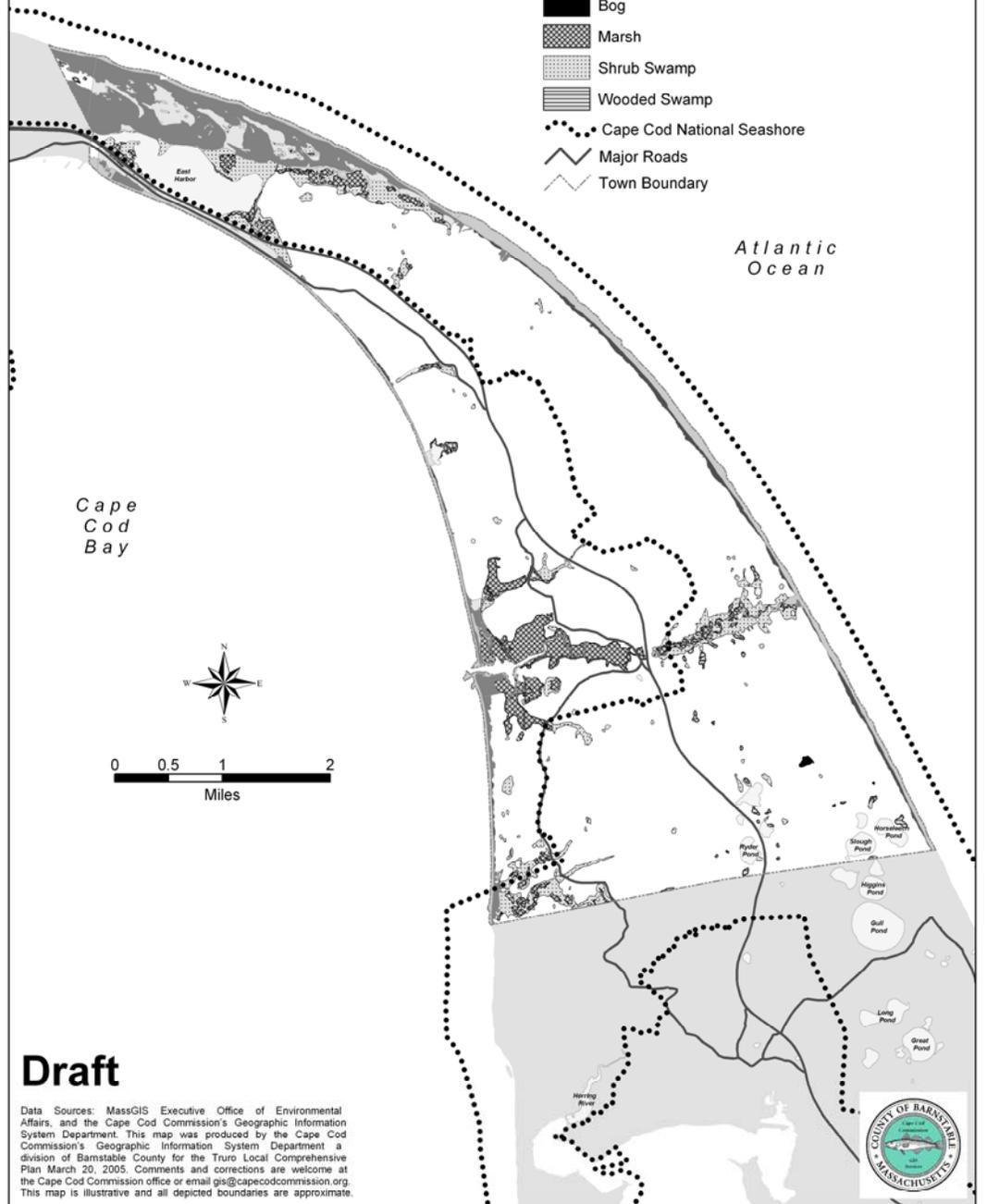
Strategies:

1. Incorporate the above standards in revisions to the regulations of the Planning Board, Conservation Commission and Board of Health.
Planning Board, Conservation Commission, and Board of Health.
2. Selectively acquire "owners unknown" parcels within the Pamet system, using tax title foreclosure with the goal of protecting all wetlands along the river. **Board of Selectmen, Conservation Commission.**
3. Review the Pamet River Greenway Management. Study and identify other priority steps that might be taken to protect sensitive areas.
Board of Selectmen, Conservation Commission, Board of Health.
4. Review extant wildlife and native plant inventories of the town and periodically propose additions and deletions where needed.
Conservation Commission.

The Truro Local Comprehensive Plan

Chapter 5: Wetlands and Wildlife

-  Barrier Beach
-  Coastal Beach
-  Coastal Dune
-  Coastal Bank, Bluff, or Sea Cliff
-  Tidal Flat
-  Bog
-  Marsh
-  Shrub Swamp
-  Wooded Swamp
-  Cape Cod National Seashore
-  Major Roads
-  Town Boundary



Draft

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TSWA_CP_Wetland.mxd, March 20, 2005

OPEN SPACE PROTECTION AND RECREATION

Truro is very fortunate to have about 70 percent of its land area within the Cape Cod National Seashore (CCNS), and to have a very active Conservation Trust that is supported with land donations and purchases which help to reduce density and provide additional areas of open space. Also, since 1999, Truro has had Land Bank Funds available to purchase open space for preservation and passive recreational purposes. Should the town adopt the Community Preservation Act, that funding could increase significantly, although there will be new pressures to use that funding for affordable housing and community preservation needs as well.

Areas now set aside for open space should remain in as much a natural state as possible, with recreational opportunities for the enjoyment of Truro's citizens. However, the needs of the community will mean balancing nature, recreation, and affordable, local housing.

Truro's Open Space and Recreation Goals

Goal 1: Truro will preserve and enhance the availability of open space in order to provide wildlife habitat, recreation opportunities, and protect the natural resources, scenery, and character of Truro.

Goal 2: Truro will use Land Bank or Community Preservation Act funds to help maintain the town's rural character, reducing density, securing future well sites, developing a Route 6 greenbelt, protecting wildlife and endangered species, and providing additional passive recreation areas.

Goal 3: Truro will work to ensure that continued residential development does not destroy key open lands that are important for ecosystems, view sheds, rural character, or access ways for the general public.

Goal 4: Truro will continue to develop active and passive recreation opportunities that serve all segments of Truro's diverse population.

Truro's Open Space and Recreation Policies and Performance Standards

1. The Pamet Harbor should remain a focal point for Truro, small, with access for both recreational and commercial boaters.
2. Significant natural and fragile areas including critical wildlife and plant habitat, water resources such as ponds, rivers, aquifers, shorelines and wetlands, historic, cultural and archaeological areas, significant scenic roads and views, and significant land forms shall be protected as much as possible.
3. Truro will seek to require that residential development provide an appropriate portion of the lot area, excluding wetlands, as permanent open space which will provide benefits to wildlife and residents. Such open space may be provided through cluster development and/or may be part of individual lots, provided that it is permanently restricted. Where appropriate, open space may be provided offsite within Truro
4. Commercial developments should provide a minimum of 30% of contiguous space of their total lot area for landscaped or natural open space including landscaped area designed to screen and buffer the development. Within this area, the maximum amount of natural vegetation shall be maintained. (Where appropriate, open space may be provided off site within Truro.) Redevelopment within designated village and activity centers shall be exempt from this requirement.
5. Where development is proposed adjacent to land held for conservation and preservation purposes, the development should be configured so as to prevent adverse impacts to these lands and in a manner that maximizes contiguous open space as much as possible.
6. The submission of a cluster development preliminary plan for residential subdivisions of five or more lots shall be included for consideration during the development review process.

7. Recreational needs as identified in the Town's Open Space and Recreation Plan and in this Plan should be addressed in the development of projects in Truro as much as possible. Such needs include opportunities for wildlife study, expansion of trail corridors, protection of scenic roadways, development and expansion of access for the disabled, improved access to and parking for public beaches and water-based recreational opportunities, to the extent these minimize alteration of natural shorelines and do not harm wildlife habitat.
8. Highland Links nine hole golf course is more than a treasured Truro landmark. It is valued open space, a unique recreational asset, and a source of revenue for the Truro General Fund as well. The course is owned by the CCNS, which awarded the operating concession to the town of Truro for five years. Truro must continue to explore modern course management to ensure that Highland provides the maximum benefit to the community.

Truro's Open Space and Recreation Inventory

Conservation land:

Federal - The Cape Cod National Seashore acquired the approximately 100 acre former North Truro Air Force Base, now renamed the Highlands Center, adding to its 8,877 acres within the boundaries of Truro. Most of this CCNS acreage is east of Route 6, except for a portion in South Truro that crosses to the west of Route 6.

Town - The 1994 Plan states that Truro owned 151.07 acres scattered throughout the town. Through Land Bank Funds, Truro has added: a beach front lot and adjacent building lot along Beach point (Noon's Beach, approx. 1.4 acres); approximately 5 acres from Hester Hopkins's estate, which may provide a future well site location (abutting park and conservation land south of the Pamet River); approximately 11 acres in the Meldahl's property abutting the National Park Service, south of the Pamet River on the East side of Rte 6; the 6+ acre Morea property on Route 6 where a Mobil station was located, a greenbelt purchased in cooperation with the Truro Conservation Trust, and the

1.37 acre Duarte property on the north side of the Pamet in the town center.

Trust - The Truro Conservation Trust holds 267 acres scattered throughout Truro.

State - The State owns 7.99 acres, most of which is along Route 6.

Cluster - There are no cluster developments or mixed use developments with open space.

There are 7.81 acres protected by three permanent conservation restrictions and no lands protected by Chapter 61 and 61B. However, Perry's farm and the Mooney's farm are held under the preferential tax assessment of Chapter 61A.

Indoor and outdoor recreation:

Indoor - Gymnasium at Truro Central School; Library conference room; public safety facility rooms and cafeteria.

The planned Senior Center/Recreation Center, currently facing an uncertain future, would have added significant indoor recreation facilities, including a Council on Aging (COA) multi-purpose room, and gym, and a game room. It remains unclear, however, when or whether any new design will be proposed or built, and what facilities such a design might include.

Outdoor areas: playground at school; ball field at school; ball field at Snow's Field; ball field at the Highlands Center ; Highland Golf Links (9 holes); Head of the Meadow bike trail; High Head walking trail; Corn Hill to Pamet walking trail; four ocean beaches for public swimming; seven bay beaches for public swimming; three fresh water ponds for public swimming; Pamet River for canoeing and kayaking; Pamet Harbor for sail and motorboats; three tennis courts at Pamet Harbor Yacht and Tennis Club for public rental; three privately-owned campgrounds with camp sites for public rental; Pamet Park in Truro Center (currently under development), Corn Hill Park historical markers; bird-watching trails on Perry's Farm (with owner's permission); and Truro recreational programs (summer program open to non-residents).

Analysis:

1. Population gain. The town's year round population remains small, estimated at 2169 by the US Census Bureau in July 2003. Population growth has been modest as well, with an increase of 72 year round residents between 2002 and 2003. Current year round recreational opportunities are sufficient for these numbers. The challenges come in the summer, when the town's population increases as much as ten fold.
2. Beaches: Truro has excellent beaches. Additional access for residents, homeowners, and visitors vacationing in Truro is needed in the summer months. Better access for disabled persons is needed at ocean beaches. Only Corn Hill Beach on the bayside is accessible for the physically challenged. Only Head of the Meadow Beach has lifeguards (in cooperation with the Park's adjoining beach).
3. Of the town's major ponds and lakes, four are used by recreational swimmers. Snow's Pond, the most popular, is seriously threatened by excessive and careless use. While Slough Pond, Horseleech Pond, and Round Pond East are less threatened, they, too, need more careful oversight by the CCNS and the town.
4. The Pamet River west of Route 6 is excellent for canoe and kayak trips and can be accessed from Pamet Harbor. In addition it may be accessible from Truro Center with the completion of the park currently under development. The eastern portion of the river is within the Park and is difficult to access.
5. Truro has found that dredging the channel and basin of the harbor will allow boats to launch for a longer period of time before and after high tide. (See Chapter 4, Coastal Resources, for a more detailed discussion of the town's current dredging policies).
6. At the harbor, the State built a pier beside the boat ramp for safety and access reasons. Limited moorings are rented; a waiting list is maintained.

7. The use of off road vehicles need greater attention from the town to prevent environmental damage to sensitive recreational areas. Although the town issues permits, the stated rules are rarely enforced, nor is equipment checked, leading to beach damage.
8. The ball field at the school is in good condition and well equipped. The ball field at the former Air Force Base is adequate. The ball field at Snow's field is currently receiving major improvements, including irrigation, a rebuilt infield, and fencing.
9. Truro could use more walking trails. There is one in North Truro (High Head), two in Central Truro (Corn Hill to Pamet over railroad dike, and off Francis Farm Road), and several inside the CCNS.. Although there are informal walking routes in South Truro, no public trail has been designated. The town should expand its partnership efforts with the Cape Cod Pathways program, aiming particularly towards the establishment of north-south links to pathways in Wellfleet and Provincetown.
10. At present bicyclists must ride on the roads of Truro, except for the Head of the Meadow bike path. More bike paths should be available for the public and improvements in roads are needed to accommodate bicyclists more safely. Past attempts to create such improvements have made clear that there are extremely difficult obstacles to overcome, including, primarily, the cost and difficulty of expanding paths onto privately held property. The development of a biking path between Head of the Meadow Beach and Coast Guard Beach, which would run entirely through CCNS property, would be a particularly valuable addition.
11. Truro should be encouraged to pursue the acquisition of lands adjacent to existing open space, land with rare species, land with wetlands, scenic areas, marshlands and buffer areas throughout the Pamet system. The cooperation between the Truro Conservation Trust and the Open Space Committee is important in maximizing available funds when mutual

objectives exist.

12. Open Space areas that could be threatened by development include: hills around Pamet; Tom's, Poor, Great Hills and other areas identified in the Truro Conservation Trust Pamet Viewshed Analysis (1990); Pond Village area; and Little Pamet Valley.

Truro's Open Space and Recreation Challenges and Problems

Issue 1: There is a need for more developed recreational facilities for specific parts of the population.

*The town's young people need protected areas for roller blading and skate boarding. Given the limited amount of space available for such facilities the town should work to expand its regional recreation partnerships, which currently include financial support for the skate park in Wellfleet and for the Billingsgate basketball tourney.

*There is inadequate access for the physically challenged at Oceanside beaches. Both Head of the Meadow beaches (Town and CCNS) are candidates for such access.

*Residents and visitors need more passive recreation near Pamet Harbor, such as picnic tables, benches, and walkway areas. The Harbor Management Plan suggests a footbridge over the Pamet to connect the Harbor's parking lot to the walking trail from Corn Hill (via the old railroad bed).

*The former burn dump off South Highland Road offers significant potential benefit. With the capping approved by town meeting the next challenge is for the recreation commission to develop and implement a strategy for the use of that space.

Issue 2: The buildable portion of Truro is gradually being developed. Although our density is still low compared with many communities, it is increasing significantly outside the boundaries of the CCNS. (see *Chapter 1, Land Use.*) To keep a sense of open space and rural character, Truro could encourage

incentives such as conservation restrictions allowing for real estate tax relief, and cluster development or residential site plan review in sensitive areas such as dunes and coastal banks. Some of the criteria for defining parcels as being important to rural character are: scenic views; wetland areas (including ponds, kettle holes, coastal dune and banks); historic sites; historic views; and farmlands.

Issue 3: An analysis of remaining developable land in the sensitive open space areas of Truro indicates the following:

*Although most of the waterfront properties have been built on, Truro should look at redevelopment issues along the ridges.

*Remaining large parcels containing sensitive resources may benefit from some of the area being acquired with Land Bank or Community Preservation Act Funds.

Truro's Open Space and Recreation Strategies and Actions

(N.B. Primary responsibility is noted in **boldface**).

Objective: Key open space parcels for sensitive habitats and for recreation purposes must be protected when possible in areas of Town not inside the CCNS. Truro residents, along with visitors, should have access to a variety of types of open spaces including: nature observation; motorized (ORV) recreation; play areas and open spaces for children, teenagers, and for group gatherings; and conservation and passive recreation opportunities.

Strategy:

1. Using Land Bank Funds, CPA funding , grants, and/or working with private and public organizations, purchase private property to provide protection for sensitive areas, historic and visual areas for the public enjoyment of scenic views and scenic roads, as well as archaeological sites. **Open Space Committee**, *Conservation Commission*.
2. Encourage passive recreational facilities such as picnic tables and

walkways, if feasible at Pamet Harbor. *Board of Selectmen, Harbor Commission, Department of Public Works, Recreation Commission.*

3. Consider using Town Hall Hill to provide a quiet common/gathering area away from the town's major roads. *Board of Selectmen.*
4. Explore the conversion of the existing DPW site to a public recreation area with tennis courts, full-sized outdoor basketball court, skateboard park and so forth. *Board of Selectmen, Department of Public Works, Recreation Commission.*
5. Encourage the CCNS and town police to enforce the parking limitations at the town's ponds to cut down on overuse. *Board of Selectmen.*
6. Maintain involvement and revenue from the Highland Golf Links. *Board of Selectmen.*
7. Evaluate costs and benefits of walkways to improve access to beaches and provide handicapped access to the Head of the Meadows Beaches. *Department of Public Works, Beach Commission, Conservation Commission.*
8. Continue to pursue discussion with the National Seashore concerning how to ensure access for the growing number of residents and visitors who want to use the ocean beaches. *Board of Selectmen, Conservation Commission, Beach Commission.*
9. Work cooperatively with neighboring towns and the CCNS to develop and link a bicycle system on the Outer Cape, including the development of a new bicycle link between Head of the Meadow and Coast Guard beach, focusing on how to improve usability and safety for bicyclists through Truro. *Open Space Committee, Recreation Commission.*
10. Work cooperatively with neighboring towns to develop expanded shared recreational areas and resources based on the Wellfleet skateboard park and Billingsgate Basketball models. *Recreation*

Commission.

