

APPENDIX 3: RECENT & ONGOING PLANNING INITIATIVES IN BOURNE AND BUZZARDS BAY

Several planning, regulatory, infrastructure, economic development, and general growth policies and plans have been completed, or are in the process of being completed, in Bourne and Buzzards Bay over the past several years. Local and regional regulations, policy, and redevelopment initiatives have been initiated by the BFDC, Town of Bourne, Cape Cod Commission, and Buzzards Bay Vitalization Association (BBVA). Several of these initiatives have a direct influence on the Buzzards Bay Main Street Project Area. Some of the key planning initiatives include the following:

The Town of Bourne Greenbelt Pathway Project

This is a regionally significant project with the potential to improve recreation, tourism, and the local economy. The project is a multi-phased initiative to develop a unique trail system utilizing historic landmarks and open space throughout Bourne. The project includes the involvement and support of the BBVA, Town of Bourne, Aptucxet Garden Club, Barnstable County Resource Development Office, and AmeriCorps of Cape Cod. The project includes several pathway designations through Buzzards Bay Village including Main Street, the Bypass, Perry Street, the Cape Cod Canal Trail, Puritan Road, Canal Crossway property, St. Margarets Street, and Academy Drive. The trail system will connect to a series of public open spaces and landmarks in Buzzards Bay including:

- Cohasset Narrows Bridge (#1)
- Former Food & Fuel Site (Potential Pocket Park) (#2)
- Memorial Circle (#3)
- Marina Overlook (#4)
- Bourne Marina (#5)
- Town-Owned Parcel in Taylor's Point Neighborhood (#6)
- Bourne Public Beach (Shellfish Area) (#7)
- Massachusetts Maritime Academy (#8)
- Army Corps of Engineers Headquarters (#9)
- Cape Cod Canal Region Rail Road Station (#10)
- Town Park (Renamed Bridge Park) (#12)
- National Marine Life Center & Wetlands Restoration Project (#13)
- Town-Owned R-O-W off Canal View Road (#14)
- Canal Crossway Property (Behind P.O.) (#16)
- Perry Street Walkway & Overlook (#17)

- Town Hall & Civil War Memorial (#18)
- Bourne Pond & Veterans Park (Waterfront Vegetation Model) (#19)
- Bourne Family Cemetery (#20)
- Bourne Community Center & Pedestrian Tunnel (#21 and 22)
- Queen Sewell Park & Town Beach (#23 and 25)
- St. Margarets Pocket Park (Town-Owned Parcel) (#29)

Buzzards Bay Downtown Revitalization Plan

Phillip Herr & Associates

This plan was prepared for the planning board several years ago but was used in the recently adopted Local Comprehensive Plan.

Buzzards Bay Village Center Revitalization Strategy

The Cecil Group, March 2004

This project was funded by the Massachusetts Department of Housing and Community Development (DHCD) and completed in 2004. The plan emphasized connecting the canal to Main Street and the rest of downtown. The premise of the report was that perceived impediments to development are the reason the village fails to flourish.

The Town of Bourne Village Centers Action Plan

University of Pennsylvania Dept. of City and Regional Planning Studio, Spring 2005

This Student Studio Team prepared planning analysis and concept plans for three villages of Bourne including Cataumet, Pocasset, and Buzzards Bay. Issues were divided into four categories: community character, healthy economy, green community, and mobility. Maps were prepared to illustrate paths, edges, districts, nodes, and landmarks in each of the villages. The plan is intended to provide a synthesis between past, present, and future planning activities, and a framework for more extensive study of the town's village centers.

The plan explored the potential for implementing a "village center" planning model by creating and enforcing clear and consistent design and zoning guidelines, centering growth in established community centers, and integrating these with historical and recreational assets of the community

and region resulting in a sustainable, human-scaled, attractive, and balanced place. The project was completed as the town moved forward into the comprehensive planning process. The studio team then worked with the Bourne Local Comprehensive Plan Committee to evaluate the issues and challenges facing the town's villages.

