

## **Appendix 11**

### **Community Facilities III**

#### **Recreation**

1. **Excerpt from Harvard University, Graduate School of Design , “Small Town Planning for the 21<sup>st</sup> Century”, 1998**

## D. Reclaiming Landscape with Public Paths

Historic Village Center/Harborfront Design Plan

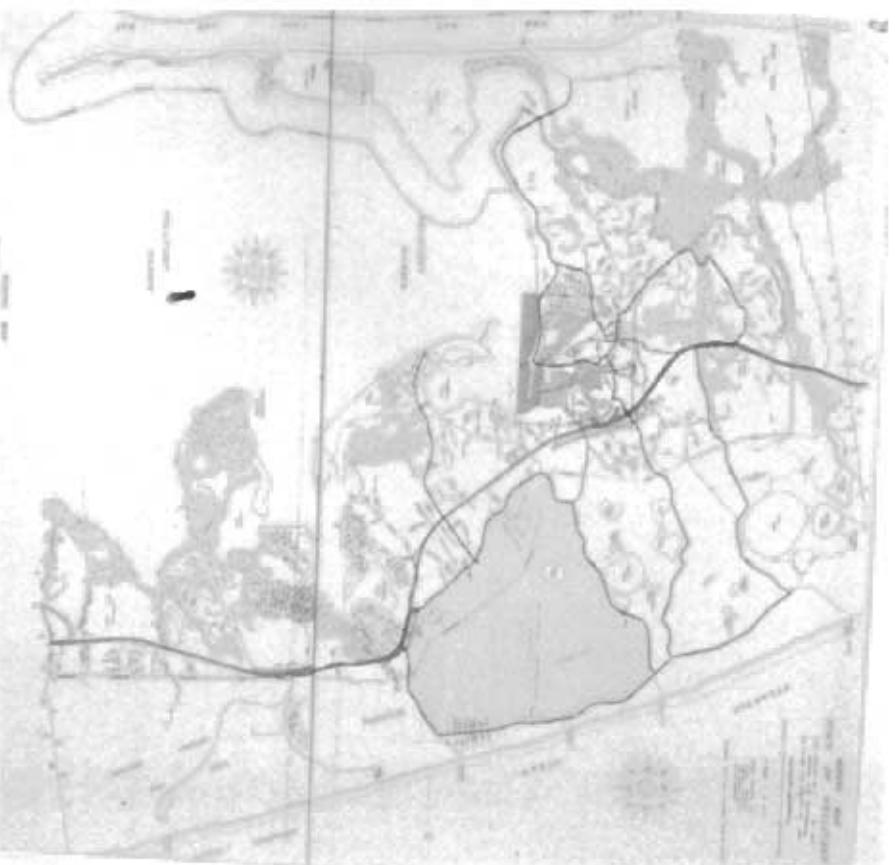
*Anthony J. Craig*

The Wellfleet Historic Village Center/Harborfront Plan connects the historic village center to the harborfront area with a public path system. The plan is designed to address the issues of traffic congestion and habitat restoration without changing the character of Wellfleet. This design scheme will reduce the number of vehicles traveling on village streets, and create access to the Mayo Creek marsh and outer Wellfleet by encouraging alternative means of transportation by which people can experience the village and pier area. This path system is designed to better manage the flow of people throughout the village and pier area through a series of subtle interventions, and to create an experience from which people can gain insight to the cultural history of the village.

In addition to enhancing the pedestrian environment by providing connections to existing and proposed public gathering places and important civic elements, the ultimate goals of this path system are threefold: (a) to create logical connections between the village/harborfront area and existing bike routes east of Route 6, (b) to temper the traffic congestion currently choking village streets during tourist season, and (c) begin restoration of the harbor marsh back to a salt marsh. This proposal will achieve these aims with the infrastructure of seven parking lots, two proposed and five existing, and two bridges, both proposed.

### *Bike Trail Bridge*

The connection to existing bicycle routes east of Route 6 will be achieved through the design and construction of a pedestrian/bicyclist bridge spanning Duck Creek Channel from the McNamey Property to the western terminus of Pine Point Trail (see Figure D-1). The intention here is to provide a third route into the village in the form of a designated trail allowing bicyclists to access the heart of the village without having to use busy streets. The proposed trail will follow the existing alignment of Pine Point Trail, and access existing bicycle routes designated on roads east of Route 6 by way of Caboon Hollow Road and a proposed underpass. This proposed underpass would be designed for the express purpose of allowing pedestrian and bicyclists to traverse the Route 6 corridor without jeopardizing their safety by negotiating this crossing at street level against fast moving traffic, without the protection of a traffic light.



**Figure D-1:** Duck Creek Channel Bicycle and pedestrian bridge

The construction of this bridge will complete a loop that will join, for the first time, the environments of Commercial Street's markets, restaurants, and galleries, with that of Hamblin Park's mature trails through a solitary lone pine/dune forest (see Figure D-2). This loop is just one example of how this path would illuminate the relationship between the Town village and the natural environment featured in many views from the village.