11. Develop a management plan for appropriate use of ORV's, based on wide public input. *Conservation Commission, **Recreation***

Commission, Board of Selectmen.

12. Develop a strategy to create a greenbelt connection east to west within the Pamet Valley for the purpose of protecting its wetlands, wildlife and plant habitats, as well as a Route 6 greenbelt.

*Conservation Commission, **Open Space Committee.***

13. Promote preferential tax assessment under present State Law as an incentive to keep land open. **Board of Selectmen, Board of**

Assessors.

14. Develop an incentive system to encourage developers to submit cluster zoning projects for new subdivisions . *Planning Board.*

15. Work with the CCNS and USGS to develop a map of existing “social” trails and fire roads to expand hiking opportunities.

Recreation Commission.

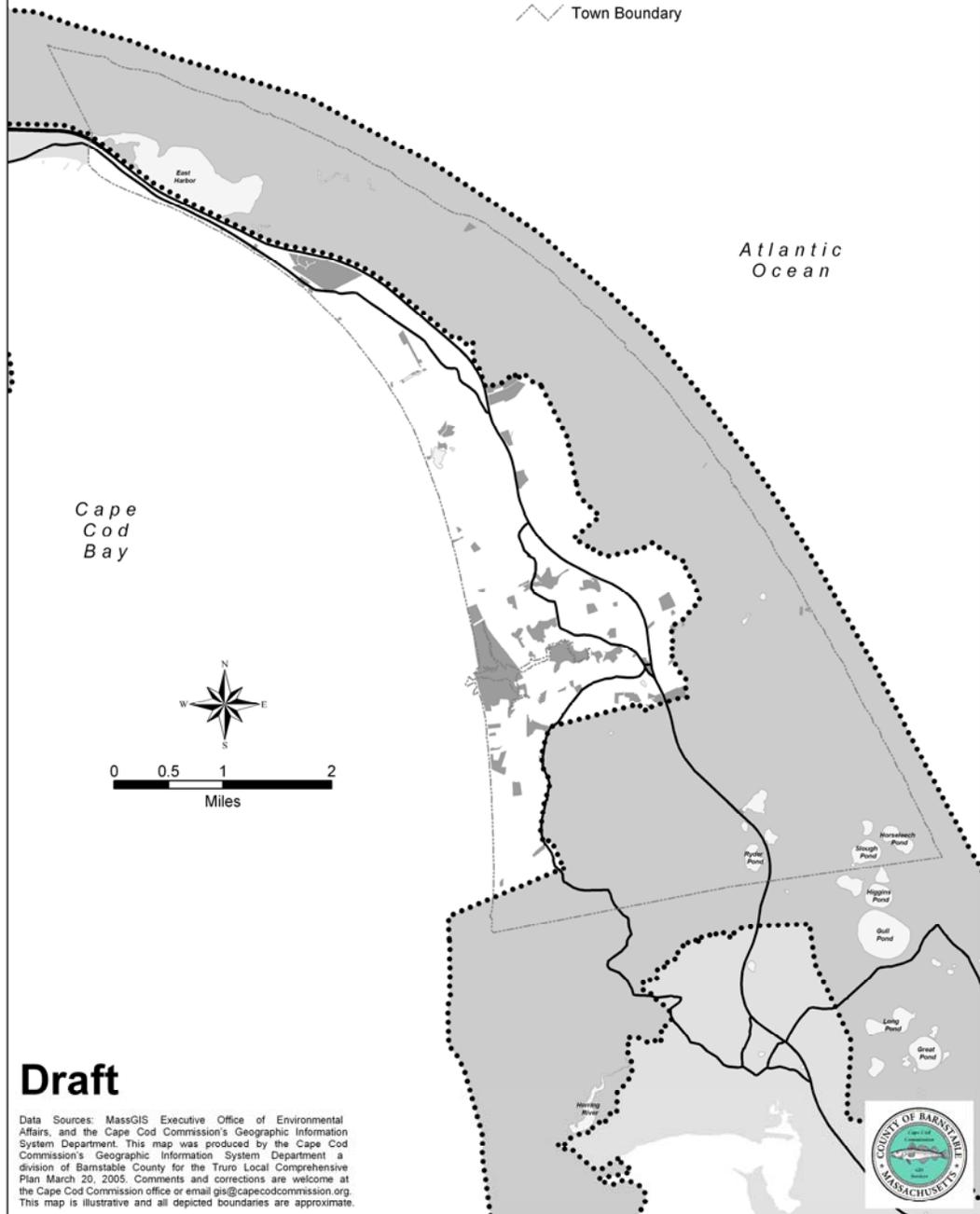
16. Coordinate with the Cape Cod Pathways program to expand the network of marked trails, aiming particularly to establish north-south connections to Pathways in Wellfleet and Provincetown. *Recreation*

Commission.

The Truro Local Comprehensive Plan

Chapter 6: Open Space Protection and Recreation

- Protected Open Space
- Cape Cod National Seashore
- Major Roads
- Town Boundary



Draft

Data Sources: MassGIS Executive Office of Environmental Affairs, and the Cape Cod Commission's Geographic Information System Department. This map was produced by the Cape Cod Commission's Geographic Information System Department a division of Barnstable County for the Truro Local Comprehensive Plan March 20, 2005. Comments and corrections are welcome at the Cape Cod Commission office or email gis@capecodcommission.org. This map is illustrative and all depicted boundaries are approximate.



TSWA_CP_ProOSP.mxd, March 20, 2005

ECONOMIC DEVELOPMENT

The challenge of economic development for Truro is a clear one. What sort of economic activity will be most complementary to the town's rural character? What, if anything, can the town do to encourage that activity or to discourage activity which threatens the town's character?

Truro's economy today depends almost completely on summer visitors and second homeowners. Almost 70% of its area is National Seashore, which, together with its beaches, is the primary attraction of what is perhaps the Cape's last rural town.

Between 1990 and 2000 Truro's population grew by 33% to 2,087. There were 923 households in Truro in 1999. The mean household income then was \$49,290. A third of those households had social security income with a mean of \$10,861.¹

The working population between the ages of 20 And 59 grew some 40% between 1990 and 2000. They brought with them a child and teen population which grew by 45% in that time. The rapid growth in the young population is probably due to the movement of families from Provincetown to Truro. Anecdotal evidence indicates that both the working population and the child/teen population have been declining since 2000. For one thing, the average value of single family homes reached \$511,297 in 2004 and the single family tax bill reached \$3,027. Given the mean household income shown above, the cost of housing has risen beyond the reach of many working families. Another indicator is the school population which had grown from 195 to 298 between 1990 and 2000 but dropped to 270 in 2004.

In 2000, 93% of the population over 25 had a high school degree or higher. The retired population contributes considerably to this figure, but while there are no available figures, there are a number of contractors with college degrees, as well as artists,

¹ The data in this paragraph as well as the data in the text which follows were obtained from the Cape Cod Commission and appear in the tables at the end of this chapter. School attendance figures were provided by Truro Central School.

scientists, and knowledge workers in that mix. The two largest sources of employment are government and construction. Government, at 37% of total employment, includes the school which provides some 18% of the jobs in this category. Construction provides 17% of total employment. Over 69% of the working population commutes to their jobs, mainly to Provincetown.

Truro's over 60 population has grown 11% between 1990 and 2000 and is now 28% of the total.

Truro's businesses are located in Truro Center, North Truro village, along the Route 6 commercial district and in the limited business district on Beach Point on Route 6A. There are no other commercially zoned areas, but home occupations provide a considerable source of employment. Some 19% of the labor force is self employed. Given Truro's tourist economy, businesses are mainly in retail trade and services, the average firm is small and the employment they provide is seasonal. Residents do the majority of their shopping in neighboring towns.

Cultural institutions and activities such as Castle Hill, the Truro Historical Museum, Truro Summer Concerts in the Park, Payoment Performing Arts, and those planned for the Highlands Center at Cape Cod National Seashore will help attract the people who will frequent businesses and provide employment for Truro's service workers. Highlands Center, at its completion, will be a source of both direct and indirect employment and will provide affordable working and living space for artists and scientists.

Truro's economy, then, is currently based on its residents, especially its growing community of retirees and summer residents and its traditional summer visitors. Knowledge workers operating out of their homes are another growing element of Truro's economy which should be encouraged.

Challenges and Problems – An Analysis

The purpose of Truro's local economic development is to provide jobs for local residents, provide a commercial tax base to help pay for public services and to diversify the economy to reduce its dependency on summer visitors. There are five basic

approaches to achieve this, capitalizing on Truro's unique rural Cape atmosphere: maintain Truro's rural character and provide the services which will attract retirees and second homes; expand the summer visitor potential by extending the season; encourage new enterprises compatible with Truro's vision of itself; encourage cultural and scientific activities which will reinforce these strategies; encourage and provide the tools for knowledge workers and other home-based businesses.

Provincetown, Wellfleet, Eastham and Orleans are potential markets for Truro's labor pool as well as goods and services produced in Truro. These towns also provide Truro with vital goods and services not available locally.

Truro's priority will be to protect its second home, retiree and summer visitor communities which are attracted by the Town's exceptional natural resources and landscape. These communities support local businesses and provide employment opportunities. The Town will formulate land policies and environmental and cultural resource protection strategies to protect its rural character and thereby sustain its tourism economy. Areas for tourism activity and circulation will be clearly defined. Of particular importance will be specifying the types of transportation that people may use in various areas of Truro: cars, ORVs, bicycles, boats and walking all have different impacts on the tourism resource. Areas for business development have been identified and businesses will be encouraged to locate there.

Equally important, Truro will encourage home based enterprises producing arts and crafts, as well as services provided by plumbers, electricians, other contractors, consultants, computer programmers, and other knowledge workers who do not place excessive stress on the environment. Truro will work with Comcast and Verizon to provide high speed computer services to those areas of town not already connected. Of particular interest are businesses oriented towards exporting products and services off Cape. Should they outgrow their home occupation size, the town should consider a tradesman's park to provide low-rent space in a commercially zoned area.

Truro will support regional efforts to create more year-round jobs on Cape Cod. The Town recognizes that the majority of current and future residents of Truro will find employment out of town. In return for these jobs, the Town will work to provide all Cape Cod residents with a town that still offers a feel for what the Cape of the past was

like.

Truro will work with neighboring towns and other Cape institutions to provide elderly health care in the area so as to avoid lengthy travel to existing facilities.

In the villages, Truro will encourage expansion of existing businesses and the establishment of new businesses to create healthy centers that provide services to local residents and visitors. In North Truro Village, new zoning regulations should encourage multi-story buildings that will provide residences, including affordable residences, above the ground floor businesses. Adequate parking and waste water treatment should be ensured. The Town should work to provide direct access between North Truro Village and the Town developments on the former Saada property. It will also work with property owners to consider establishing wi-fi service in the villages.

Along Route 6, Truro will carefully evaluate proposals for growth in order to ensure that all commercial developments on Route 6 enhance rather than detract from Truro's rural character. Some efforts should be made to limit development along Route 6 to compensate for the increased density proposed for North Truro Village. Route 6 should reinforce the Town's rural character and not be a distinct area or present a different character from the rest of the Town. Truro will define rural character for Route 6 by specifying the types of land uses and standards that it wishes to see from businesses locating in the corridor.

To expand the traditional summer visitor season, Truro will encourage cultural events, conferences and seminars in disciplines such as economics, arts and crafts, theater, music and environmental issues. These could draw on Truro's human resources, which contain some of the country's leading economists, writers, crafts people, artists and environmentalists. To this end, Truro will encourage our existing cultural institutions such as Castle Hill, the Historical Museum and the Truro Concert Committee to participate. The events would be scheduled throughout the year rather than in the peak summer months. Truro should also consider longer seasonal permits for its businesses.

The Highlands Center at the Cape Cod National Seashore planned for the former North Truro Air Force base offers a potential for these cultural and scientific activities. Truro has appointed a representative to the Cape Cod National Seashore to represent its interests in the development of the project. Highlands Center, Inc., a non-profit

corporation will act as Management Partner for the Center and a Truro resident, appointed by the Board of Selectmen will be a permanent member of the board of the corporation.

Truro's Economic Development Goals

Goal 1: To encourage year round businesses, including home based occupations, that will provide a benefit to both the year round and seasonal population while maintaining and preserving the rural character of the town.

Goal 2: To locate business development so as to preserve Truro's rural character and cultural heritage, minimize adverse impacts and enhance the quality of life, focusing on promoting the revitalization of North Truro Village and Truro Center by concentrating small scale professional service, retail, office, home based industry, residential and community activities in these areas while maintaining their rural village character.

Goal 3: To encourage and support cultural institutions such as Castle Hill, the Truro Historical Museum, Payoment Performing Arts, and Truro Concerts in the Park.

Goal 4 To work with the National Seashore and Highlands Center Inc. to ensure that the Town will benefit from the activities taking place at the Highlands Center.

Goal 5. To encourage traditional home occupations providing services to Truro residents as well as knowledge workers, artists, artisans and others.

Goal 6 To explore the potentials for alternative energy, including wind power.

Truro's Economic Development Policies

1. Market forces will determine the nature of new businesses or business expansion, but the environmental and planning standards of this plan and the protection of the town's rural character will be adequately addressed.
2. Truro will encourage enterprises with year round as well as seasonal economic potential for the Town.
3. Truro will encourage the re-use and rehabilitation of existing buildings for residential and commercial growth.
4. Truro will encourage development that will enhance the availability and quality of health and human services in the Town and Barnstable County.

5. The Town's villages will be the focus of business activity. The town will modify the current zoning laws including height limits to permit multi-use commercial/residential activity in the Villages. The Town will work with the property owners in the Villages to develop design guidelines which will enhance their visual aspect.
6. Large-scale retail activities are inappropriate for Truro and will be actively discouraged through zoning and other Town policies.
7. Along Route 6, Truro will carefully manage and evaluate proposals for growth to ensure that they reinforce the Town's rural character and do not result in a distinct area or present a different character from the rest of the Town. The Beach Point Limited Business District will continue to be the center of facilities for short term summer visitors.
8. Resource based, economically productive areas, including agricultural land, harbors, fishing grounds and recreational areas should be maintained for those uses.
9. The Town will encourage all major projects to employ Cape Cod contractors and use local suppliers and workers.
10. Truro will support its cultural institutions such as Castle Hill, the Truro Historical Museum, Payoment Performing Arts, and the Summer Concerts in the Park as well as the development of the Highlands Center as a source of year round activity and employment.
11. Alternative energy can reduce the use of fossil fuels and has the potential for keeping costs down. Truro's winds offer a potential energy source. The Board of Selectmen has appointed a committee to study many energy issues, including this potential and its costs. The Town should continue to support the exploration of the use of wind energy in Truro and enact appropriate by-laws for the installation of wind turbines.

Truro's Economic Development Strategy and Actions

(N.B. Primary responsibility is noted in **boldface**).

1. Town wide Economic Development Objective: Truro will seek to encourage small businesses and home occupations that provide employment and entrepreneurial opportunities for residents, protect the Town's environment and enhance its appeal to

second home owners and retirees. Truro will also encourage and support cultural and scientific activities which contribute to the achievement of its economic development and employment goals.

Strategy

1a. Business Zones: Truro will encourage all business activity to occur within the confines of the existing business districts in Beach Point, North Truro Village, and Truro Center. It will limit commercial development along Route 6.

Planning Board.

1b. Tourism: Truro will work with the National Park Service and the business community to broaden its visitor season into the shoulder seasons of the spring and fall through programs that promote the unusual natural resources of the Town and that is linked with the broader Cape-wide tourism promotional events that occur during the year. It will encourage other organizations such as Massachusetts Audubon Society, Castle Hill, the Truro Historical Museum, the Truro Concert Committee, Payoment Performing Arts, and Highlands Center, Inc. to attract eco-tourists through special programs and through articles on the area's appeal. *Board of Selectmen.*

1c. Regulations: Develop and use a Local Comprehensive Plan checklist in project review to identify positive or negative economic impacts from economic development projects. **Local Comprehensive Plan Committee** and *Planning Board.*

1d. Second homes: Truro will develop zoning regulations which will limit the footprint of new homes. On view sites, the height of new homes should be limited to blend with the heights of neighboring homes. *Planning Board.*

1e. Small business: Truro will encourage the development of small, locally owned businesses and home occupations that conform to Truro's character. Large-scale retail, manufacturing and warehousing activities will be discouraged. The Town will consider providing low rent space in a "tradesman's park" commercially zoned for home occupations that outgrow their home capacity. **Board of Selectmen, Planning Board.**

1f. Truro will work with cable and DSL suppliers and appropriate town

officials to ensure that high speed internet access is available to any resident of the town who wishes such service. *Local Comprehensive Plan Committee, Cable Advisory Committee.*

2. North Truro Objective: Truro should work with property owners to develop an active, year-round center in North Truro.

Strategy

2a. Work with the Postal Service authorities and property owners to locate the new post office in the North Truro Village. *Board of Selectmen*

2b. Seek federal transportation funds to repair and provide walkways, traffic markings, parking, benches and signing in North Truro. Target federal and state programs through the Cape Cod Commission. (See also Truro's Land Use Actions #3). *Board of Selectmen.*

2c. Change zoning and resolve the parking and waste water issues to permit multiple use and the incorporation of residences, including affordable residences, in second floor apartments. **Board of Selectmen, Planning Board, Board of Health, Conservation Commission.** .

2d. Provide aesthetic and infrastructure improvements to enhance and revitalize the Village. *Board of Selectmen.*

2e. Develop Village amenities such as walkways, beautification, and parking. *Board of Selectmen.*

2f. Work with property owners to study the possibility of establishing a wi-fi area in the village. *Cable Advisory Committee.*

3. Truro Center Objective: Improve Truro Center and its car and pedestrian movement patterns (i.e. parking areas, walkways) in order to assist the businesses and provide a more pleasing and active year round environment for consumers visiting the area.