Key issues identified in Buzzards Bay Village:

- Buzzards Bay has a lower educational attainment, lower household income, and lower housing values than the other villages in Bourne. Buzzards Bay has also seen more growth than Pocasset and Cataumet but still far below the town as a whole.
- The percent change in seasonal use of housing in Buzzards Bay is -18% compared to -15% for Bourne and 1% for Barnstable County between 1990 and 2000.
- The majority of land in the Buzzards Bay project area is privately owned. However, the state owns some land around the former railroad station and the ACE/federal government owns the land adjacent to the Cape Cod Canal and several other adjacent parcels in the project area.
- The project area is largely divided into small parcels with the majority of owners having one or two properties. The Town of Bourne is the single largest property owner in the project area.
- The edges of the district (or design structure) are very well defined including the Cape Cod Canal to the east, the Buzzards Bay Bypass to the west, Belmont Circle to the north, and Memorial Circle to the south.
- As the majority of the project area lies within the A-Zone floodplain, construction of new buildings is prohibited by the CCC Model Floodplain District Bylaws unless it is identified and certified by the commission as a Growth/Activity Center (or Growth Incentive Zone – GIZ).
- Given the good local, regional, and interstate roadway system throughout Bourne, Buzzards Bay has a good opportunity to capture market share from surrounding mainland communities.
- The primary trade area is determined to be the mainland areas of Buzzards Bay, Sagamore, and Wareham, which have a combined population of 27,326 year-round residents. The total amount of combined earned income for this trade area is \$576,836,274.
- The presence of big box retail stores in neighboring Wareham as well as the developing “lifestyle” centers in Plymouth represent a competitive alternative to shopping on Main Street Buzzards Bay.

- The village uses a standard 1,000 s.f. store for all types of uses to determine the amount of potential demand and square footage of retail development that could be generated in Buzzards Bay (this is too low for most retail uses).
- Of Buzzards Bay residents only, the highest potential market opportunities (based on the comparison to potential area spending vs. projected/expected sales) were determined to be family clothing, discount stores, women's clothing, office supplies, gifts-novelties-souvenirs, hardware, and computer software. Restaurants showed the highest over saturation based on village demands (this is indicative of their reliance on a larger market area and the travel market. Many are well established and known; others, such as the new Flip Flops, are higher quality and fill a niche, showing that there is still room for better businesses of all sorts).

Key recommendations for Buzzards Bay Village:

- Improve the streetscape treatments of Main Street with reduced curb radii, expanded sidewalks, and reduced vehicle travel lanes.
- Create a boulevard treatment on the bypass.
- Create a new Maritime District including the core area of Main Street as well as the Taylor's Point neighborhood and MMA.
- Make the new Bridge Park a magnet for family leisure, community programs, and tourism. The core area of the park should be centered around an urban plaza, anchored on the west by the former railroad station and on the east by a series of new buildings wrapped in a crescent shape that creates a large, but intimate, public space. The buildings could include a new café restaurant with indoor and outdoor seating, offices, shops, and a new marine science center. This science center would be a research facility complementing other marine-related businesses and programs in the district and providing needed meeting and conference space. The new park would also include a children's park and picnic area, a promenade, railroad and maritime museum, a large green for community events, a community ice rink in the winter season, a floating restaurant, and a loading area for a water taxi to transport people across the canal.
- Encourage greywater reuse to reduce wastewater flow.
- Prepare design guidelines that minimize impervious surfaces in an urbanizing environment. Pervious parking lots and green roofs are good examples for Buzzards Bay.
- Create a streetscape and façade improvement program using design guidelines and public education.

- Adopt and market appropriate an image for the village.
- Add a maritime landmark gateway feature at the reconfigured Memorial Circle.
- Adopt design guidelines.

Buzzards Bay Comprehensive Transportation Plan
Wes Ewell, Planning Consultant, June 2007

This recent study commissioned by BBVA looks at travel to and from areas outside the region, within the region, and between the villages. Transportation modes studied include private and commercial vehicles, buses, taxis, commuter rail and non-commuter rail service, rail freight, ferry boats, pleasure boats, airport access, bicycles, pedestrians, and other modes of travel affecting the villages. The plan assumes that Buzzards Bay can be developed more aggressively and with different types of buildings and uses than could be done in other village centers in Bourne or elsewhere on the Cape. The plan also assumes that there is widespread consensus within the village and the town to direct new growth to Buzzards Bay while limiting suburban sprawl in other areas. Some of the key findings and recommendations are as follows:

- BBVA wants to optimize transportation access to and within Buzzards Bay Village from all points in town and the region and by all means of transportation. The intent is to make the village more accessible as a destination for both town residents and visitors.
- Cape Cod, and Bourne in particular, continue to see increases in year-round population but not in peak season population, which results in excess capacity during the off-seasons. New highways are generally not needed for year-round use and only select roadways that have been long inadequate need to be improved.
- Public transit systems will need to be expanded to accommodate year-round demand, but also for an aging population.
- There is an increasing demand for golf and marina facilities as a result of demographic trends.
- Active retirees with financial means and semi-retired business people are less likely to travel to make a daily commute into the city but are more likely to travel frequently for both business and pleasure.
- While Bourne has seen a dramatic rise in commuting population over the last few decades, the number of commuters is likely to decline as the population ages.
- The BBVA conducted a survey of its membership to determine the most important issues facing Buzzards Bay. A total of 45 responses

were received. The top issues were as follows: Buzzards Bay must continue to serve as Bourne's downtown center; Buzzards Bay must encourage tourist-related businesses and events such as the Scallop Festival; Bridge Park should be an international tourist attraction while appealing to local residents and seasonal visitors. The second tier of priorities were to build an intercity bus terminal, extend community rail service to the village and bring back Amtrak service, and build visitor slips to entice small boat users off the canal to stop in Buzzards Bay. Also, high-speed ferry service, commuter and town-owned business parking lots, and elimination of the two rotaries were mentioned.

- BBVA's transportation goal is to optimize access to and within the village from all points in the town and region and by all means of transportation with the intent of making the village more accessible to Bourne residents and an inviting destination for visitors from all parts of the world.
- Buzzards Bay does not take advantage of all the routes that converge at Belmont Circle and is hurt by congestion during peak summer periods. To increase access and visibility of Main Street in the short term and lower costs, the Route 25 interchange should be reconfigured to increase capacity as well as Memorial Circle and Belmont Circle.
- There is ample space to create a roundabout at the intersection of St. Margarets and the bypass. This would extend the use of traffic calming and create an attractive gateway.
- Under the concept plan by UPenn, the bypass would be reconfigured as a boulevard with two lanes in each direction, and center median/turn lane, on-street parking, sidewalks and bike lanes, and a green strip with street trees. This design would tend to reduce vehicle speeds and improve safety for pedestrians. One modification is that abutting properties would not have direct access and it would have to remain a limited access road.
- Reconfiguring Memorial Circle as a more conventional intersection could improve the visual character of the west end and free up land in and around the circle for improved access to Memorial Park and other potential uses.
- The new Cohasset Narrows Bridge should also include a separate sidewalk and bicycle lane on both sides.
- Belmont Circle creates a physical and psychological barrier to people who might visit Main Street due to the large mix of visitor and local traffic processed through the circle. The circle can be confusing to visitors as they are trying to find the roadway they're seeking while crossing lanes and fighting congestion.

- The Route 25 access ramps should be widened to two lanes in each direction and run directly into a T intersection at Main Street/Scenic Highway.
- Intercity bus service currently bypasses Buzzards Bay. A new bus terminal located near the Route 25 interchange would provide more convenient access to all villages in Bourne, require minimal interruption of bus trips, and better serve the area north of the canal, which is the fastest-growing area of town. If the bus terminal was located within Belmont Circle, it could accommodate approximately 170 parking spaces, which could be expanded to a parking garage in the future as necessary.
- Local bus service is currently provided by GATRA and is good. CCRTA also provides a dial-a-ride service called the b-bus, and the COA runs a shuttle bus for seniors.
- MBTA is considering a plan to extend commuter rail service from its current terminus at the Middleboro/Lakeville Station through Wareham and Buzzards Bay. The MPO report states that parking will be the key requirement for a commuter rail, and an estimated 1,200 spaces may be required for a station in Buzzards Bay. On the surface, this would require at least 8 acres of land or a four-story garage which would require 3 acres.
- Amtrak service to Buzzards Bay and Hyannis is advocated by the CCC and many local residents. It is widely believed that visitors will use the service, reducing the amount of cars on local roads. Self-powered rail cars may be an alternative to MBTA commuter service for Buzzards Bay.
- Island ferry service has potential and would likely be seasonal and passenger only. Sightseeing ferry service, such as the Viking Canal Cruise boat, would offer one or more activities to attract visitors to the village.
- There is a huge untapped market of people with money and time to spend who pass by Buzzards Bay by the thousands while sailing their pleasure boats through the canal. Creating a boat basin off the canal will be relatively expensive and will require the full cooperation of the ACE, which controls the canal and owns most of the land fronting it. This would create a new economy for the village with money flowing to local businesses and creating a new image of the village as a good place to visit and an attractive place to live, work, and play.
- Pedestrian access is currently good within the Buzzards Bay village area. Most streets have adequate sidewalks or low enough travel levels to allow reasonably safe walking on the street. Areas that need improvements are around the two circles, and there is no way