## Design Proposals

Additionally, the design of the Bike Trail Bridge proposes the removal of fill originally deposited to construct the levee supporting the historical railroad alignment. This landfill would be used to create land forms serving the Mooney Property redevelopment scheme, and widen Duck Creek Channel. This is shown in greater detail by the following design proposal forwarded by Ms. Hiroko Takemura. Widening Duck Creek Channel at this point would allow it to function much like it did in 1850, when the width here was approximately 300 feet, as opposed to the current 75 foot width (see Figure D-4).

### Village Traffic Congestion

Second, the traffic congestion currently choking village streets during the tourist season would be alleviated by the incorporation of existing and proposed infrastructure of parking lots, signage, and a new one way traffic pattern to reduce the number of vehicles traveling streets.

The location of parking lots (See Figure D-2) would be indicated through a simple signage system throughout the village and harbor areas. Existing (E) and proposed (P) parking lots include the area behind the Presbyterian Church off Main (P), Town Meeting Hall (E), across the street from the Catholic Church off Main (E), the Public Library (P), immediately adjacent to the Mooney Property (P), the pier (E), and the parking lot at Mayo Beach (E). Store boards displaying a



Figure D-2: Integrated Town/Harbor Plan proposing a public path network to manage pedestrian and vehicular traffic to attractions and parking.

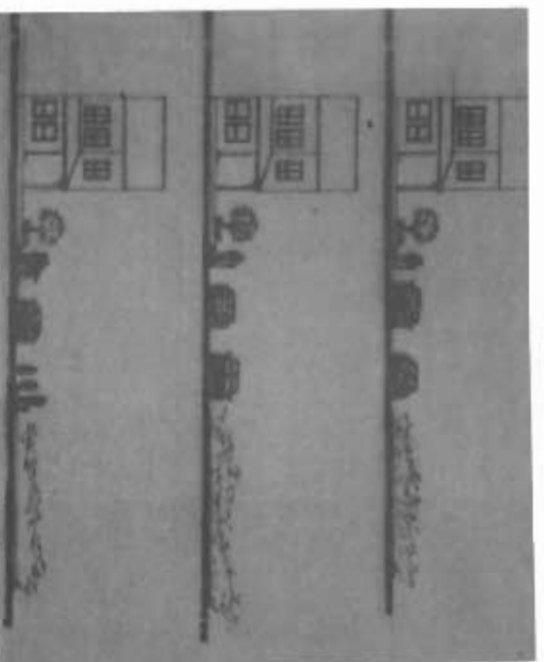


Figure D-3: Commercial Street existing, off and toward season.



Figure D-4: Wetland, 1850. Historic salt marsh.

graphic similar to the Historic Village Center/Harbor District Integrated Plan would facilitate the efficient movement and parking of vehicles by displaying the location of additional parking areas and the many attractions of the village and harbor districts. Other traffic would access Route 6 via Commercial Street and access the village and pier area via Brant Lane and south bound on Holbrook Avenue. A system of signage would prohibit this traffic from entering the village retail district along Main Street.

Additionally, this would allow the eastern side of Commercial Street to be accessible to pedestrian and bicycle traffic by designating a path with a simple system of removable bollards connected by heavy rope or any material preferred by the Town of Wellfleet. The existing traffic circulation pattern along Commercial Street and Holbrook Avenue would resume during the off season would require the removal of the high season bollards from the eastern side of Commercial Street.

#### *Historic Salt Marsh Restoration and the Firefly Bridge*

The restoration of the historic salt marsh, now traversed by Mayo Creek, will connect this landscape to the village via a raised boardwalk, much like the one at Cedar Swamp Marsh in Barnham (see Figure D-7). In addition to providing access to another beautiful natural habitat for resident and visitors alike, this element of the Historic Village Center/Harbor District plan seeks to reduce the costs incurred by the Town of Wellfleet for the cleanup and disposal of the "black mayonnaise" harbor sediment problem associated with the area immediately north of the pier. Most exciting is how pedestrians can experience a series of evolving habitats as they are affected over time by the incremental return of salt water back into this landscape.

The design of the public path network proposes a transformation in materials and infrastructure at the juncture of Commercial Street and the north end of the bridge connecting the harbor district to the village. The transformation begins with the construction of the Firefly Bridge. The Firefly Bridge is a wooden, arched bridge commemorating the arrival to the pier and harbor district. The bridge expands asymmetrically at its respective western and eastern midpoints (see Figure D-5) providing pedestrian enclaves complete with signboards explaining the restoration activities associated with the historic west arm of Duck Creek Channel to the west and the history of the pier and inner harbor to the east (see Figure D-6).

The wooden materials continue in the form of a boardwalk to the piny staging area on the pier, around the pier and along the western side of Longneck Road to the active recreation area and Mayo Beach (see Figure D-5).