Strategy

3a. Encourage a continuation of the business activity that occurs in Truro Center. Work with property owners in the area to consider the following: enhance parking and circulation, construct walkways to connect the disparate

commercial establishments and the Duarte property, and provide a park and gathering area, on the Duarte property. **Board of Selectmen, Planning Board.**

3b. Consider changing the zoning to permit multiple use and the incorporation of affordable housing in upper floor apartments. *Planning Board*

3c. Work with property owners to study the possibility of establishing a wi-fi area in the village. *Cable Advisory Committee.*

4. Route 6 Commercial District Objective: Ensure that any future development reinforces Truro's rural character and prevent strip development and sprawl.

Strategy

4a. Develop and institute criteria for evaluating future development needs in the Route 6 Commercial District. **Local Comprehensive Plan Committee, Planning Board.**

5. Highlands Center, Castle Hill, Truro Historical Museum, Truro Concert Committee, Payomet Performing Arts Objective: Seek to ensure that any benefits to be gained from these facilities and activities enhance the Town's environmental, educational and cultural needs.

Strategy

4a. Truro will maintain its representative to the Cape Cod National Seashore for the Highlands Center project and its member on the Board of Directors of Highlands Center Inc. Truro will encourage and support the activities of Castle Hill, the Truro Historical Museum, the Truro Concert Committee, Payomet Performing Arts, and other cultural organizations. *Board of Selectmen.*

6. Alternative Energy Objective: Continue to review the possibilities for wind power, educate the public about the potential and costs, and enact regulations which allow for the potential while minimizing the costs.

Strategy

5a. Investigate the economics of wind power, possible sites for the installation of

wind towers, and the effect of towers on the Town landscape. *Energy Committee*

5b. Educate the public about the potential for wind power and its costs. *Energy Committee*

5c. Enact up-to-date zoning by-laws regulating the installation of wind towers. *Planning Board.*

**Commonwealth of Massachusetts
Division of Employment and Training**

Employment and Wages in Truro

Year	Total Annual Payroll	Avg Annual Wage	Establishments	EMPLOYMENT								
				Total	Agriculture Forestry Fishing	Government	Const- ruction	Manufac- turing	TCPU	Trade	FIRE	Services
1985	\$ 4,335,300	\$ 11,231	96	386	18	86	21	conf	conf	113	18	78
1986	\$ 4,895,400	\$ 12,534	103	389	13	86	22	conf	conf	130	14	74
1987	\$ 5,536,300	\$ 13,945	102	397	14	86	25	conf	41	115	16	82
1988	\$ 5,799,900	\$ 14,180	103	409	15	97	30	conf	52	113	16	86
1989	\$ 6,493,047	\$ 14,791	101	439	14	109	20	0	conf	112	14	95
1990	\$ 7,169,555	\$ 15,862	99	452	15	109	23	0	conf	112	12	90
1991	\$ 7,507,215	\$ 16,499	103	455	20	102	34	conf	conf	113	20	86
1992	\$ 7,616,860	\$ 17,510	106	435	18	98	39	conf	conf	99	22	80
1993	\$ 7,906,347	\$ 17,847	106	443	15	115	31	conf	77	107	19	78
1994	\$ 7,995,100	\$ 17,846	114	448	10	123	42	conf	60	113	18	81
1995	\$ 9,263,989	\$ 19,586	119	473	13	121	55	conf	56	111	21	93
1996	\$ 9,347,970	\$ 21,294	119	439	26	122	44	conf	18	101	21	102
1997	\$ 9,591,496	\$ 22,100	114	434	25	123	58	conf	conf	98	20	103
1998	\$ 10,732,723	\$ 23,332	118	460	28	131	52	conf	conf	94	21	126
1999	\$ 11,879,119	\$ 23,523	129	505	34	135	63	7	3	98	24	141
2000	\$ 12,428,809	\$ 24,087	122	516	28	134	72	7	6	114	22	133
2001	\$ 13,258,796	\$ 25,988	117	510	26	132	69	7	7	0	32	121

TCPU = Transportation, Communication and Public Utilities

FIRE = Finance, Insurance and Real Estate

conf = data suppressed due to confidentiality

Note: Changes in industry definitions occurred in 1988, so data prior to that year are not strictly comparable to the more recent data.

Commonwealth of Massachusetts, Division of Employment and Training (ES-202 Series)

Laborforce, Employment and Unemployment in Truro

Year	Laborforce	Employment	Un-employment	Rate	Unemployment Statewide Rate
1983	810	650	160	19.80%	6.90%
1984	812	689	123	15.10%	4.80%
1985	829	734	95	11.50%	3.90%
1986	841	751	90	10.70%	3.80%
1987	852	767	84	9.90%	3.20%
1988	679	611	67	9.90%	3.30%
1989	685	610	75	10.90%	4.00%
1990	1,176	1,054	122	10.40%	6.00%
1991	1,234	1,036	198	16.00%	9.10%
1992	1,221	1,029	192	15.70%	8.60%
1993	1,306	1,108	198	15.20%	6.90%
1994	1,332	1,119	213	16.00%	6.00%
1995	1,339	1,157	182	13.60%	5.40%
1996	1,333	1,158	175	13.10%	4.30%
1997	1,358	1,173	185	13.60%	4.00%
1998	1,344	1,200	144	10.70%	3.30%
1999	1,372	1,226	146	10.60%	3.20%
2000	1,313	1,198	115	8.80%	2.60%
2001	1,278	1,168	110	8.60%	3.70%

Note: Employment within this data series is measured by place of residence, rather than by place of employment as in the ES-202 Series.

Changes in labor market area definitions occurred in 1990 and changes in methodology occurred in 1987, so data prior to these years are not strictly comparable to the more recent data.

Commonwealth of Massachusetts, Division of Employment and Training (Local Area Unemp Statistics)

Assessed valuation by property class, 2004

(1)	(2)	(3)	(4)	(5)		Column #	
Residential	Open Space	Commercial	Industrial	Personal Property	Total	(1 - 2) % of Total	(3 - 5) % of Total
\$ 1,235,546,027	0	\$ 69,609,953	\$ 1,280,700	\$ 25,886,920	\$ 1,332,323,600	92.7	7.3

FY2004 Average Single Family Tax Bill

Single-Family Assessed Value	Parcels	Average Value	Tax Rate	Single Family Tax Bill	Hi-Lo Rank	# of Towns Included	State Median
\$ 980,666,900	1,918	\$ 511,297	\$ 5.92	\$ 3,027	143	285	3,027

Source: Massachusetts Department of Revenue

TRANSPORTATION

Most of Truro's transportation infrastructure functions well and should be adequate for the town's needs in the immediate future. Expanded shuttle services may be necessary as beach parking areas continue to erode, however. In addition the town needs to evaluate local routes for safe bicycle routes, and to create a widened and striped bike/pedestrian lane along Beach Point on Route 6A, and perhaps elsewhere. With limited control over Route 6 and traffic pressures continuing to grow, town officials need to work with the four Outer Cape towns to identify regional concerns and present a coordinated set of recommendations such as the recently approved and funded inter-municipal Flex-Route bus system for the Outer Cape.

Truro Transportation Goals

Goal 1. Continue to advocate for a year-round transportation system that is convenient, safe, accessible, economical and consistent with the Town's historic, scenic and natural resources.

Goal 2. Continue to encourage alternative transportation modes, such as bicycles, shuttles and on-call bus service that reduce dependence on private automobiles, within the limits defined by Truro's location, density and fiscal strength.

Goal 3. Maintain the existing capacity levels of all non-Federal/State highways, which should be sufficient to handle the Town's anticipated growth.

Goal 4. Continue to encourage linking beach and harbor parking areas to a public transportation or shuttle system.

Goal 5. Create a safe and unified bicycle and walking system.

Transportation Performance Standards and Policies

1. A development or redevelopment shall not degrade the existing Levels of Service (LOS) of surrounding roads and intersections below LOS C (moderate, freely moving traffic) based on summer peak hour traffic volumes. Steps should be taken to mitigate the reduction of LOS on Route 6 resulting from future growth.
2. Developments of Regional Impact shall provide traffic mitigation that will have minimum impact on the Town's rural character.
3. Construction of new regional roads and widening of major road segments shall not be allowed unless non-construction-based mitigation measures are insufficient and/or such construction or widening is necessary to mitigate unforeseen circumstances that render Route 6 unusable as a regional road. The Town should utilize the Cape Cod Commission's roadway classification system.
4. Summer peak hour conditions will not be the sole determinant in assessing traffic impacts, parking requirements, and in determining structural and non-structural mitigation. The Town's rural character and the desires of year-round residents shall be balanced with the demands of peak traffic. The Cape Cod Commission's hierarchy of transportation management which has been adopted by the Town shall also be utilized in making such determinations.
5. All developments shall have appropriate parking, permeably paved as much as possible. Adjacent commercial users shall be encouraged to share parking and access points to minimize curb cuts and pavement.
6. Appropriate plantings shall be encouraged along all major roadways, to improve appearance and provide screening.
7. Primary access points from developments generating high traffic should not be located where that traffic must travel through areas with significantly lower densities.
8. Roadways and walkways shall accommodate access for the disabled, including those for beach and recreation areas.
9. Developments should when possible provide alternative transportation modes to offset portions of the private automobile traffic increases they will generate. Particular attention should be given to bicycles, pedestrians, and carpooling.

10. Bicycle links to regional bike networks should be established and, where feasible, bikeways and walkways should be arranged between existing subdivisions.
11. The capacity of the Cape's existing airports in Hyannis and Provincetown should be carefully monitored to make sure that they can adequately serve the needs of Truro and its regional neighbors. Truro itself should not be considered for any type of airport, however.. (*See Chapter 9. Capital Facilities*)

Truro's Transportation Analysis: Challenges and Problems

Route 6 is central to any discussion about transportation in Truro. However, Truro is limited in its ability to control total Route 6 traffic volumes and final Route 6 roadway designs. To enhance Truro's influence over these factors, the four Outer Cape towns should identify regional concerns and present a coordinated set of comments to the Massachusetts Highway Department regarding proposed roadway improvements and alternative transportation improvements. Meaningful access to and use of public transportation is a particularly worthy goal. The establishment of the Flex Route system is an important step towards that goal

A second consideration is the continuing growth of Provincetown as a tourist destination. As Provincetown seeks to attract tourists, Truro experiences additional tourist and business traffic, and additional guests at its National Seashore beaches. It is imperative that Truro and Provincetown enter into a dialog about the impacts of, and coordinated responses to, the growth of tourism.

Truro's road system functions well in most respects and is expected to be adequate for the foreseeable future. Truro Citizens should be mindful of the residential and business growth in Provincetown, especially as a tourist destination. Truro's Beach Point is, in particular, closely entwined with Provincetown's attractions and Seashore beaches.

A seasonal shuttle bus, on a regular schedule between North Truro, central Provincetown and the beaches, has helped to alleviate traffic problems and should continue. Safe egresses should be made to allow passengers to embark and disembark buses, as opposed to allowing passengers to wait for buses near the travel lanes of roadways. The shuttle bus does not fully address increased tourism traffic to

Provincetown, but is a noticeable help. Parking in both the Truro and North Truro Village areas has become problematic. Truro should seek measures to relieve the seasonal congestion in these areas, while maintaining Truro's rural charm.

The planned Highlands Center at the former North Truro Air Force Base has the potential to generate significant traffic. Current plans do not include large performance venues, nor are they likely to result in a significant amount of related traffic. Nevertheless, the town should remain familiar with the enterprises located at the Center to monitor potential transportation impacts.

The demand for parking at Truro beaches continues to grow. Parking problems are exacerbated by demand from both year-round and seasonal residents. Since there is little physical room to expand existing parking areas, alternative solutions should be considered, such as expanded shuttle service routes.

Future commercial development on Route 6, and particularly potentially large traffic generators, should be carefully evaluated. Widening and enlargement of Route 6 for extra lanes, except for turning lanes, is not encouraged.

Bicycling has become an increasingly popular activity for recreation, health and even as a basic transportation mode. Currently, bicyclists do not have a protected route through the town and they are forced to traverse substantial portions of Route 6. The town should aggressively evaluate local roads (e.g., Old County Road, Shore Road, So. Highland Rd.) for safe bicycle routes.

Mitigation Measures for Truro's Roadways

A guiding principle is that all mitigation measures should be consistent with the Town's historic, scenic and natural resources.

To reduce safety conflicts between local and through traffic, new development should not be allowed direct access or egress onto Route 6 unless no alternative access or egress is available. Furthermore, redevelopment that utilizes existing access or egress onto any of these sections of Route 6 shall be allowed provided that there is no increase in expected daily or peak-hour traffic volumes utilizing those driveways during the summer. For uses abandoned for five (5) years or less, the amount of

traffic allowed shall be based on the estimated trip generation of the use prior to abandonment. No credit for prior traffic generation shall be allowed for uses abandoned for more than five (5) years.

Class A, Major Regional Roadways

Acceptable

Changing weekly rental schedules so that “Change Day” is not the same for all.

A modest roadside traffic information system that would warn drivers well in advance of congestion on roads or at beaches.

Developing shuttle services to beaches.

Adding turning lanes.

Flashing (caution) traffic signal devices.

Unacceptable

Additional travel lanes

Traffic (stop/go) signals

Class C, Local Roadways

Acceptable

Widening of Route 6A (Shore Road) and perhaps Old County Road to provide bicycle paths/walkways.

Permeable paving or graveling of sand roads, but NOT widening or extensive clearing of shoulders unless required for safety.

Unacceptable

Route 6A (Shore Road) should not be disturbed other than for bike/pedestrian lanes. Its winding character is a beautiful alternative route through North Truro, is primarily to local traffic, and is a critical element in the second-home appeal of the community.

Public Transportation

There are seven forms of public transportation available to Truro residents: air, ferry, Plymouth and Brockton bus (P&B), “B” bus of the Regional Transportation Authority, Council on Aging (COA) van (both Truro and surrounding towns), Truro-Provincetown “Shuttle Bus”, and taxi. In addition the new Flex Route system has been funded and should be operational in the near future.. The former railway bed has been sufficiently compromised that it cannot be considered for general through transportation.

Ferry service has been expanded with high speed vessels that will make Boston and ports further north more accessible, with over four round trips a day seasonally. Plymouth & Brockton now runs express buses (i.e., no need to change and fewer stops) to Boston and Logan Airport. “B” buses and COA vans are evolving coordinated systems to enable broader service to users who live off the main roads.

The most likely candidate for growth is the bus. With better and more frequent schedules it offers an easy and timely way to Boston and Logan. However, the present system that requires local stops or has few non-stop or limited runs tends to discourage broad use. Better bus service is the most likely means of discouraging the use of individual automobiles. The success of the “Shuttle Bus” suggests that its service could be expanded. At present, the Cape Cod Regional Transportation Authority is engaged in establishing service on the Outer Cape. Also, a new Flex Route bus service supported by all of the Outer Cape communities is being established to provide more transportation which will link to other modes of transportation on the Cape.

A secondary candidate for growth is air travel. As more and more people commute to and from metropolitan areas, air travel has expanded and met demand from Provincetown Airport. Off season prices for round trip airfare has increased demand, making this form of travel a growing asset.

Transportation Strategies and Actions

(N.B. Primary responsibility is noted in **boldface**).

1. Work to establish linkage between municipal parking areas and establish satellite beach parking and shuttle service, for those with permits, to supplement existing beach parking. *Board of Selectmen.*
2. Work with The Massachusetts Highway Department to delineate turning lanes at Castle Road/ Route 6 intersection and to include consideration of the existing curb cuts in the plan. Consider adoption of appropriate sections of the Cape Cod Commission model bylaw on access management. *Board of Selectmen.*
3. Aggressively follow through on plans to widen and stripe bike/pedestrian lanes on Old County Road and Route 6A/Beach Point. *Board of Selectmen.*
4. Continue to work with all jurisdictions to extend a bicycle path through Truro that will link the Outer Cape. *Board of Selectmen.*
5. Require developers to consider traffic impacts and to demonstrate recognition of the Local Comprehensive Plan's recommendations prior to approving subdivision or other project plans. *Planning Board.*
6. Refer larger scale Route-6 and Route 6-A non-residential developments to the Cape Cod Commission Traffic Dept. for its evaluation prior to issuing permits and/or approval. *Planning Board.*
7. Continue to map all roadways, public and private, to create a comprehensive listing. *Board of Selectmen, Assessors Office.*
8. Reduce the required width of subdivision roads and amend the required grading, if public safety and other requirements are satisfied, in order keep within our rural character of the community while assuring disabled/handicapped access. *Planning Board*
9. Continue to work with the Cape Cod Commission to monitor traffic at critical points throughout the Town and make these counts public through the newspapers at least annually. *Board of Selectmen.*
10. Place Route 6 traffic issues and coordination on agendas for meetings of Outer Cape Selectmen. *Board of Selectmen.*

11. Place appropriate signage on regional town roads (e.g., Longnook, Pamet Roads, Prince Valley) to caution motorists about cyclists and walkers. *Board of Selectmen.*
12. Revisit the possible designation of a School Zone on Route 6 with appropriate signs. *Board of Selectmen*
13. Truro should examine its zoning and land use regulations and promote any modifications to carry out the Local Comprehensive Plan. *Planning Board.*
14. The Towns of Truro and Provincetown should enter into a dialog about the impacts of, and coordinated responses to, the growth of tourism. *Board of Selectmen.*
15. Work to ensure that the Cape Cod Regional Transportation Authority shuttle bus service continues to serve the Town. *Board of Selectmen.*
16. Continue support of and funding for the proposed Flex Route bus system. *Board of Selectmen.*

Capital Facilities and Infrastructure

Citizens of Truro continuously maintain that cautious growth and rural spirit should be pursued and should be the guiding policy of Truro. As such, the former low priority assignment of curbside pick up and municipal water/sewer lines are still prevalent. The fact that citizens place a high priority on rural quality of life and cautious growth makes Truro an attractive place to live, causing growth, and creating more demands on our infrastructure.