for pedestrians to safely cross the Route 25 access ramp between Belmont Circle and the Bourne Bridge.

- While bicycle traffic along the canal trail is extensive and considered one of the most scenic bikeways in the country, travel through the village can be difficult and dangerous. Portions of Main Street are narrow as a result of recent streetscape improvements and have multiple curb cuts that post safety issues for bike riders. The bypass is dangerous because there is no breakdown lane and high travel speeds.
- Many bicycle tourists are not aware of the canal trail coming over the Cohasset Narrows Bridge from the west and continue down Main Street to Belmont Circle. Better signage and access between Main Street and the canal is needed.
- There is ample parking, which is well distributed in the village most of the time. Parking along Main Street is free and open to visitors and residents alike and many businesses have off-street parking lots. There is a need for additional parking during special events, such as the Scallop Festival, and additional parking will be needed in the future as the village is further developed, especially with the possible addition of commuter rail and intercity bus service. Also, the MMA needs additional parking for the cadets who have cars.
- A potential area for a large parking lot or structure to serve visitors and commuters in the village is in the Taylor Road area off Academy Road between the ACE facility and town marina. This would also serve the Town Park, marina, MMA, and NMLC, as well as local businesses. A large parking facility in this area would also provide better opportunities for higher-density mixed-use buildings in the core area of Main Street.
- Structured parking generally falls in the range of \$30,000 to \$40,000 per space depending on the size, design, and type of construction. It is not likely the town of Bourne would be able to afford this expense; other funding sources would have to be sought.
- Significant parking could also be provided combined with new higher-density mixed-use buildings between Main Street and Cohasset Avenue.
- A park-and-ride lot for commuters is another type of parking facility that may be needed in the future. The State Armory site off the bypass may be the best site for this type of facility.
- The three top priority actions are bringing back tourists and rail operation, reconfiguring the roads leading into and around the village, and building a pleasure boat basin on the canal.

Town of Bourne Local Comprehensive Plan, 2007

The newly adopted Local Comprehensive Plan (LCP) addresses downtown redevelopment, stormwater, and transportation issues. The LCP is very supportive of redevelopment and revitalization of the Buzzards Bay Village and strongly advocates revitalizing downtown not just as a center for local government, but as a destination for marine education, research, and entertainment. The plan includes selected recommendations from previous reports and studies such as those by Phillip Herr & Associates, The Cecil Group, and UPenn School of Design Studio. The LCP calls for replacing the Bourne rotary with a conventional interchange as was done at the Sagamore rotary and expanding Sandwich Road to a four-lane highway. The LCP strongly supports revitalizing Main Street and strengthening its traditional role as the town center and Bourne's Main Street.

The LCP Committee identified two "high priority" issues that affect several of the planning subject areas included in the plan and need to be addressed immediately by the town: wastewater disposal and a comprehensive revision to the zoning bylaws. Particular attention was given to regulations in the village centers.

Buzzards Bay Arterial Analysis

McGuire Group, Inc, 2006

The McGuire Group conducted a capacity analysis of Main Street to determine its current level of service and ability to carry traffic under several growth assumptions. This report determined that Main Street currently operates at LOS A over most of its length. If traffic levels were to double, Main Street would still continue to operate at a LOS B, still relatively free of traffic congestion. It appears that Main Street will not need an increase in capacity in the foreseeable future.

The report evaluates the current configuration and traffic counts on Main Street and the bypass, and then projected future travel conditions on both roads under several planning scenarios. After reviewing the traffic counts, the report concludes that eliminating the bypass would place such heavy traffic on Main Street that increased congestion and delays would adversely affect traffic movement and eventually lead to pressure to reopen the bypass. The capacity analysis determined that Memorial Circle has become a bottleneck for both Main Street and the bypass. The effect is minimal now but may become significant as traffic volumes increase in the future.