The restoration of the west arm of Duck Creek Channel would be facilitated by the design of the Firefly Bridge that allows an increasing amount of saline water into the now fresh water environment. The restoration of this landscape to its historical function will probably take 15 to 20 years. However, during the interim, pedestrians will be able to see firsthand how the habitat changes over time by exploring the marsh by a raised

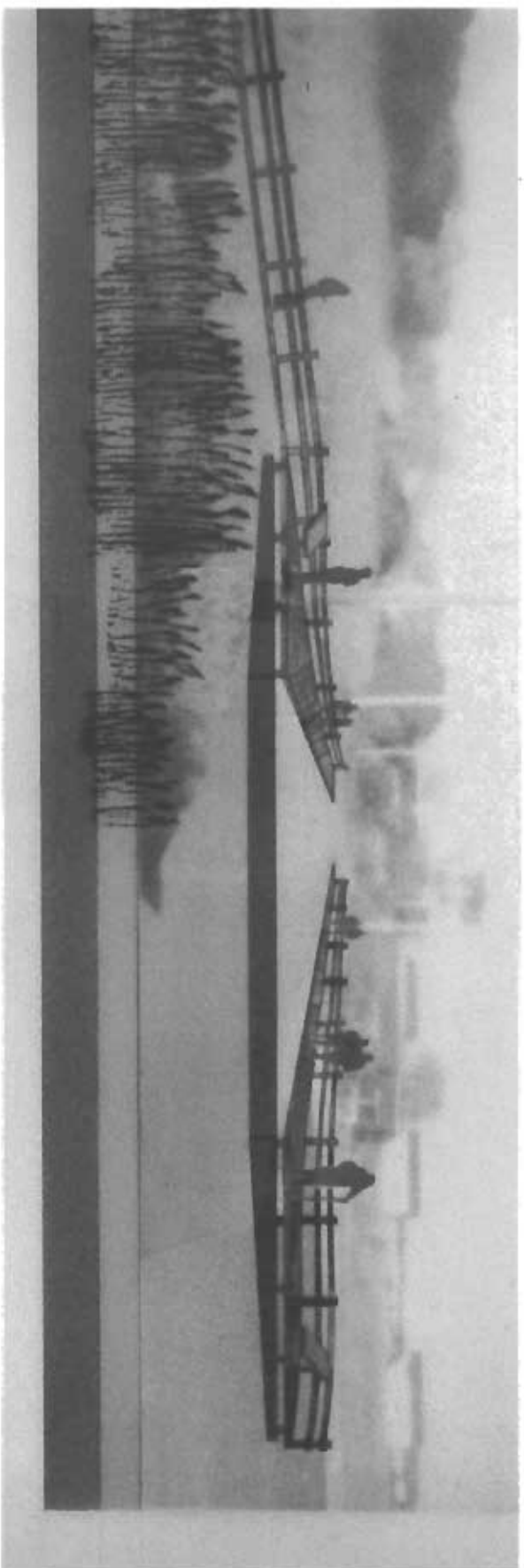
## *Design Proposals*

boardwalk leading to three observation blinds/weekend classrooms located strategically according to the pitch of the landscape as to allow the full view of three different habitats (see Figure D-8). Imagine being able to perceive, in the time it takes you to walk from the village center to the pier, three different varieties and degrees of biodiversity. The portion nearest the Firefly Bridge will be returned to an environment characterized by Duck Creek Channel with all its birds, plant life, shellfish, insects (fireflies) and fish. Those portions of the marsh pitching upland towards Chequesset Neck Road would change, but would more closely resemble the fresh water marsh habitat dominated now by the aquatic plant phragmites, the intrusive exotic monosand dominating the marsh and severely limiting the potential degree of biodiversity.

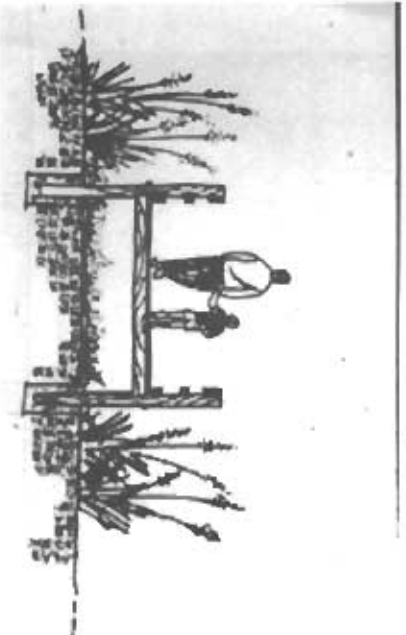
Pedestrian access to this marsh is indicated on the plan (storyboard) graphic (see Figure D-2) including access from the active recreation area, Firefly Bridge, Chequesset Neck Road and a potential route extending from Holbrook Avenue.



*Figure D-5: Proposed pedestrian-oriented vehicular bridge (Firefly Bridge), boardwalk, jenny tagging area and pier boardwalk.*



*Figure D-6: Looking north to Commercial Street from the pier across the proposed Tuley Bridge.*



*Figure D-7: Marsh walk meandering through marsh leading to observation blinds.*



*Figure D-8: Observation blinds in three habitats.*