Since the present plan was developed, the new town hall has opened, the library is in full function, and a Community Center is under discussion. At this rate, Truro has come full circle from years past when most of the Town owned buildings were in deplorable condition.

Truro's Capital Facilities and Infrastructure Goals

Goal 1. Develop a long-range plan to improve/maintain the town's infrastructure while maintaining a modest rise in taxes..

Goal 2. Work cooperatively with other communities and entities to explore regional solutions to meet community and regional needs.

Goal 3. Continue to manage solid waste using an integrated solid waste management system that includes source reduction, recycling, composting, and incineration. Divert increasing percentages of the municipal waste now sent to incinerator facilities through recycling and composting programs.

Goal 4. Continue to dispose of hazardous waste generated by Truro households and businesses in an environmentally sound manner using regional programs.

Goal 5. Encourage energy conservation and improved energy efficiency, and manage land uses to maximize energy efficiency. Weigh the aesthetics and other impacts of these technologies when they are being proposed.

Goal 6. Develop a long-range projection and analysis of the Town's school populations and school infrastructure needs.

Goal 7. Continue to maintain current and future buildings with a building maintenance plan.

Goal 8. Develop and implement a long range beach and beach management plan to ensure continuous long range recreational and conservational uses. This plan should include parking issues and strategies, dune nourishment programs, permitting issues, and conservation issues.

Truro's Capital Facilities and Municipal Infrastructure Policies

1. Proponents of development and redevelopment should be requested to consider how the quantities and types of solid waste to be generated will be handled. The Town should continually monitor this issue to determine if and when greater local regulatory or other public involvement is needed.
2. Proponents of development and redevelopment should be requested to allocate adequate storage space for interim storage of materials to be recycled.
3. Construction and demolition debris from development and redevelopment shall be removed from construction sites and disposed of in accordance with local and regional requirements.
4. Proponents of development and redevelopment should be requested to make reasonable efforts to minimize their hazardous waste generation through source reduction, reuse, material substitution, employee education, and recycling.
5. Proponents of development and redevelopment shall be in compliance with Massachusetts Hazardous Waste Regulations, 310 CM 30.00.
6. Commercial and industrial development and redevelopment that involves the use, treatment, generation, storage, or disposal of hazardous wastes or hazardous materials, with the exception of household quantities, shall not be allowed within Wellhead Protection Zones
7. Approval of development and redevelopment that increases the intensity of use should be based on existing infrastructure capability. Additional water and sewer

service shall not be provided to accommodate increased densities, but rather only to alleviate a public health hazard.

8. Development of new infrastructure should occur only after an analysis of its effect on public health, land use, traffic, community character, public need, and water quality, and its conformance with the policies set forth by this Local Comprehensive Plan.
9. Infrastructure provided privately to service development and redevelopment shall be consistent with this Plan.
10. Public investments, including construction or expansion of infrastructure and facilities, including municipal buildings, water supply and distribution, sewage collection and treatment, roads, and related facilities, should reinforce the traditional character and village development patterns.
11. Development and redevelopment should be designed to promote the efficient use of energy, including orienting structures to take advantage of solar gain and to maintain solar access for adjacent sites.
12. Energy-efficient construction techniques and materials are encouraged for all development and redevelopment.

Truro's Capital Facilities Inventory and Future Considerations

Public Water Supply

The Provincetown Water Department, whose wells tap into the Pamet Lens in Truro, serves Provincetown, Beach Point and Rt. 6A south to its junction with Rt. 6, and the Seashore portions of both towns. In addition, a main extending from the South Hollow wellfield along Route 6 to the School includes five fire hydrants. Its primary purposes are to provide fire-fighting sprinkler systems for the Public Safety Facility and the School, and to provide potable water for the School. The main also provides water to the Seamen's Bank and the Highland Creamery. The rest of Truro is served by individual wells. Three of the Department's wells are at the Knowles Crossing wellfield, eight at South Hollow, and two, used only in the summer, at the now-closed Air Force Base.

The Pamet Lens will reach output capacity by about 2020. Possible solutions to the problem are new wells at the Chequessett Lens in Truro or the Pilgrim Lens in Provincetown, or desalination of seawater. The Town has already purchased land over the

Chequessett Lens for future wells, with Land Bank funds.

If the rate of growth of Truro and Provincetown continues, Truro will eventually require a municipal water system that extends beyond the current water system tied in with Provincetown.

Sewage Facilities

There is no sewage-treatment plant in Truro. All structures are served by on-site septic systems. Should there be any need to install public sewage in the future; discussions should be pursued to connect to a regional system.

Waste-Management Facility:

Truro recycles on a voluntary basis all materials that can be recycled locally and is working towards the state standard of 46% of the Town's output of solid waste, about twice the Town's current rate. At the Transfer Station the town recycles #1 and #2 narrow necked plastic containers, glass beverage bottles, paper (all grades), cardboard, cans (including aerosol), tires, and scrap metal (ferrous, aluminum, and some other nonferrous) including small and large appliances (white goods), devices containing mercury, TVs, computers; and other electronic equipment, and composts organic wastes including grass, leaves, and manure. The Transfer Station also recycles fluorescent tubes, auto batteries, used oil and oil filters, button batteries and rechargeable nicad batteries and used antifreeze. It has a shed for paint, paint thinner, and varnish, and one for packing materials, such as "packing peanuts." The Recycling Committee plans to accept other types of recyclable materials as markets for their disposal become available. Truro is participating with Wellfleet and Provincetown in three-town joint collection of hazardous waste. Each town offers waste collection for one day per year to the residents of all three towns, thereby providing three collection days during the year. Representatives of the three towns are seeking a grant to further experiment for one or two years.

Non-hazardous non-recyclable material, except brush and some construction and demolition debris, is collected in a large hopper for transportation by the DPW to a trash-to-energy facility, SEMASS, in Rochester, MA. Sludge from septic tanks is hauled by

private contractors to the Tri-Town Septage Treatment Plant in Orleans.

The Recycling Committee is considering “pay-as-you-throw,” i.e., payment per bag of material for the hopper instead of an annual fee for unlimited use. Experience in other towns shows that “pay-as-you-throw” encourages residents to deposit their recyclable material in the appropriate recycling bins at no charge to them instead of paying to deposit it in the hopper, which reduces total municipal solid waste. Mandatory recycling should be explored again

Transfer Station

The landfill at the Transfer Station has been smoothed, capped with two feet of sand and topsoil and a thin clay-like layer, and seeded with grass that is mowed periodically. It has a pleasant appearance but because of gas (mostly methane) emitted by decaying material below, cannot be built on, but gives access to the police range and compost piles.

Construction of a 190-foot or taller tower for cellular communications and generator near the northeast corner of the Landfill has been completed.

The Transfer Station and adjacent recycling center will be adequate to serve Truro for the foreseeable future.

Swap Shop:

The Swap Shop at the Transfer Station has a propane heater, two lavatories for employees, and is staffed by helpful volunteers. The shop recycles household and consumer goods such as clothing, books, toys, and dishes. The Swap Shop also accepts other kinds of reusable household objects including books, magazines, tableware, clothing, and small appliances. It has been praised in the press as one of the best swap shops on the Cape, and has been called “a free thrift shop.” This facility will be adequate for the foreseeable future and should be continued.

Storm water Collection, Treatment, and Discharge:

Truro has no integrated or centralized underground storm water collection system. The existing systems are above-ground swales, detention basins, and retention basins

constructed along roadways and within subdivisions. There is no central discharge point for storm water outside of the planned discharge strategies for each subdivision and the natural discharge systems of the older neighborhoods.

Public Safety Facility

Police: The Police Department, in the Public Safety Facility on Route 6, includes 13 officers, a support staff of five civilians, eight police cruisers, and a trailer containing safety equipment. In 2004 the Department logged 8959 incidents, ranging from arrests to traffic control. In addition the Department assisted to the Seashore Park Rangers.

The public safety complex will be adequate for the foreseeable future.

Fire and Rescue:

The Fire Department and Rescue Squad are located in the Public Safety Facility. They are staffed by on-call volunteers, except for a paid part-time Fire Chief. In 2003 they responded to 518 calls for emergency medical service and 127 for fires. The fire and rescue vehicles range in age from four to 35 years. The Town contracts with Lower Cape Ambulance Inc to provide basic and advanced life support transport to the hospital. Currently, Provincetown and Truro have the longest travel time in the Commonwealth to a hospital.

The Public Safety Facility is a designated landing zone for MEDFLIGHT or other Medivac helicopters.

The old Truro Center fire station is used for storage of DPW equipment. The old North Truro fire station has been demolished. Affordable housing is to be developed on this site.

Health Care Facilities

There is no health-care facility in Truro. The nearest are the Outer Cape Health Services (OCHS) clinics in Wellfleet and Provincetown. Lower Cape Ambulance Service provides ambulance service to the Cape Cod Hospital in Hyannis by contract to the Town due to the fact that the EMS system is on-call volunteer. The nearest nursing home is the Cape End Manor in Provincetown.

Truro Central School

There are approximately 125 students enrolled in the Truro Central School. There are no plans to construct another school or secondary school.

Between October 1999 and October 2000 the enrollment of the Truro Central School decreased from 161 to 146. A further decrease was noticed in 2003, with 119 students. Such fluctuations in class numbers make the prediction of required school size difficult. Statistics compiled by the New England States Education Association project a decrease of 17 in the K-6 enrollment between 2000 and 2005

Almost all Truro students in Grades 9 through 12 attend Provincetown High School (7 through 12), Nauset Regional High School (9 through 12), or Cape Cod Tech (9-12). Students may attend Nauset Middle School grades 6-8, as Truro Students have the option of leaving TCS and attending NRMS.

The Truro Central School serves Truro well. The facility appears adequate for the foreseeable future.

Truro Public Library

The Truro Library opened on July 19, 1999 on Standish Way in North Truro. It occupies 7000 square feet on its first-floor footprint and contains 4000 square feet of floor space in its basement.

The former Pilgrim Library contains the office of the Recreation Department. It is foreseeable that the new Community Center will house this office, rendering this building vacant. The Town should examine this buildings usefulness, and determine if it should be retained, sold or used for housing.

The former Cobb library is not handicapped accessible, and an easement creating such accessibility is unlikely. Currently, the Historical Commission is planning to use the building as a library and document storage facility.

Department of Public Works

The DPW, located on Town Hall Hill, maintains the town beaches, parks, and ballfield; the police and fire vehicles; the COA van; two Town Hall cars; the Building

Department SUV; the structures at the Transfer Station; and approximately 40 miles of town roads. The DPW owns four pickups, one SUV, one van, a one-ton truck, three dump trucks, three semi cabs, two rubber-tire loaders, a backhoe loader, a mower tractor, a road sweeper, a forklift, three garbage trailers, and three old military trucks. The DPW yard contains a small office building, two multi-bay garages, and a salt-storage shed. The DPW currently uses the former Truro Fire Station on Truro Center Road as a building department, which stores tools and equipment.

If the current workload increases, so too will the needs of space for the DPW. The facility is adequate; however a search for a suitable alternate site should begin.

Town Administration:

The Town Hall is brand new. It is expected that the building will be adequate for many years to come.

Housing (affordable and/or Seasonal) (See *Chapter 10*, Affordable Housing)

Truro currently is developing housing units near the Truro Public Library which will be owned by the Town. The Town has no seasonal housing for seasonal employees.

To maintain Truro's infrastructure, the Town should examine future housing initiatives for both public and privately employed persons through the acquisition of old motel units, open space or other suitable locations. This has been accomplished, but far more needs to be done

Cemeteries:

The Town has four Town-owned cemeteries: Old North, Pine Grove, New South, and Methodist; and two private: Congregational and Sacred Heart. All are maintained by the Cemetery Commission. The cost is paid by a private fund, the Truro Cemetery Trust Fund, and not by the Town. About 15-25 burials are made each year. Burial plots will be available for the foreseeable future.

Council on Aging:

The COA is located in a temporary building at 346 Route 6. This space is donated

by Seamens Bank. Construction is planned for a new community center that will house recreation and the COA. The site is located adjacent to the Truro Public Library.

Recreation: (see *Chapter 6, Open Space Protection and Recreation*).

An athletic field located on Town Hall Hill (Snow's Field Road) serves a number of the Town Recreation Commission's activities as well as being available for the general use of the citizens. A ball field equipped with lights, dug-outs, and parking is located at the Old North Truro Air Force Base, now the Highlands Center. Despite public demand, there are no plans to save this field. A second ball field is located at the Truro Central School.

Beaches: (see *Chapter 4, Coastal Resources*)

Truro is fortunate to have some of the best beaches on Cape Cod, and arguable, the nation. Parking facilities at these beaches in season are often stressed. This is due to continual erosion, and increased visitor ratio.

Truro should implement a system whereby the DPW monitors and cleans the beaches on a periodic basis, eliminating trash, seaweed, and overall debris that can be disadvantageous to the economic potential, and overall health and beauty of our beaches.

Golf Course:

Truro boasts one of the best true links courses in New England, which also is deemed one of the oldest. Truro, by concession contract with the National Park Service, manages the golf course, but must bid on the concession as any other vendor. Truro generates revenue from fees, beverage and food concessions, and sales of supplies. The course is in excellent condition, and is maintained by golf course (seasonal) town employees.

The Town should continually conduct a cost benefit analysis to determine if the golf course will generate revenue in the future, and to gauge whether public support for the continued operation exists.

Roadways and Highways (See *Chapter 8, Transportation*)

Truro should continue to maintain the good condition of its main and secondary public ways. There has been no need or concern to widen or improve our roadway system. The addition of a bike/pedestrian lane, from its split from Route 6 in North Truro to the Provincetown line is imperative to pedestrian and motorist safety, and contributes to the safety of those embarking and disembarking the P&B and shuttle bus. The bike/pedestrian lane will significantly contribute to the overall safety of our Citizens and Visitors, and will enhance Beach Point's economic potential.

Harbor Facilities: (See *Chapter 5, Coastal Resources*)

The Town's Fiscal Capability:

Truro's low tax base is a curse and a blessing. In the past, postponed maintenance of the infrastructure permitted a low tax rate. Unfortunately the Town's ability to maintain the infrastructure adequately will require increases in taxes, which will be restricted by the requirements of Proposition 2 1/2.

Regionalization:

If infrastructure costs outpace revenue in the future, cooperative efforts with the neighboring towns may be attractive. Regionalization might include police, fire and rescue, animal control, the Department of Public Works, schools, recycling, purchasing, and the water system. A modest beginning is a regional skateboard park in Wellfleet, for which Truro contributes money for construction and operation.

Strategies and Actions:

(N.B. Primary responsibility is noted in **boldface**).

1. Seek further affordable housing initiatives. **Board of Selectmen**, *Housing Authority*.
2. Create a bike/pedestrian lane on Shore Road, from the split from Route 6 in North Truro to the Provincetown line. *Board of Selectmen*.
3. Develop a long-range plan to improve/maintain the town's infrastructure while maintaining a modest rise in taxes. *Board of Selectmen*.

4. Work cooperatively with other communities and entities to explore regional solutions to meet community and regional needs. *Board of Selectmen.*
5. Develop a continuous program for dredging the harbor *Board of Selectmen, Harbor Commission.*
6. Identify regional solutions when creating, improving and/or restructuring capital needs. *Board of Selectmen.*
7. Commit to and schedule regular maintenance of town structures. *Board of Selectmen, Department of Public Works.*
8. The Town should investigate run-off from Route 6 into areas of concern, and work with the Commonwealth to identify solutions of discharge, stormwater collection and control. *Board of Selectmen.*
9. The Town should continue to maintain a capital improvement and maintenance plan for all municipal facilities. *Board of Selectmen.*
10. Develop and implement a long range beach and beach management plan to ensure continuous long range recreational and conservational uses. This plan should include parking issues and strategies, dune nourishment programs, permitting issues, beach cleaning, and conservation issues. *Board of Selectmen, Beach Commission, Department of Public Works.*
11. Monitor the influences on the School's population, including changes in the demographics and size of the Town and the continued feasibility of sending students to Provincetown. *Board of Selectmen, School Committee.*
12. Continue and expand cooperative collection of hazardous waste with neighboring towns, to increase the number of collection days per year. **Recycling Committee, Board of Health.**
13. Consider participating in a regional four or five-town effort to cope with solid waste- management facility, using composting to create a saleable product from all organic waste. **Recycling Committee, Board of Health.**
14. Explore mandatory recycling. *Recycling Committee.*

AFFORDABLE HOUSING

In recent years, Truro and surrounding towns have seen a major rise in housing costs. Sale prices have doubled and tripled for vacant lots. In December 2004, the lowest priced house on the open market in Truro listed at over \$450,000. Year-round rental vacancies are rare and rents are usually steep. These market influences have made it difficult for low and middle-income families and individuals to find adequate housing in Truro. The diverse population we value and those we count on to provide the necessary services, including fire, rescue, police, teachers, and other town employees, may not be able to live in Truro. Truro faces a challenge: meet the immediate housing needs of townspeople and meet the Commonwealth's long term guidelines of ten percent of total housing being affordable. More than ever, the citizens of Truro recognize the urgent need to meet this challenge.

In Truro, the Housing Authority is the primary municipal agency established to promote and catalogue affordable housing. The Housing Authority is currently adding to the stock of affordable housing and is planning for the future. First, the town is in the process of having 14 units of affordable rental housing built by a private local developer on town land near the library. All town boards involved in this process have cooperated in this effort and have granted all the necessary approvals, as did Town Meeting. This means "Sally's Way" is slated to receive \$1 million in federal HOME grant funds awarded by the state Department of Housing and Community Development (DHCD); and up to \$1 million in zero-interest, second mortgage subsidy from the Massachusetts Housing Partnership, a quasi-public state agency that finances affordable housing. Construction is scheduled to begin in Fall, 2005, pending an appeal by an abutter.