Town of Bourne Wastewater Management Study

Tighe & Bond (on-going)

The sewer system in Buzzards Bay is currently connected and treated by the Town of Wareham through a series of grinder pumps and is reaching its permitted capacity. There is an agreement with Wareham for treatment of 200,000 gpd of wastewater. This limitation is holding up redevelopment plans in the downtown area. Tighe & Bond is currently working with the town to identify other alternatives for wastewater treatment including a new groundwater discharge plant off the Scenic Highway near the new elementary school site.

In 1989, following the recommendations of an engineering report by Anderson-Nichols, the Town of Bourne entered into a 20-year agreement with the Town of Wareham to allocate up to 200,000 gallons per day (gpd) from the total capacity at the Wareham wastewater treatment plant. This capacity was loosely based on the current and future demands and allocation of 140,000 gpd for Buzzards Bay Village, and 60,000 gpd for Hideaway Village. The town completed construction of the necessary sewer lines, pump stations, and force mains in 1992.

In 2007, an average of 114,000 gpd of Bourne wastewater is being sent to the Wareham wastewater plant. While the town still has about 66,000 gpd in remaining treatment capacity, some of this has been reserved for land owners who have paid betterment fees over the past years, and those who have obtain permits for new development projects.

The agreement between the two towns requires that once Bourne reaches 90% of its allotted capacity (or 180,000 gpd), Wareham must approve any additional connections. Additionally, the agreement requires that 10% of allotted capacity (or 20,000 gpd) be reserved for daily fluctuations in flow. While Wareham is currently upgrading the treatment plant, it is unlikely that additional capacity will be allocated to Bourne in future agreements.

In 2006 T&G conducted a Stage I and State II screening evaluation of potential groundwater discharge parcels north of the canal. Three were selected as having the best potential for a new municipal wastewater treatment facility: 1). The town-owned parcel off Edgehill Drive behind the new school; 2) Cape Cod Sand and Gravel land; and 3). The Ingersoll-Hope-Garland Parcel, also known as the "Panhandle" property. These three parcels (all contained within the proposed Bourne Development Park) were determined to have the least constraints relative to possible use for discharge of treated wastewater effluent to the groundwater.

The size of the subsurface groundwater discharge system will depend on the design flow and subsurface geologic and hydrologic characteristics of the selected site. Design treated effluent loading rates are typically determined based on percolation or infiltration rate. DEM design guidelines for treated effluent loading rates for small treatment systems range between 10,000 and

100,000 gpd. Technology alternatives for groundwater discharge of treated wastewater effluent include:

- At or near-surface technologies: open sand infiltration beds, rapid infiltration beds, subsurface leaching trenches, and subsurface leaching chambers.
- Well technologies: deep well injection, shallow gravity wells, and wick wells.

Based on the needs analysis for the wastewater study area located north of the canal, flow rates of 200,000 gpd for the initial facility construction for the Main Street Buzzards Bay redevelopment, 900,000 gpd for a 20-year planning projection for the study area, and 1,050,000 gpd for expected full build-out have been used. System sizing is based on peak day flow assumed to be two times the average day flow on an annual basis. Final facility design and permitting will require more in-depth data collection and analysis.

Market Study, Build-Out Analysis, & Fiscal Impact Analysis for the Main Street Business District in the Village of Buzzards Bay
RKG Associates & Jones Payne Urban Design Group, 2007

This study was commissioned by BFDC. It found that a transition from residential and regional commercial uses (i.e., boat yards and auto sales) would have a positive effect on the town's tax revenue. The market study primarily focused on retail opportunities. Two build-out analyses were also completed for vacant lands and expansion opportunities in the project area.

The analysis found that there has been limited retail growth (with the exception of auto uses) in the project area since 1980 with less than 10,000 square feet, as compared to 230,000 s.f., townwide. Main Street accounts for less than 5% of retail development since 1980. Unlike several historic villages in the immediate region – Falmouth, Plymouth, Sandwich – Main Street Buzzards Bay is not a retail destination. A significant amount of local consumer demand is not captured by the project area. Local consumer demand within a 10-minute drive and spending potential of residents for all types of retail goods and services is \$518.2 million in 2005. Without automobile, gasoline, and non-store retail demand, this figure drops to \$328 million. There is \$18.2 million in consumer spending demand within 10 minute drive.