In addition to the Sally's Way effort, the Authority also has taken steps to develop two 2-bedroom apartments at the site of the old North Truro Fire Station and has plans to

build two 3-bedroom rental homes on Snow Road. The efforts of the Authority have made available four houses on Old Firehouse Road. Three of these have been sold with deeds permanently restricted for affordability; one is permanently restricted as an affordable family rental. Funding for these projects is provided through state and federal grants, land bank distributions, and by private donations.

Truro's current strategies for increasing affordable stock include expanding the use of existing housing, building rental units on town-owned land, working with private developers to build 40B housing and other low-cost cluster developments, and revising zoning by-laws. The Truro Board of Selectmen have established an Affordability Task Force to examine Town by-laws, regulations, and practices and, then, to formulate proposals to address all aspects of the cost of living in Truro.. This Task Force is chartered through 2006.

Truro's Affordable Housing Goals

Goal 1. Truro will promote decent, safe, affordable housing for rental or purchase to meet the needs of present and future Truro residents. In accordance with state law, Truro will seek to raise its affordable housing stock to 10% of all year-round units at the rate of 0.75% per year of existing housing stocks.

Goal 2. Truro will encourage and support affordable housing that can serve a variety of needs, including elderly residents, families with children, couples, singles, and municipal employees.

Goal 3. Truro will work with other towns and with state and regional agencies to support affordable housing at the regional level.

Goal 4. Truro will make the necessary zoning and regulatory changes to encourage the development of affordable rental units and homes needed for Truro residents.

Affordable Housing Policies and Performance Standards

1. Affordable housing shall be encouraged in all areas that are appropriate for residential and mixed use residential and commercial development.

2. Affordable housing should whenever possible be located in or near village and activity centers and convenient to transportation.
3. Truro will work with local and regional affordable housing organizations such as the Truro Housing Authority, the Lower Cape Cod Community Development Corporation, the Housing Assistance Corporation and the HOME Consortium. Private affordable housing efforts shall also consider working with these organizations to maximize the affordable housing impacts of their projects.
4. All affordable housing shall be compatible in design, appearance, construction and quality of materials with other units in the same neighborhood and with the general qualities of housing in Truro.
5. Wherever possible, all affordable housing units shall be made available through a lottery or other similar methods, fairly targeting the local population in a manner consistent with state and federal fair housing standards.
6. In all of its actions the Town shall work to prevent discrimination in housing because of race, color, creed, religion, sex, national origin, primary language, age, political affiliation, disability, sexual orientation or any other consideration prohibited by law, and shall not knowingly approve any development that so discriminates.
7. Renovation and re-use of existing structures shall be encouraged as a means of addressing affordable housing needs.
8. Cluster development, of the type being developed near the new Town Library, shall be encouraged, and where possible, shall be used as a means of providing affordable housing. Developments of five or more lots should offer a cluster development option for review by the Planning Board.
- 10 Bylaws allowing the creation of affordable housing units shall include provisions to ensure permanent affordability. The granting of any variance or special permit creating such units shall be linked with acceptance of that permanence.

Truro's Affordable Housing Inventory

The Year 2000 census determined that there are 999 year round housing units in Truro. Recently published DHCK subsidized housing inventory lists nine (9) as affordable. Truro is committed to maintaining an accurate and up-to-date inventory as set

forth in the Strategies and Actions section below.

Truro's Affordable Housing Strategies and Actions

(N.B. Primary responsibility is noted in **boldface**).

Objective: Truro will seek to create and encourage housing that is affordable to Truro's residents. The optimal areas for such housing are those within easy access to the village centers, including post offices, stores and transportation.

Definition: Truro resident -- A person who has lived or worked in Truro for six (6) months prior to submitting an application for consideration under the Affordable Rental Housing By-law, or who has immediate family (specifically mother, father, brother, sister, daughter, son, spouse, or domestic partner) resident in the Town of Truro. This definition is for the sole purpose of establishing residency for unit distribution under the Affordable Rental Housing By-law.

Strategy:

1. Develop a local needs Assessment procedure to be updated every three years. *Housing Authority*
2. Encourage land donations from the private sector for affordable housing. Truro will work with the Lower Cape Cod Community Development Corporation or a similar organization to develop a procedure for efficiently receiving donated land. *Housing Authority*
3. Seek land for affordable housing through the process of acquiring "owners unknown" and tax delinquent parcels. *Board of Selectmen, **Housing Authority**, Tax Collector*
4. Encourage the registration and legalization of existing accessory apartments. The Town should develop a plan that offers incentives and amnesty to any "illegal" apartments providing they become permanently affordable. *Board of Health, **Housing Authority**, Planning Board*
5. Encourage the conversion by special permit of cottages within an appropriate cottage colony to a year-round unit for the explicit use of a

Truro resident in need of affordable housing. **Housing Authority;**
Zoning Board of Appeals.

6. Re-evaluate the zoning by-laws, codes and regulations to remove any unreasonable barriers to affordable housing. *Planning Board, Affordability Task Force.*
7. Seek funding for rehabilitation and conversion of existing units to affordable housing. Town shall work with regional housing organizations to obtain said funding. *Housing Authority*
8. For any affordable housing created by the DRI process and accepted by the Town, Truro should consider appointing the Housing Authority as the recipient. *Board of Selectmen*
9. Review the zoning by-laws, codes and regulations to remove any barriers that would prevent congregate care, single room occupancy and community residential housing for the elderly from occurring in Truro. *Planning Board, Affordability Task Force.*
10. Continue efforts to build a project for the elderly in Truro under the guidance of the Truro Housing Authority. *Housing Authority*
11. Make every effort to accurately inventory Truro's present housing stock. This inventory shall determine how many subsidized units there are in town. *Board of Selectmen, Housing Authority*
12. Develop income guidelines with special consideration to identifying a means of addressing the apparent gap between income and affordable guidelines established by the Commonwealth. *Housing Authority*
13. Explore changing zoning by-laws to require developments of 10 or more lots or dwellings to offer at least 10% of lots or dwellings as affordable. *Planning Board*
14. Explore multiple-use zoning by-laws in commercial districts to permit at least one affordable dwelling for sale or rent within each commercial property. *Planning Board*

15. Encourage the Housing Authority in their efforts to develop annual housing plans for presentation to the Board of Selectmen and the Town. *Board of Selectmen.*
16. Establish links to Provincetown and Wellfleet housing authorities to explore combining efforts to obtain grants and funding of regional affordable housing opportunities. *Housing Authority.*

Truro New Affordable Housing Stock





CAPE COD NATIONAL SEASHORE

Covering nearly 70% of the town, the Cape Cod National Seashore may well be Truro's single most valuable non-human asset. By preserving the natural landscape and the traditional uses of the Outer Cape it is critical in Truro's efforts to preserve our rural character -- and will only become more important as development continues and the town approaches build out.

The greatest change to the CCNS over the last five years has been its acquisition of the North Truro Air Force Station and the establishment of the Highlands Center at the Cape Cod National Seashore. This long term project, still in the early stages, has the potential to greatly benefit Truro culturally, scientifically, and economically and deserves the community's full support.

A second major change for residential properties within the CCNS has been the establishment of site plan review for homes within the park, as part of the town's zoning by-laws, developed with the active participation of the CCNS staff. The adequacy of site plan review to protect the character of the park remains to be determined, however. Town officials, CCNS officials, and Truro residents will be required to evaluate the degree of protection this offers in the years to come.

Truro's Cape Cod National Seashore Goals

Goal 1. Work cooperatively with the CCNS and with regional towns for the betterment of the seashore, the region, and the Town.

Goal 2. Work cooperatively with the CCNS to develop and implement further plans concerning the Highlands Center that enhance Truro's economy, community character, scientific, artistic and environmental goals.

Goal 3. Explore the potential to work closely with the CCNS and with other regional towns to provide alternative water supplies for the Lower Cape towns.

Goal 4. Work with the CCNS to address beach problems related to dune health, beach access, parking, and traffic management.

Goal 5. Work with the CCNS to improve the town's coastal resource profile, including developing an integrated approach to management of the Pamet River System and coordinating the development of an estuary and shellfishing area at East Harbor.

Goal 6. Maintain an active voice in the decision making for the future of the Truro Dune Shacks and in the management of the Off-Road Vehicle program.

Truro's Policies Involving the Cape Cod National Seashore

1. Truro will maintain consistent communication with the CCNS management with the assistance of its representative to the Cape Cod National Seashore Advisory Commission, and with other towns on Seashore issues.
2. Truro will actively present ideas for and participate in all CCNS projects that are likely to impact the town.
3. Truro will initiate and work cooperatively with the CCNS on projects that can benefit both parties, including, but not limited to, the expansion of zoning protections.

Truro's Cape Cod National Seashore Strategies and Actions

(N.B. Primary responsibility is noted in **boldface**).

Objective:

Truro will work with the CCNS in a partnership fashion to achieve the Town's planning goals since it is clear that both the Town and the CCNS will benefit most from efforts based on mutual cooperation. Truro's key objectives will be the integration of the Highlands Center into the general life of the community, having in mind that the Center will exclusively house public and non-profit programs in the arts, sciences and environment, which are intended to generate low-traffic volume, while enriching the cultural heritage of Outer Cape Cod in a manner consistent with the mission of the CCNS.

Strategy:

1. Maintain a consistent relationship and ongoing communication with appropriate CCNS personnel and Truro's representative to the CCNS Advisory Commission, including regular reporting from the town's CCNS Advisory Commission to the Board of Selectmen. To remain informed about CCNS activities and to facilitate ongoing cooperation, invite reports from time to time from this representative. Publicize joint efforts of the Town and the CCNS. **Board of Selectmen, Planning Board, Conservation Commission.**
2. Actively participate and cooperate with the CCNS in the development plans for the Highlands Center. This facility should include cultural, scientific, and educational uses of both national and local significance. An environmental theme should link the various program elements together in a manner consistent with the CCNS. A goal of both the Town and the Park should be the harmonious development of this project with its neighbors, with the lowest possible environmental impact. *Board of Selectmen.*
3. Maintain a collegial involvement in supervision of the CCNS concessions, Highland House and Museum and Highland Golf Links. *Board of Selectmen, Golf Course Advisory Commission, , Historical Society.*
4. Work cooperatively with the CCNS to improve safety and accommodate increased bicycle traffic on Truro roads. *Board of Selectmen.*
5. Work with the CCNS to make sure that visitors do not impose an undue hardship upon municipal roads and parking facilities. *Board of Selectmen.*
6. Work cooperatively with the CCNS to make sure that zoning within the CCNS offers the appropriate level and nature of regulation needed within the context of town and CCNS goals. *Planning Board.*
7. Explore the best choices of a CCNS ocean beach as a location on which to establish handicapped access. *Board of Selectmen, Beach Commission, Recreation Commission.*
8. Work with the National Park Service to alleviate parking problems at ocean beaches, paying particular attention to the possibility of cooperative development of federally funded (DOT) transportation to the beaches from a central parking location, *Board of Selectmen.*

HERITAGE PRESERVATION AND COMMUNITY CHARACTER

The dedication of Truro's rebuilt town hall in the summer of 2004 celebrates much the community has long held dear. A classic New England white clapboard exterior, with an interior updated for the 21st century, the building crowns one of the town's highest hills, surrounded by views of fields and woods, churches and cottages, with the blue of Cape Cod Bay in the distance.

It took many years for the town to muster the will, and the finances, to make the renovation a reality. But the result is worthy of its designation on the National Register of Historic Places -- and remind the town of the importance of our historic and scenic treasures. It is our antique buildings, our scenic roads and vistas, and our village centers that define Truro's character and heritage. If we hope to preserve the essence and spirit of the town, as well as its visual look and feel, we will have to work to preserve those treasures.

The Community Preservation Act (CPA), if approved at Annual Town Meeting, will provide Truro with an opportunity to obtain State matching funds to focus on ways to preserve our heritage and community character, whether to document and plan for the preservation of historic resources, restore historic buildings, conserve open space or provide affordable housing to maintain the continuity of people who have been born and raised in Truro.

Truro's Heritage Preservation and Community Character Goals

Goal 1: Truro will seek to protect and preserve the important historic, cultural, and scenic features of the Truro landscape, recognizing that they are critical components of the town's heritage, character, and economy.

Goal 2: Truro will preserve historic areas through the establishment of Historic Districts, subject to the wishes of area residents, beginning with the Pond Village area in

North Truro Center. The Pamet Roads, Depot Road and Longnook Road should be considered as well.

Goal 3: Truro will work to ensure that future development and redevelopment respect the traditions and character of historic village centers and outlying residential areas so as to protect the town's characteristically rural look and feel.

A. HISTORICAL PRESERVATION

Incorporated in 1709, Truro approaches its 300th birthday with many of its historic assets intact. As a community, however, we have done little over the years to formally protect those assets. To keep our historic sites and sights in place in the future will depend on building a consensus that they are worth preserving, then translating that consensus into action.

The Truro Congregational Church is well maintained. The Christian Union Church has an active and responsible congregation. The architectural fate of our seasonal Roman Catholic Church in North Truro is unclear. This committee would like to see it preserved if only as a symbol of an important part of our history. The former Catholic Church near Truro Center has been purchased by a private owner and renovated in keeping with its historic character.

In Truro Center the vacant Cobb Library will need continued attention to keep this significant structure viable. The Truro Historical Society's proposal to lease the building for the year-round display and storage of archival materials and maps is a good example of an appropriate reuse of this historic building. Making the building handicap accessible is being recommended by the Truro Historical Commission as a priority use of Community Preservation Act funds. The Board of Selectmen is currently undertaking an inventory of all town owned buildings and properties to determine their condition and usefulness to the town. The former Wilder School, in Truro Center, which does qualify as historic, should definitely be preserved.

Truro enjoys an extensive antique housing stock. In June of 1997, voters enacted the "Preserving Historic Properties Bylaw", to protect historically significant buildings from unnecessary demolition. The Truro Historic Review Board was put in place to

determine if the demolition or partial demolition of any significant building or structure would be detrimental to the historical, cultural or architectural heritage of the Town. In August of 2004, Historic Review Board members contacted 277 owners of historically significant properties advising them of the availability of a plaque to so designate the property as historic, in an effort to raise public consciousness of our historical heritage.

The basis for historic districts certainly exists in the Pamet Valley, along Longnook, in North Truro Center and on Pond Road. In the years since the previous Local Comprehensive Plan was written, Truro has reached the point where balancing the preservation of our historic and rural character with the towns desirability as a vacation/second home resort, is a cause of concern among those who live here. In October of 2002, the Historical Commission held a public meeting with the residents of Pond Village to determine if there was interest in designating the area as a Historic District. The goal is to encourage residents of Historic homes and areas to treasure their historic heritage and ensure that it is preserved. The Historical Commission is currently working with the Pond Village residents, the Massachusetts Historical Commission and the Cape Cod Commission to determine the feasibility of nominating Pond Village to be a National Register Historic District. Should this prove successful, the Historical Commission can use this as a model for similar designation in other potential Historic Districts in Truro.

On October 26, 2004, Town Meeting gave preliminary approval for the Community Preservation Act, which, if formally passed, will make monies available to the town for Historic Preservation, as well as Open Space and Affordable Housing.

Truro's Historic Preservation Policies

1. For the purposes of Truro's historic resource planning, the terms "historic building", "historic structure" or "historic site" shall specifically refer to buildings, structures, sites or landscapes individually listed on the State or National Register of Historic Places or which have been certified by the Massachusetts Historical Commission to meet eligibility requirements for individual listing on the National Register of Historic Places, and/or evaluated by the Massachusetts Historical Commission to be

an included contributing building within a State or National Register District or within a local historic district. The term “historic resource” shall refer to all buildings, structures, sites and landscapes that have or may have historical importance, whether they are registered or not.

2. Additions or alterations to historic structures shall be consistent with the building’s architectural style and shall not diminish its historic and architectural significance.
3. The distinguishing, original qualities of an historic building, structure or site and its environment should be preserved. The needless destruction, removal or alteration of historic material or architectural features should be avoided.
4. Where development is proposed on or adjacent to prehistoric or historic archaeological sites as identified by the Massachusetts Historical Commission or Truro’s Historical Commission, it shall be configured so as to maintain and/or enhance such resources where possible. A consideration of these resources should be performed prior to permit approval.

Truro’s Historic Preservation Inventory

The Truro Historical Society and the Truro Historical Commission have performed extensive inventories of properties in Truro. By way of overview, Truro does not currently have any local historic districts and only a few properties are listed on the National and State Registers of Historic Places. Many more properties have the qualities necessary to make them eligible for listing, but the town has not created any local districts, and has not pursued the submission of more properties on the state and national listings. Submission of properties for state and national listing should be considered in the future.

Sites on the National and/or State Registers of Historic Places:

Truro has five sites and areas that are on the National Register of Historic Places. Each of these sites is significant, as it illustrates in a variety of ways the Town’s maritime, colonial and tourism history.

- Highland Light
- Jedediah Higgins House, Higgins Road, off Longnook Road

- Highland House (Truro Historical Museum)
- The Dune Shacks
- Town Hall

Sites that are eligible for listing on the National and/or State Registers of Historic Places:

Based on a 1991 inventory of over 300 properties in Truro performed by the Historical Commission, the Truro Congregational Church (1827) is eligible for the National Register. The church also holds a bell from Paul Revere's foundry. The Truro Historical Commission has sought the advice of the Massachusetts Historical Commission which has also determined that the Cobb Library is eligible for listing, as is the North Truro/Pond Village historic area, containing some 70 buildings constructed in the late 19th and early 20th centuries.

In the National Seashore, the following sites are eligible for the National Register:

- Highland Golf Links
- Pamet Bog House

The eligibility of the following additional sites for listing in the National and/or State Registers should be explored:

- Roman Catholic Church (part of the eligible North Truro Pond Village historic area)
- Christian Union Church part of the eligible (North Truro Pond Village historic area)

Areas which are eligible for consideration as historic districts:

Based on the above survey, the following areas have the potential to become historic districts. These sites are significant due to the collection of antique homes and structures that still stand in each area. The character of each area differs greatly. Central Truro offers an eclectic mixture of colonial homes and public buildings. Depot Road is largely 18th and 19th century homes and accessory buildings. Beach Point offers a nationally recognized landscape of a seaside cottage colony:

- Truro Center including the Cobb Library, the fire house and the park
- Depot Road from Holsberry Square to the Harbor

- The Town Hall, Congregational Church and the cemeteries on “Town Hall Hill”
- Castle Road from the center of the Town to Sladeville
- Highland Light, the Highland House and the private homes near the light
- The Beach Point cottage colonies including Day’s Flower Cottages
- Pond Road from North Truro Square to the bay

Other sites of potential significance:

- Marker for the site of the Truro Methodist Church .
Destroyed by fire 1940 / Old County Road, South Truro
- Tribute to teacher Betsy Holsberry.
Holsberry Square, Old County Road
- Corn Hill
Site where Pilgrims found Indian corn / Site of glider launchings
- High Head
Dedicated conservation property opposite Outer Reach Motel, Route 6, North Truro.
- Old North Cemetery
First burial 1713 / Route 6, North Truro
- Pine Grove Cemetery
First burial 1799 / Off Old County Road, South Truro
- Snow Cemetery
First burial 1849/ West of Congregational Parish
- Methodist Church Marker
Built 1826, removed 1925 / Methodist Cemetery near Town Hall
- Pilgrim Water Site
Site of Standish, Bradford encampment, 1620 / Pond Road, North Truro
- Pilgrim Spring
Site where the Pilgrims found fresh water / CCNS, North Truro

Truro has no known significant prehistoric or archaeological resources.

Historic Preservation Analysis: Challenges and Problems

Issue 1: Existing and Potential Threats to Historic and Community Resources. To date, the major threat to historic places has been from a low level of awareness as to the value of the town's historic resources. Neglect and lack of funds caused the formerly deteriorated state of the Truro Town Hall, and the Cold Storage building on the Bay in North Truro which deteriorated beyond repair, years ago before current concern for preservation prevailed. Luckily, due to the previously low level of development pressure in our community, we have not lost many buildings to redevelopment or insensitive improvements.

Our public buildings face the threat of inadequate funds for maintenance and reuse. The Town Hall was the clearest example of this problem, but other buildings fall into the same category - for example the Cobb Library. While town leaders recognize the importance of protecting these structures, our major financial commitments in other areas preclude immediately spending money on these sites. But, private historic buildings are often more at risk. Located in the National Seashore or on other unique sites, these buildings often face demolition or significant enlargement or change as people can no longer find comparable vacant land on which to build.

Issue 2: The Level of Protection Currently in Place. Truro has no truly effective historic resource protection mechanisms in place today, but then, neither have they been needed in the past. With few exceptions, the main constructed historic resources of Truro remain intact. The understandable reluctance of property owners to submit to regulations that do not appear to be necessary has squelched past attempts at creating historic districts.

Designation on the National Register affords some protection from federal funded projects (e.g. highway construction, National Park Service acquisitions, or Army Corps of Engineers coastal projects). Cape Cod Commission review of proposed significant demolitions or additions to National Register properties or districts affords added protection. Most of Truro's historic resources are unprotected from the major threats described above. However, no permit issued by the Town of Truro today requires

specific reference be made to protecting community character resources, with the exception of our Demolition Delay Bylaw.

The Truro Historical Society and the Truro Historical Commission have performed extensive inventories of properties in Truro. By way of overview, Truro does not have any local historic districts and only a few properties are listed on the National and State Registers of Historic Places. Many more properties have the qualities necessary to make them eligible for listing, but the town has not created any local districts, and has yet to pursue the submission of more properties on the state and national listings. Submission of properties for state and national listing should be encouraged.

B. SCENIC VISTAS AND ROADWAYS

Truro's most important and valuable natural resource is the beauty of its land and waters. Narrowly positioned between the Atlantic Ocean and Cape Cod Bay, our hills and shorelines provide unusually remarkable visual opportunities. Long and broad vistas, sights of harmonious and distinctive architecture, and views of historic and culturally important sites are part of the heritage of Truro. These resources need to be cared for and preserved for the future.

Scenic landscapes:

These landscapes include areas identified by the Massachusetts Department of Environmental Management's Scenic Landscape Inventory and other distinctive scenic areas such as hilltops, stream corridors, open meadows, coastal views and views from existing publicly owned lands. Along with landscapes identified by the state, the Town recommends that the following vistas be included in the Town's inventory of especially scenic views:

- Pamet Harbor from parking lot
- Cape Cod Bay from Great Hollow Road
- Cape Cod Bay from High Head, Route 6 Rest Area
- Cape Cod Bay from top of Pond Road
- Cape Cod Bay from Old County Road
- Mill Pond and Eagle's Neck from Mill Pond Road

- Edward Hopper House, seen from beach (200 yards south of Fisher Beach)
- Pilgrim Lake from High Head Road
- Atlantic Ocean from Head of the Meadow parking lots
- Atlantic Ocean from Coast Guard Beach Road
- Atlantic Ocean from Highland Light
- Atlantic Ocean from Longnook Road

Scenic Roadways

Including our main artery, Route 6, most roads in Truro have stretches of considerable beauty. Roadways of special interest include:

- Old County Road from Depot Road to Wellfleet line
- Corn Hill Road from Castle Road to Corn Hill Cottages
- North and South Pamet Roads
- Long Nook Road
- Bayview Road, North Truro (beach cottages & bay views)
- Castle Road
- Prince Valley Road
- Depot Road
- Mill Pond Road
- Pond Village Road
- Coast Guard Road to beach
- Shore Road
- Collins Road
- Fisher Road

The Cape Cod National Seashore (see *Chapter 11*, Cape Cod National Seashore)

The Cape Cod National Seashore includes almost 70% of Truro's area, and is a major part of the Town's character. Because federal ownership of the majority of the land within the CCNS boundaries limits development on the majority of the land in town, Truro can forever have large acreages of wild, Cape Cod ecosystems. The CCNS is

subject to development pressure from new or expanded homes and businesses, as the Seashore presently contains almost 600 private residences and several businesses. The future expansion of these properties should be in keeping with the overall natural and historic character of the National Seashore and Truro. Site-plan review is an appropriate first step toward this goal. The Town should work with the CCNS to establish criteria for proper uses within the Seashore.

Many of the most notable landscapes in Truro are accessed by the vehicle tracks, walking trails and bike paths within the Seashore. It is important that these avenues be maintained and held open for use by visitors and residents alike. These include, but are not limited to, such trails as:

- Pilgrim Heights Trail
- Small's Swamp Nature Trail
- Seventh Heaven vehicle tracks
- Old Kings Highway

Challenges to Scenic Landscapes

In Truro, residential development is the primary cause of deteriorating scenery. As available land continues to be built upon, open space and uncluttered vistas decline. It is therefore a major challenge for Truro to develop methods to manage growth. Effective site plan review by-laws can become helpful to control scale, lot positioning, and architectural qualities of new construction and remodeling. Where landscaping is part of public or private development, care should be taken to use suitable indigenous plantings and natural shaped topographies. Public education and civic awareness of the importance of the preservation of our resources can also help.

Scenic Preservation Policies

1. Existing views to the shore from surrounding areas should be maintained wherever possible.
2. The integrity of natural landforms and broad, open views as seen from roads should be maintained, wherever possible.

3. The measures for protection of scenic assets within the CCNS should be strengthened.

C. PRESERVING TRURO'S VISUAL CHARACTER

Development and redevelopment are certain to continue to change the face of Truro in the years ahead.

At best, those changes will reflect architectural ideas and styles that work in harmony with traditional Cape Cod styles and building materials. Buildings will be designed in recognition of critical environmental and land use issues, and use landscaping to integrate buildings into their environment, minimizing their impact on neighbors.

At worst, the changes will wear away and eventually overwhelm the community's historic visual character. The traditional styles and open landscapes that reflect our Cape heritage will be replaced by "cookie-cutter" generic buildings placed cheek to jowl. Commercial activity along route 6 will draw activity away from our traditional village centers while inappropriately scaled or designed houses will blight our shorelines and ridges.

Preserving Truro's traditional visual character should not mean stifling architectural exploration. The town must stay open to what's architecturally new. The new public buildings - school, safety facility and library - are each in their individual way a model for success. None slavishly adhered to traditional Cape Cod architecture. All successfully adapted traditional form to modern substance. Reproductions of roof slope, window size and location, and other dimensions are preferable to imitation Cape Cod style.

The effective placement of buildings is often as important as the building itself. Buildings placed within an effective landscape design are more likely to blend in with their neighborhood, and many dune and ocean landscapes are enhanced by a silhouetted Cape Cod cottage. Beware, too, of making roadway changes. Widening lanes or adding turning lanes will change the scale of the roadway.

Visual Character Issues and Challenges

Truro's ability to preserve its visual character faces three critical challenges::

village revitalization, Route 6 design standards, and “mansionization,” i.e. oversized residential construction.

Traditionally village centers have been a strong visual anchor for the town. If revitalized with sensitivity to their traditional style and role they could continue to fulfill that role in the years ahead.

The revitalization of our traditional village centers is a question of both appropriate land use and of effective economic development. It is addressed in detail in those two chapters. Any development or redevelopment should reuse existing historic structures whenever possible. Any replacement buildings should be similar in scale, mass, character, and proportion.

A second challenge to the town’s characteristic look and feel lies with so-called “mansionization.” The trend toward large residential buildings has increased the impact of new development on scenic vistas and town character, as many of these buildings have been located on key coastal properties, high elevations, or lots that are too small to accommodate such large structure adequately.

While most Truro homeowners respect and enhance the traditional architecture they find in their old homes, as real estate prices increase there is a growing incentive to raze or dramatically alter them. The current concern over what many see as inappropriate expansions, particularly in the National Seashore and along the beaches, is an example of new tastes conflicting with old tastes. If the trend continues with more people expressing “new tastes” the changes will be dramatic and irrevocable.

The question of site, structure, or design regulation of residential property remains a politically contentious one in Truro. A growing number of townspeople express concern that the construction of over-size homes is inconsistent with traditional rural character. Others applaud the spirit of independence and self expression which they feel those new houses represent, or fear that the imposition of standards represents an erosion of individual property rights. Ultimately house size is a question of land use and zoning policy. As such, it will have to be addressed by the planning board, which should consider if lot coverage restrictions would be both effective and acceptable.

Development along route 6 presents a different but complementary set of challenges.

Since 2004 Truro zoning has required site plan review for all commercial development over 1500 square feet. These standards will need to be regularly reviewed to remain effective, however. Given the town's interest in keeping its commercial scale small, however the town may want to consider additionally adopting a maximum building footprint for commercial properties or a requirement for effective visual screening.

The basis for such a review was first established in a workshop for the 1994 version of Truro's LCP. Focused on the Route 6 corridor, the workshop called for more stringent requirements involving setbacks, landscaping, scale and design, parking, and signage.

We don't want our businesses to have uniform conventional commercial looks to them. Each should look like it evolved over time. Although Truro seeks design diversity, buildings along Route 6 should be unified by a common connection to the architectural styles and materials of Cape Cod.

While the visibility of the building must be maintained, the building should fit into the landscape. Landscaping: buffers should be maintained between all uses, providing definition to such site details as entryways and parking. The design of parking lots is a key issue, with variation in parking lot design and interior lot shade trees and plantings visually preferable.

Truro's sign code is explicit and detailed. It needs to be reviewed and enforced. Although neon is explicitly forbidden, it is widely used, and deserves reconsideration. Used judiciously neon can be an attractive sign of life and activity on a lonely winter night.

Visual Character Preservation Policies

1. Where proposed development and redevelopment is surrounded by buildings with distinctive architectural styles, building height and exterior materials should be harmonious with the character of the surrounding area and new construction should not obscure views of existing historic structures from public ways. In general, where new buildings and additions are proposed, the mass and scale of the building, roof shape, roof pitch, and proportions and relationships between doors and windows

should be harmonious among themselves and consistent with traditional Cape Cod architectural styles.

2. The reuse of unique historic structures in village centers is encouraged so as to promote revitalization of those areas. Where reuse is not possible, these buildings should be replaced with structures of similar character, mass, proportion, and scale when feasible.
3. Landscaping should integrate buildings with their environment, enhance architectural features, and provide amenities for pedestrians on all development and redevelopment sites. Other landscaping issues including drainage, erosion prevention, wildlife, wind barriers, provision for shade, energy conservation, sound absorption, dust abatement and reduction of glare should also be evaluated.
4. Truro's dark night sky is worthy of preservation. Development must minimize the impact of lighting on both that night sky and on neighboring property owners.
5. All exterior lighting should be part of the architectural and landscape design concept. Fixtures, standards and exposed accessories should be concealed or harmonious with other project design materials.
6. All utilities for development including cable shall be placed underground except where the presence of natural features such as wetlands or archaeological resources prevents such placement.
7. Traditional building materials such as wood shingles, clapboards and brick should be used for new construction and rehabilitation of existing structures. Landscape materials which are suitable for the climate and location of the site should be used.
8. Distinguishing original site features such as existing topography, existing plantings, and trees of greater than 6 inches diameter should be preserved where possible. Plantings on the street-facing side of buildings, window boxes and planters are encouraged. Benches or other seating arrangements and walkways within the development and linking to other buildings should be provided where appropriate.
9. The installation of billboards, offsite advertising excepting approved directional signs, and internally lit or flashing signs shall not be permitted. Small and visually appropriate signs to direct traffic to the village centers should be allowed.

10. Open storage areas, exposed machinery, refuse and waste removal areas, service yards and exterior work areas and parking lots should be visually screened from roads and adjacent residential areas.
11. Consideration should be given to placing parking to the rear or the side of a building or commercial complex unless such location is not feasible.
12. Parking lots should be designed to accommodate average usage (rather than peak day usage), where appropriate have pervious surfaces, and be planted with shade trees in the interior portions of the lot.
13. In general, the size and color of all signs should be in scale and comparable with the surrounding buildings and street. When more than one sign is used, the graphics should be coordinated to present a unified image. Wooden signs, either painted or carved, are usually most appropriate.

Heritage and Community Character Preservation Strategies and Actions

(N.B. Primary responsibility is noted in **boldface**).

1. Complete the designation process with the Massachusetts Historical Commission for placement of appropriate buildings on the state register and national register of historic places. The town should consider making discretionary referrals (per §12 (c)) of the Cape Cod Commission Act) to the Commission for DRI review of projects affecting those structures regardless of their Register status. *Historical Commission*.
2. Incorporate a simple historical resource review in the special permit, site plan review and subdivision process. Produce educational materials on Truro's historic properties. Encourage all historic property owners to consider the site's importance before any exterior alteration of the properties, visible from the street, occurs. *Planning Board*, **Historical Commission**.
3. Consider amending the Preserving Historic Properties bylaw to allow the Town to have a right of first refusal on all properties listed on the state or national registers of historic places which are threatened with demolition, and extend the length of delay to 6 months while requiring similar mass and scale in any replacement structure. **Historical Commission**, *Planning Board*.

4. Consider the establishment of a design advisory committee to review all projects requiring visible external construction in designated historic areas. *Planning Board, Historical Commission.*
5. Work with the residents of the Pond Village area of North Truro to determine if and how to designate the area as a Historic District; to be used as a model for similar designation in other areas of Truro. *Historical Commission.*
6. Work with Department of Public Works to determine whether any changes in Town road standards should be implemented for roads identified as scenic. **Board of Selectmen, Planning Board, Department of Public Works.**
7. Promote public awareness of the need to protect the natural beauty of Town and promote awareness of Chapter 61, 61 A, and 61B tax benefits available for agricultural and recreational lands. *Board of Selectmen, Board of Assessors, Open Space Committee.*
8. Explore strategies to protect the town's scenic assets, vistas, and viewscapes, including implementing tax incentives, designating particular vistas as areas of critical concern, or changing existing zoning. *Local Comprehensive Plan Committee.*
9. Produce a manual of design guidelines for properties within the CCNS. Use materials contained within Cape Cod Commission's Design Guidelines Manual to prepare this local manual. *Planning Board.*
10. Explore public support for and bylaw options to relate the size of new residential construction to lot size. : *Planning Board.*
11. Evaluate site plan review biannually to ensure that it reflects town preferences and current best thinking. *Planning Board.*
12. Explore the adoption of a maximum building footprint or the requirement of effective visual screening for all commercial properties. *Planning Board.*
13. Explore options and suggestion actions to limit light pollution through town bylaw. *Local Comprehensive Plan Committee.*
14. Review and evaluate Truro sign code, and explore what would be necessary to add directions to the village centers for traffic along Route 6. *Local Comprehensive Plan Committee.*

IMPLEMENTATION AGENDA AND TIMETABLE

This appendix is meant to provide a quick reference guide to the multiple issues the various town boards, committees, and departments are asked to consider within the Local Comprehensive Plan.

The organizations covered include:

• Affordability Task Force	page 146
• Beach Commission	page 147
• Board of Assessors	page 147
• Board of Health	page 148
• Board of Selectmen	page 149
• Cable Advisory Committee	page 153
• Conservation Commission	page 153
• Department of Public Works	page 155
• Energy Committee	page 155
• Golf Course Advisory Committee	page 155
• Harbor Commission	page 156
• Historical Commission	page 156
• Housing Authority	page 157
• LCP Implementation Committee	page 157
• Open Space Committee	page 158
• Planning Board	page 158
• Recreation Commission	page 161
• Recycling Committee	page 162
• School Committee	page 162
• Shellfish Advisory Committee	page 162
• Shellfish Warden	page 162
• Tax Collector	page 163
• Water Resources Committee	page 163
• Zoning Board of Appeals	page 163

AFFORDABILITY TASK FORCE

Affordable Housing

- Re-evaluate the zoning by-laws, codes and regulations to remove any barriers to affordable housing. *Within two years of LCP acceptance at town meeting.*

- Review the zoning by-laws, codes and regulations to remove any barriers that would prevent congregate care, single room occupancy and community residential housing for the elderly from occurring in Truro. *Within two years of LCP acceptance at town meeting.*

BEACH COMMISSION

Coastal Resources

- Devise strategies to increase parking and/or access to Ocean beaches. *Within one year.*
- Where practicable, provide access to beaches for handicapped visitors (as has been done at Corn Hill Beach). *Within two years.*
- Where practicable, provide stairs or walks between parking lots and beaches for access by handicapped visitors. *Within two years.*
- Encourage homeowners having beach access by stairs to share that access with neighbors. *Ongoing.*
- Formulate and publicize a clear policy for ORV use on beaches, and enforce it. *Within one year.*

Open Space Protection and Recreation

- Evaluate costs and benefits of walkways to improve access to beaches and provide handicapped access to the Head of the Meadows Beaches.. *Within two years.*
- Continue to pursue discussion with the National Seashore concerning how to ensure access for the growing number of residents and visitors who want to use the ocean beaches. *Ongoing.*

Capital Facilities and Infrastructure

- Develop and implement a long range beach and beach management plan to ensure continuous long range recreational and conservational uses. This plan should include parking issues and strategies, dune nourishment programs, permitting issues, beach cleaning, and conservation issues. *Within three years.*

CCNS

- Explore the best choices of a CCNS ocean beach as a location on which to establish handicapped access. *Within one year.*

BOARD OF ASSESSORS

Land Use

- Consider preferential tax assessments for parcels of five acres or more not held for the production of income and conferring a visual benefit on neighboring properties. *Within two years of LCP acceptance at town meeting.*
- Consider tax incentives to maintain view corridors. *Within two years of LCP acceptance at town meeting.*

Open Space Protection and Recreation

- Promote preferential tax assessment under present State Law as an incentive to keep land open. to come. *Ongoing.*

TRANSPORTATION

- Map all roadways, public and private, to create a comprehensive listing. *Within two years of LCP acceptance at town meeting.*

Heritage Preservation/Community Character

- Promote public awareness of the need to protect the natural beauty of Town and promote awareness of Chapter 61, 61 A, and 61B tax benefits available for agricultural and recreational lands. *Ongoing.*

BOARD OF HEALTH

Water Resources

- Maintain and strengthen, as necessary, the Truro Water Resource Protection Zoning District. Review this provision to ensure conformity with all regional and state requirements. *Ongoing.*
- Continue the Truro Septic System Maintenance Program wherein systems are monitored for failure and upgrading is required for all conversions and expansions. *Ongoing.*
- Work with the Cape Cod Commission to map the marine water recharge areas in Truro. *Within three years.*
- Continually review the Board of Health nitrogen loading standards to ensure that such standards adequately address potential groundwater pollution problems. *Ongoing.*
- Consider amending the subdivision regulations to require strong storm water management criteria. *Within two years of LCP acceptance at town meeting.*
- Adopt a Board of Health regulation pursuant to private wastewater treatment facilities. *Within two years of LCP acceptance at town meeting.*
- Review all Impaired Areas as identified by the Local Comprehensive Plan and review available water quality data to determine whether an impaired classification is merited. Note: There are currently no identified impaired areas in Truro. If water quality is high enough to meet accepted standards, remove area from the Impaired category in this Plan and on Regional Policy Plan maps. *Within three years.*

Wetlands and Wildlife

- Regularly test ponds and rivers in the town. Assess an impact fee to pay for water tests and other environmental monitoring, as well as information to homeowners on controlling fertilizer and pesticide runoff. *Ongoing.*
- Incorporate the LCP's standards in revisions to the regulations of the Board. *Within two years of LCP acceptance at town meeting.*
- Selectively acquire "owners unknown" parcels within the Pamet system, using tax title foreclosure with the goal of protecting all wetlands along the river. *Ongoing.*
- Review the Pamet River Greenway Management. Study and identify other priority steps that might be taken to protect sensitive areas. *Within two years.*

Coastal Resources

- Amend the Board of Health regulations concerning placement of septic systems relative to the dune crest and concerning the use of mounded systems in dunes. *Within two years of LCP acceptance at town meeting.*

Economic Development

- Change zoning to permit multiple use and the incorporation of residences, including affordable residences, in second floor apartments. *Within one year.*

Capital Facilities and Infrastructure

- Continue and expand cooperative collection of hazardous waste with neighboring towns, to increase the number of collection days per year. *Ongoing.*
- Consider participating in a regional four or five-town effort to cope with solid waste- management facility, using composting to create a saleable product from all organic waste. *Within one year.*

Affordable Housing

- Encourage the registration and legalization of existing accessory apartments. The Town should develop a plan that offers incentives and amnesty to any “illegal” apartments providing they become permanently affordable. *Within one year.*

BOARD OF SELECTMEN

Land Use

- Work to encourage greater pedestrian, bicycle and traffic safety through better signage, roadway lining and provisions for bicycles. *Ongoing.*
- Complete the development of the Saada property for town/public facilities, including senior/recreation center and affordable housing. Plan walkways that permit pedestrian access to North Truro Village and provide mobility within the area itself. *Within one year.*
- Consider feasibility of acquisition of the present post office building if the post office relocates and the conversion to affordable housing of that building and the former North Truro library. *Within one year.*
- Assist Postal Service in finding new home for post office. *Ongoing.*
- Promote the landscaping of the Duarte property to provide a long view of the Pamet ; provide bicycle racks, limited automobile parking, benches, canoe/kayak launch ramp, picnic tables and so forth, as appropriate. *Within two years.*
- Promote the construction of a veterans’ memorial footbridge over the Pamet from the Duarte property to the rear of the post office to facilitate foot and bicycle access to the post office from the north. *Within two years.*
- Promote the active use of Cobb Library, including possible commercial use. *Within two years.*
- Retrofit Grozier Square for public parking. *Within two years.*
- Consider the relocation of the Department of Public Works to enhance the public area adjacent to the restored Town Hall. *Within two years.*
- Explore the conversion of the existing DPW site to a public recreation area with tennis courts, full-sized outdoor basketball court , skateboard park and so forth. *Within three years.*
- Consider preferential tax assessments for parcels of five acres or more not held for the production of income and conferring a visual benefit on neighboring properties. *Within two years of LCP acceptance at town meeting.*
- Hire consultant to recommend ways of maintaining existing areas of important open space. *Within two years of LCP acceptance at town meeting.*

Water Resources

- Work with the National Park Service to consider placement of wells within its boundaries to ensure the best possible protection of water resources from long-term land use hazards. *Ongoing.*
- Identify areas within Truro to be served by public water if and when another well site is developed in the Town. *Within three years.*

Wetlands and Wildlife

- Selectively acquire “owners unknown” parcels within the Pamet system, using tax title foreclosure with the goal of protecting all wetlands along the river. *Ongoing.*

Coastal Resources

- Encourage efforts by private property owners on Beach Point to fund and replenish beaches. *Ongoing.*
- Devise strategies to increase parking and/or access to Ocean beaches. *Within two years.*
- Where practicable, provide access to beaches for handicapped visitors (as has been done at Corn Hill Beach). *Within two years.*
- Where practicable, provide stairs or walks between parking lots and beaches for access by handicapped visitors. *Within two years.*
- Formulate and publicize a clear policy for ORV use on beaches, and enforce it. *Within two years of LCP acceptance at town meeting.*
- Implement procedures to monitor the speed limit on Depot Road and provide signage and other means to control traffic. *Within two years of LCP acceptance at town meeting.*
- Selectively acquire "owners unknown" parcels within the Pamet system, using tax title foreclosure with the goal of protecting all wetlands along the river. *Ongoing.*
- Orders of Condition should be completed in a timely manner. *Ongoing.*

Open Space Protection and Recreation

- Using Land Bank or Community Preservation Act Funds, and/or working with private and public organizations, purchase private property to provide protection for sensitive areas, historic and visual areas for the public enjoyment of scenic views and scenic roads, as well as archaeological sites. *Ongoing.*
- Consider using Town Hall Hill to provide a quiet common/gathering area away from the town’s major roads. *Within one year.*
- Maintain involvement and revenue from the Highland Golf Links. *Ongoing*
- Continue to pursue discussion with the National Seashore concerning how to ensure access for the growing number of residents and visitors who want to use the ocean beaches. *Ongoing.*
- Encourage the CCNS and town police to enforce the parking limitations at the town’s ponds to cut down on overuse. *Ongoing.*
- Develop a management plan for appropriate use of ORV’s, based on wide public input. *Within two years of LCP acceptance at town meeting.*
- Promote preferential tax assessment under present State Law as an incentive to keep land open. *Within two years of LCP acceptance at town meeting.*

Economic Development

- Work with the National Park Service and the business community to broaden the visitor season into the shoulder seasons of the spring and fall through programs

that promote the unusual natural resources of the Town and that is linked with the broader Cape-wide tourism promotional events that occur during the year.

Ongoing.

- Encourage other organizations such as Massachusetts Audubon Society, Castle Hill, the Truro Historical Museum, the Truro Concert Committee and Highlands Center, Inc. to attract eco-tourists through special programs and through articles on the area's appeal. *Ongoing.*
- Encourage the development of small, locally owned businesses and home occupations that conform to Truro's character. Discourage large-scale retail, manufacturing and warehousing activities will be discouraged. *Ongoing.*
- Consider providing low rent space in a commercially zoned area for home occupations that outgrow their home capacity. *Within one year.*
- Seek federal transportation funds to repair and provide walkways, traffic markings, parking, benches and signing in North Truro. Target federal and state programs through the Cape Cod Commission. *Within two years.*
- Work with the Postal Service authorities and property owners to locate the new post office in North Truro Village. *Within one year.*
- Develop North Truro Village amenities such as walkways, beautification, and parking. *Within one year.*
- Provide aesthetic and infrastructure improvements to enhance and revitalize North Truro Village. . *Within one year.*
- Change zoning in North Truro Village to permit multiple use and the incorporation of residences, including affordable residences, in second floor apartments. *Within one year.*
- Encourage a continuation of the business activity that occurs in Truro Center. Work with property owners in the area to consider the following: enhance parking and circulation, construct walkways to connect the disparate commercial establishments and the Duarte property, and provide a park and gathering area, on the Duarte property. *Within one year.*
- Maintain Truro's representative to the Cape Cod National Seashore for the Highlands Center project and its member on the Board of Directors of Highlands Center Inc. *Ongoing.*
- Encourage and support the activities of Castle Hill, the Truro Historical Museum, the Truro Concert Committee and other cultural organizations. *Ongoing.*

Transportation

- Work to establish linkage between municipal parking areas and establish satellite beach parking and shuttle service, for those with permits, to supplement existing beach parking. *Within three years.*
- Work with The Massachusetts Highway Department to delineate turning lanes at Castle Road/ Route 6 intersection and to include consideration of the existing curb cuts in the plan. Consider adoption of appropriate sections of the Cape Cod Commission model bylaw on access management. *Within three years.*
- Aggressively follow through on plans to widen and stripe bike/pedestrian lanes on Route 6A/Beach Point. *Within one year.*
- Continue to work with all jurisdictions to extend a bicycle path through Truro that will link the Outer Cape. *Ongoing.*

- Continue to map all roadways, public and private, to create a comprehensive listing. *Within two years.*
- Continue to work with the Cape Cod Commission to monitor traffic at critical points throughout the Town and make these counts public through the newspapers at least annually. *Annually.*
- Place Route 6 traffic issues and coordination on agendas for meetings of Outer Cape Selectmen. *Ongoing.*
- Place appropriate signage on regional town roads (e.g., Longnook, Pamet Roads, Prince Valley) to caution motorists about cyclists and walkers. *Within one year.*
- Revisit the designation of a School Zone on Route 6 with appropriate signage. *Within one year.*
- Enter into a dialogue with the town of Provincetown about the impacts of, and coordinated responses to, the growth of tourism. *Ongoing.*
- Work to ensure that the Cape Cod Regional Transportation Authority shuttle bus service continues to serve the Town. *Ongoing.*
- Continue support of and funding for the proposed Flex Route bus system. *Ongoing*

Capital Facilities and Infrastructure

- Seek further affordable housing initiatives. *Ongoing.*
- Create a bike/pedestrian lane on Shore Road, from the split from Route 6 in North Truro to the Provincetown line. *Within two years.*
- Develop a long-range plan to improve/maintain the town's infrastructure while maintaining a modest rise in taxes. *Within two years.*
- Work cooperatively with other communities and entities to explore regional solutions to meet community and regional needs. *Ongoing.*
- Develop a continuous program for dredging the harbor. *Within two years.*
- Identify regional solutions when creating, improving and/or restructuring capital needs. *Ongoing.*
- Commit to and schedule regular capital improvement and maintenance of town structures. *Ongoing.*
- Investigate run-off from Route 6 into areas of concern, and work with the Commonwealth to identify solutions of discharge, stormwater collection and control. *Within two years.*
- Develop and implement a long range beach and beach management plan to ensure continuous long range recreational and conservational uses. This plan should include parking issues and strategies, dune nourishment programs, permitting issues, beach cleaning, and conservation issues. *Within three years.*
- Monitor the influences on the School's population, including changes in the demographics and size of the Town and the continued feasibility of sending students to Provincetown. *Ongoing*

Affordable Housing

- Consider appointing the Housing Authority as the recipient of any affordable housing created by the DRI process. *Within two years..*
- Make every effort to accurately inventory Truro's present housing stock. This inventory shall determine how many subsidized units there are in town. *Within two years.*

- Encourage the Housing Authority in their efforts to develop housing and to develop their affordable housing plan for presentation to the Town. *Ongoing.*
- Seek land for affordable housing through the process of acquiring “owners unknown” and tax delinquent parcels. *Ongoing.*

CCNS

- Maintain a consistent relationship and ongoing communication with the CCNS and a Truro representative. Hold regularly scheduled meetings to facilitate ongoing cooperation. Avoid situations where the only contact between the Town and the CCNS is when problems arise. Publicize the successes in cooperation as well as the conflicts. *Ongoing.*
- Actively participate and cooperate with the CCNS in the development plans for the Highlands Center. *Ongoing.*
- Maintain a collegial involvement in supervision of the CCNS concessions, Highland House and Museum and Highland Golf Links. *Ongoing.*
- Work cooperatively with the CCNS to improve safety and accommodate increased bicycle traffic on Truro roads. *Ongoing.*
- Work with the CCNS to make sure that visitors do not impose an undue hardship upon municipal roads and parking facilities. *Ongoing.*
- Explore the best choices of a CCNS ocean beach as a location on which to establish handicapped access. *Within two years.*
- Work with the National Park Service to alleviate parking problems at ocean beaches, paying particular attention to the possibility of cooperative development of federally funded (DOT) transportation to the beaches from a central parking location. *Within two years.*

Heritage Preservation/Community Character

- Work with Department of Public Works to determine whether any changes in Town road standards should be implemented for roads identified as scenic. *Within two years.*
- Promote public awareness of the need to protect the natural beauty of Town and promote awareness of Chapter 61, 61 A, and 61B tax benefits available for agricultural and recreational lands. *Ongoing.*

CABLE ADVISORY COMMITTEE

Economic Development

- Work with property owners in Truro Center and North Truro Village to study the possibility of establishing a wi-fi area. *Within one year.*
- Work with town officials and the Local Comprehensive Plan Committee to ensure that high speed internet access is available to all town residents who desire such service. *Within one year.*

CONSERVATION COMMISSION

Coastal Resources

- Encourage homeowners having beach access by stairs to share that access with neighbors. *Ongoing*

- Enact a new bylaw to prohibit new construction in the FEMA V zones. Consider setback requirements from dunes and reconstruction standards. *Within two years of LCP acceptance at town meeting.*
- Prepare a Wetlands Protection bylaw for town adoption. *Within two years of LCP acceptance at town meeting.*
- Review the Pamet River Greenway Management Study and identify other priority steps that might be taken to protect sensitive areas. *Within three years.*

Water Resources

- Work with the Cape Cod Commission to map the marine water recharge areas in Truro. *Within two years.*

Wetlands and Wildlife

- Adopt a wetlands bylaw that will include dune protection, ORV use of beaches, control road and roof runoff, and protection of vernal pools. *Within two years of LCP acceptance at town meeting.*
- Investigate stricter regulations for the ACEC area. *Within one year*
- Complete mapping and registering all vernal pools outside of the Seashore. *Within one year.*
- Coordinate protection of any cross-boundary natural resources. *Ongoing.*
- Incorporate the LCP's standards in revisions to the regulations of the Commission. *Within two years of LCP acceptance at town meeting.*
- Selectively acquire "owners unknown" parcels within the Pamet system, using tax title foreclosure with the goal of protecting all wetlands along the river. *Ongoing.*
- Review the Pamet River Greenway Management. Study and identify other priority steps that might be taken to protect sensitive areas. *Within one year.*
- Review extant wildlife and native plant inventories of the town and propose additions and deletions where needed. *Within one year.*

Open Space Protection and Recreation

- Using Land Bank or Community Preservation Act Funds, and/or working with private and public organizations, purchase private property to provide protection for sensitive areas, historic and visual areas for the public enjoyment of scenic views and scenic roads, as well as archaeological sites. *Ongoing.*
- Evaluate costs and benefits of walkways to improve access to beaches and provide handicapped access to the Head of the Meadows Beaches. *Within two years.*
- Continue to pursue discussion with the National Seashore concerning how to ensure access for the growing number of residents and visitors who want to use the ocean beaches. *Ongoing.*
- Develop a management plan for appropriate use of ORV's, based on wide public input. *Within two years.*
- Develop a strategy to create a greenbelt connection east to west within the Pamet Valley for the purpose of protecting its wetlands, wildlife and plant habitats, as well as a Route 6 greenbelt. *Within two years.*

Economic Development

- Change zoning to permit multiple use and the incorporation of residences, including affordable residences, in second floor apartments. *Within one year.*

CCNS

- Maintain a consistent relationship and ongoing communication with the CCNS and a Truro representative. Hold regularly scheduled meetings to facilitate ongoing cooperation. Avoid situations where the only contact between the Town and the CCNS is when problems arise. Publicize the successes in cooperation as well as the conflicts. *Ongoing.*

DEPARTMENT OF PUBLIC WORKS

Land Use

- Work to encourage greater pedestrian, bicycle and traffic safety through better signage, roadway lining and provisions for bicycles. *Ongoing.*
- Retrofit Grozier Square for public parking. *Within two years.*
- Consider the relocation of the Department of Public Works to enhance the public area adjacent to the restored Town Hall. *Within two years.*
- Explore the conversion of the existing DPW site to a public recreation area with tennis courts, full-sized outdoor basketball court, skateboard park and so forth. *Within two years.*

Open Space Protection and Recreation

- Using Land Bank or Community Preservation Act Funds, and/or working with private and public organizations, purchase private property to provide protection for sensitive areas, historic and visual areas for the public enjoyment of scenic views and scenic roads, as well as archaeological sites. *Ongoing.*
- Evaluate costs and benefits of walkways to improve access to beaches and provide handicapped access to the Head of the Meadows Beaches. *Within two years.*

Capital Facilities and Infrastructure

- Commit to and schedule regular maintenance of town structures. *Ongoing.*
- Develop and implement a long range beach and beach management plan to ensure continuous long range recreational and conservational uses. This plan should include parking issues and strategies, dune nourishment programs, permitting issues, beach cleaning, and conservation issues. *Within two years.*

Heritage Preservation/Community Character

- Work with Department of Public Works to determine whether any changes in Town road standards should be implemented for roads identified as scenic. *Within two years.*

ENERGY COMMITTEE

Economic Development

- Investigate the economics of wind power, possible sites for the installation of wind towers, and the effect of towers on the Town landscape. *Ongoing.*
- Educate the public about the potential and potential costs of wind power. *Ongoing.*

GOLF COURSE ADVISORY COMMITTEE

Open Space and Recreation

- Maintain a collegial involvement in supervision of the CCNS concessions, Highland House and Museum and Highland Golf Links. *Ongoing.*

HARBOR COMMISSION

Coastal Resources

- Evaluate the success of dredging over the most recent three year period based on aerial photographs *Ongoing.*
- Continue to monitor pollution emanating from parking lots and take steps to reduce the flowage of sulfites and petroleum derivatives into the harbor. *Ongoing.*

Open Space Protection and Recreation

- Using Land Bank or Community Preservation Act Funds, and/or working with private and public organizations, purchase private property to provide protection for sensitive areas, historic and visual areas for the public enjoyment of scenic views and scenic roads, as well as archaeological sites. *Ongoing.*

Capital Facilities and Infrastructure

- Develop a continuous program for dredging the harbor. *Ongoing.*

HISTORICAL COMMISSION

CCNS

- Maintain a collegial involvement in supervision of the CCNS concession at the Highland House and Museum. *Ongoing.*

Heritage Preservation/Community Character

- Complete the designation process with the Massachusetts Historical Commission for placement of appropriate buildings on the state register and national register of historic places. The town should consider making discretionary referrals (per §12 (c)) of the Cape Cod Commission Act) to the Commission for DRI review of projects affecting those structures regardless of their Register status. *Within one year.*
- Incorporate a simple historical resource review in the special permit, site plan review and subdivision process. *Within two years of LCP acceptance at town meeting.*
- Produce educational materials on Truro's historic properties. Encourage all historic property owners to consider the site's importance before any exterior alteration of the properties, visible from the street, occurs. *Ongoing.*
- Consider amending the demolition bylaw to allow the Town to have a right of first refusal on all properties listed on the state or national registers of historic places and threatened with demolition. *Within one year.*
- Consider the establishment of a design advisory committee to review all projects requiring visible external construction in designated historic areas. *Within two years of LCP acceptance at town meeting.*
- Work with the residents of the Pond Village area of North Truro to determine if and how to designate the area as a Historic District; to be used as a model for similar designation in other areas of Truro. *Within one year.*

HOUSING AUTHORITY

Capital Facilities and Infrastructure

- Seek further affordable housing initiatives. *Ongoing.*

Affordable Housing

- Develop a local needs Assessment procedure to be updated every three years. *Within two years of LCP acceptance at town meeting.*
- Encourage land donations from the private sector for affordable housing. Truro will work with the Lower Cape Cod Community Development Corporation or a similar organization to develop a procedure for efficiently receiving donated land. *Ongoing.*
- Seek land for affordable housing through the process of acquiring “owners unknown” and tax delinquent parcels. *Ongoing.*
- Encourage the conversion by special permit of cottages within an appropriate cottage colony to a year round unit for the explicit use of a Truro resident in need of affordable housing. *Ongoing.*
- Seek funding for rehabilitation and conversion of existing units to affordable housing. Town shall work with regional housing organizations to obtain said funding. *Ongoing.*
- Encourage the registration and legalization of existing accessory apartments. The Town should develop a plan that offers incentives and amnesty to any “illegal” apartments providing they become permanently affordable. *Within one year.*
- Continue efforts to build an elderly housing project in Truro under the guidance of the Truro Housing Authority. *Ongoing.*
- Make every effort to inventory Truro’s present housing stock. This inventory shall determine how many subsidized units there are in town. *Within two years.*
- Establish links to Provincetown and Wellfleet housing authorities to explore combining efforts to obtain grants and funding of regional affordable housing opportunities. *Within one year.*

LCP IMPLEMENTATION COMMITTEE

Land Use

- Examine what other Cape Cod towns have done about the hiring of a full time planning director. *Within one year.*

ECONOMIC DEVELOPMENT

- Use a Local Comprehensive Plan checklist in project review to identify positive or negative economic impacts from economic development projects. *Ongoing.*
- Develop and institute criteria for evaluating future development needs in the Route 6 Commercial District. *Within one year.*
- Work with cable and DSL suppliers and appropriate town officials to ensure that high speed internet access is available to any resident of the town who wishes such service. *Within one year.*

Heritage Preservation/Community Character

- Explore strategies to protect the town’s scenic assets, vistas, and viewscapes, including implementing tax incentives, designating particular vistas as areas of critical concern, or changing existing zoning. *Within one year.*
- Explore options and suggestion actions to limit light pollution through town bylaw. *Within one year.*
- Review and evaluate Truro sign code, and explore what would be necessary to add directions to the village centers for traffic along route 6. *Within one year.*

OPEN SPACE COMMITTEE

Land Use

- Seek ways to encourage landowners to maintain open space. *Ongoing.*
- Hire consultant to recommend ways of maintaining existing areas of important open space. *Within one year.*
- Promote the use of conservation restrictions. *Ongoing.*
- Compute the expected per capita ratio of population to open space at buildout, and determine if that ratio is acceptable to the residents of the town. *Within two years.*

Water Resources

- Target private properties identified in past water supply studies for potential acquisition. *Within one year.*

Open Space Protection and Recreation

- Work cooperatively with neighboring towns and the CCNS to develop and link a bicycle system on the Outer Cape, including the development of a new bicycle link between Head of the Meadow and Coast Guard beach, focusing on how to improve usability and safety for bicyclists through Truro. *Within two years.*
- Develop a strategy to create a greenbelt connection east to west within the Pamet Valley for the purpose of protecting its wetlands, wildlife and plant habitats, as well as a Route 6 greenbelt. *Within two years.*

Heritage Preservation/Community Character

- Promote public awareness of the need to protect the natural beauty of Town and promote awareness of Chapter 61, 61 A, and 61B tax benefits available for agricultural and recreational lands. *Ongoing.*

PLANNING BOARD

Land Use

- Work with National Park Service to devise local zoning provisions that are consistent with Seashore guidelines for property improvement. *Ongoing*
- Evaluate ways to slow or reverse the trend for increased density at Beach Point. Encourage Beach Point redevelopment projects that decrease density through a bylaw revision that offers developers incentives to achieve that goal. *Within two years of LCP acceptance at town meeting.*
- Encourage the continuation of North Truro Village as a distinct village within the town. Encourage businesses, location of public facilities and preservation of the historic village character. *Ongoing.*

- Amend the zoning bylaw to specify types of commercial establishments that are permitted in the North Truro business area. *Within two years of LCP acceptance at town meeting.*
- Consider abolition of pyramidal zoning but allow residential, including affordable housing units, over commercial space. *Within one year.*
- Review in depth the idea of “mansionization.” *Within three years.*
- Meet with commercial property owners along Route 6 to discuss the area as a whole. Determine whether future commercial development is compatible with the town’s goals, and evaluate whether existing development might be screened by a greenbelt. Propose prohibiting uses, such as fast-food restaurants and large retail enterprises which impair Truro’s residential character. *Within one year.*
- Evaluate future use policies for the Route 6 business district as a whole and consider whether it could be further screened with a greenbelt. *Within two years .*
- Evaluate elimination of provisions for industrial and manufacturing uses in zoning bylaws, subject to the establishment of a tradesman’s park. *Within two years of LCP acceptance at town meeting.*

Water Resources

- Consider amending the subdivision regulations to require strong storm water management criteria. *Within two years of LCP acceptance at town meeting.*

Wetlands and Wildlife

- Require an environmental impact review within subdivision regulations to come. *Within two years of LCP acceptance at town meeting.*
- Incorporate the LCP’s standards in revisions to the regulations of the Board. , Conservation Commission and Board of Health. *Within two years of LCP acceptance at town meeting.*

Coastal Resources

- Enact a new bylaw to prohibit new construction in the FEMA V zones. Consider setback requirements from dunes and reconstruction standards. *Within two years of LCP acceptance at town meeting.*
- Consider enacting a new by-law regulating reconstruction in FEMA A and V zones consistent with the Regional Policy Plans minimum performance standards. *Within two years of LCP acceptance at town meeting.*

Open Space Protection and Recreation

- Develop an incentive system to encourage developers to submit cluster zoning projects for new subdivisions to come. *Within two years of LCP acceptance at town meeting.*

Economic Development

- Encourage all business activity to occur within the confines of the existing business districts in Beach Point, North Truro Village, and Truro Center. Explore limiting commercial development along Route 6. *Ongoing.*
- Use a Local Comprehensive Plan checklist in project review to identify positive or negative economic impacts from economic development projects. *Within two years.*
- Develop and institute criteria for evaluating future development needs in the Route 6 Commerical District. *Within one year.*

- Develop zoning regulations which limit the footprint of new homes. Consider limiting the height of new homes to blend with the height of their neighbors on view sites. *Within two years of LCP acceptance at town meeting.*
- Encourage the development of small, locally owned businesses and home occupations that conform to Truro’s character. Discourage large-scale retail, manufacturing and warehousing activities will be discouraged. *Ongoing.*
- Consider providing low rent space in a commercially zoned area for home occupations that outgrow their home capacity. *Within one year.*
- Consider changing the zoning in North Truro village to permit multiple use and the incorporation of affordable housing in second floor apartments. *Within two years of LCP acceptance at town meeting.*
- Encourage a continuation of the business activity that occurs in Truro Center. Work with property owners in the area to consider the following: enhance parking and circulation, construct walkways to connect the disparate commercial establishments and the Duarte property, and provide a park and gathering area, on the Duarte property. *Ongoing.*
- Enact up to date zoning by-laws regulating the installation of wind towers. *Within two years.*

Transportation

- Require developers to consider traffic impacts and to demonstrate recognition of the Local Comprehensive Plan’s recommendations prior to approving subdivision or other project plans. *Within two years of LCP acceptance at town meeting.*
- Refer larger scale Route-6 and Route 6-A non-residential developments to the Cape Cod Commission Traffic Dept. for its evaluation prior to issuing permits and/or approval. *Ongoing.*
- Reduce the required width of subdivision roads and amend the required grading, if public safety and other requirements are satisfied, in order keep within our rural character of the community while assuring disabled/handicapped access. *Within two years of LCP acceptance at town meeting.*

Affordable Housing

- Encourage the registration and legalization of existing accessory apartments. The Town should develop a plan that offers incentives and amnesty to any “illegal” apartments providing they become permanently affordable. *Within one year.*
- Re-evaluate the zoning by-laws, codes and regulations to remove any barriers to affordable housing. *Within two years of LCP acceptance at town meeting.*
- Review the zoning by-laws, codes and regulations to remove any barriers that would prevent congregate care, single room occupancy and community residential housing for the elderly from occurring in Truro. *Within two years of LCP acceptance at town meeting.*
- Explore changing zoning by-laws to require developments of 10 or more lots or dwellings be required to offer at least 10% of lots or dwellings as affordable. *Within two years of LCP acceptance at town meeting.*
- Explore multiple-use zoning by-laws in commercial districts to permit at least one affordable dwelling for sale or rent within each commercial property. *Within two years of LCP acceptance at town meeting.*

CCNS

- Maintain a consistent relationship and ongoing communication with the CCNS and a Truro representative. Hold regularly scheduled meetings to facilitate ongoing cooperation. Avoid situations where the only contact between the Town and the CCNS is when problems arise. Publicize the successes in cooperation as well as the conflicts. *Ongoing.*
- Work cooperatively with the CCNS to make sure that zoning within the CCNS offers the appropriate level and nature of regulation needed within the context of town and CCNS goals. *Ongoing.*

Heritage Preservation/Community Character

- Incorporate a simple historical resource review in the special permit, site plan review and subdivision process. *Within two years of LCP acceptance at town meeting.*
- Encourage all historic property owners to consider the site's importance before any exterior alteration of the properties, visible from the street, occurs. *Ongoing.*
- Consider the establishment of a design advisory committee to review all projects requiring visible external construction in designated historic areas. *Within two years.*
- Work with Department of Public Works to determine whether any changes in Town road standards should be implemented for roads identified as scenic. *Within two years.*
- Produce a manual of design guidelines for properties within the CCNS. Use materials contained within Cape Cod Commission's Design Guidelines Manual to prepare this local manual. *Within three years.*
- Explore public support for and bylaw options to relate the size of new residential construction to lot size. *Within two years.*
- Evaluate site plan review biannually to ensure that it reflects town preferences and current best thinking. *Biannually.*
- Explore the adoption of a maximum building footprint or the requirement of effective visual screening for all commercial properties. *Within two year.*

RECREATION COMMISSION

Land Use

- Explore the conversion of the existing DPW site to a public recreation area with tennis courts, full-sized outdoor basketball court, skateboard park and so forth. *Within two years.*

Open Space Protection and Recreation

- Using Land Bank or Community Preservation Act Funds, and/or working with private and public organizations, purchase private property to provide protection for sensitive areas, historic and visual areas for the public enjoyment of scenic views and scenic roads, as well as archaeological sites. *to come. Ongoing.*
- Work cooperatively with neighboring towns and the CCNS to develop and link a bicycle system on the Outer Cape, including the development of a new bicycle link between Head of the Meadow and Coast Guard beach, focusing on how to improve usability and safety for bicyclists through Truro. *Ongoing.*

- Work cooperatively with neighboring towns to develop expanded shared recreational areas and resources based on the Wellfleet skateboard park and Billingsgate Basketball models. *Ongoing*
- Develop a management plan for appropriate use of ORV's, based on wide public input. *Within one year.*
- Work with the CCNS and USGS to develop a map of existing “social” trails and fire roads to expand hiking opportunities. *Within two years.*
- Coordinate with the Cape Cod Pathways program to expand the network of marked trails, aiming particularly to establish north-south connections to Pathways in Wellfleet and Provincetown. *Within three years.*

CCNS

- Explore the best choices of a CCNS ocean beach as a location on which to establish handicapped access. *Within two years.*

RECYCLING COMMITTEE

Capital Facilities and Infrastructure

- Continue and expand cooperative collection of hazardous waste with neighboring towns, to increase the number of collection days per year. *Ongoing.*
- Consider participating in a regional four or five-town effort to cope with solid waste- management facility, using composting to create a saleable product from all organic waste. *Within one year.*

SCHOOL COMMITTEE

Capital Facilities and Infrastructure

- Monitor the influences on the School’s population, including changes in the demographics and size of the Town and the continued feasibility of sending students to Provincetown. *Ongoing*

SHELLFISH ADVISORY COMMITTEE

Coastal Resources

- Continue to monitor water quality for shellfishing and implement improvements where practicable. Implement rainwater closure periods and conduct shellfish tissue sampling. *Ongoing.*
- Continue the importation of seed stock. *Ongoing.*
- Examine the prospects for making grants to individual residents of small areas for the recreational production of shellfish through aquaculture. *Within one year.*

SHELLFISH WARDEN

Coastal Resources

- Continue to monitor water quality for shellfishing and implement improvements where practicable. Implement rainwater closure periods and conduct shellfish tissue sampling. *Ongoing.*
- Continue the importation of seed stock. *Ongoing*

TAX COLLECTOR

Affordable Housing

- Seek land for affordable housing through the process of acquiring “owners unknown” and tax delinquent parcels. *Ongoing.*

WATER RESOURCES COMMITTEE

Water Resources

- Continue to participate on the County Wastewater Implementation Committee. *Ongoing.*
- Partner with the Massachusetts Estuaries Program to evaluate the condition of the lower Pamet River. *Ongoing.*
- Partner with NPS to continue efforts to restore Pilgrim Lake. *Ongoing.*
- Partner with the NPS to continue to pursue the restoration of salt water to the upper Pamet River. *Ongoing.*
- Continue to evaluate the water quality of private wells by partnering with the County Health Laboratory and the Cape Cod Commission. *Ongoing.*
- Develop a town strategy for water supply allocation should the Provincetown water system expand. *Ongoing.*
- Continue to participate in the Ponds and Lake Stewardship project and the annual water quality snapshot sampling of fresh water ponds. *Ongoing.*

ZONING BOARD OF APPEALS

Affordable Housing

- Encourage the conversion by special permit of cottages within an appropriate cottage colony to a year round unit for the explicit use of a Truro resident in need of affordable housing. *Ongoing.*