According to RKG, a conservative assumption of retail development potential would be 32,000 s.f.; an aggressive scenario would be 80,000 s.f. This includes factors such as the addition of 100 new year-round residential

units, increased capture of 10-minute and 30-minute drive consumer spending potential, and doubling of 10-minute consumer population/demand.

Residential growth since 1980 has been limited in the project area to 6 of 2,800 homes constructed townwide and 4 out of 460 condominium units. About 25% of residential property values in town is from seasonal residents; however, about one-third of residential tax values are collected from the same. According to the town assessors records, average assessed values for homes owned by seasonal residences is about one-third higher than housing values for year-round residences.

This study was constrained by existing conditions and focused primarily on retail development. This study should go beyond retail and be more creative and far-reaching in terms of new development and redevelopment. BFDC is conducting a follow-up study that encourages "why not" thinking, expands the outreach to the business community, and takes into account the traffic flow quantities.

International Design Competition for the Bridge Park
Buzzards Bay Village Association, 2005

This competition was sponsored by BBVA and produced more than 200 concept plans for reconstruction of the town park. The original winning proposal and concept plan was submitted by the Axis of Architecture (two architecture students from Yale University). This plan envisions an elaborate, controlled inter-tidal system with variations between open spaces and small bodies of water, connections to the canal, large geometric forms, and gathering areas. Due to the potential design and permitting complications, as well as expense, this design was subsequently rejected. BBVA is working with Stimson Associates on the designs for the new Bridge Park. Preliminary drawings have been completed.

Buzzards Bay Floodplain Development Study
Kate Kennan Landscape Architect, 2008

This study was commissioned by the Town of Bourne and funded by a smart growth technology resource grant. The purpose of this report was to create an inventory and field assessment of existing structures in the Buzzards Bay 100-year floodplain and velocity zone to determine options for bringing them up to code. A large portion of the downtown area, particularly on the west end, is in the Floodplain/Velocity Zone which may significantly deter or alter the designs for new development and existing building rehabilitation.

The report provides detailed mapping, recommendations, procedures, and actions for each area and parcel in the floodplain. The report also includes

general design guidelines for existing building renovations and new development.

Cape Cod Feeder Rail Service Study MAPC, 2005

The MBTA is considering a plan to extend commuter rail service from its current terminus at the Middleboro/Lakeville Station through Wareham and Buzzards Bay. The Boston Regional Metropolitan Planning Organization (MPO) recently released a study of this proposed extension, which considers the costs of such service and the potential impacts on the villages in the future. Commuter rail is generally considered an effective means of stimulating growth and economic activity as it has done recently in Kingston, Hanson, and North Plymouth. The MPO report states that parking will be the key requirement for commuter rail, and an estimated 1,200 spaces may be required for a station in Buzzards Bay. On the surface, this would require at least 8 acres of land or a four-story garage, which would require 3 acres.

Currently, the estimated drive time between the Bourne Bridge and the Lakeville Station is about 22 minutes. The MPO report estimates that the train time between Buzzards Bay and Lakeville station would be about 23 minutes at the current speed of 59 mph. Due to the high capital and subsidy costs, it could be many years before commuter rail is extended to Buzzards Bay. Parking requirements are another challenge. Parking facilities should be planned as part of public and private developments around the current rail station. Parking structures are also allowed in the floodplain and can provide an effective means of raising buildings above the flood levels.

The project would be a collaboration with Cape rail service providers with mutual advantages. A separate entity would be created to execute contracts for passenger rail service operation. It would require the rehabilitation of 43 miles of EOTC-owned track between the Middleboro Station and Hyannis to make it physically suitable for 60 mile-per-hour operation to Bourne and 40 mph "On-Cape." It would also require upgrades to safety warning devices at all 25 road crossings on the same route. A short spur would be built at the Middleboro Station to facilitate cross-platform transfers to MBTA trains. Improvements to the existing station premises and parking facilities would also be necessary.

Other Planning Studies and Reports in Bourne

- Downtown Technical Assistance Report: Town of Bourne, Downtown Buzzards Bay, August 1999. This report was prepared by the Massachusetts Downtown Initiative through the Department of Housing and Community Development

- Main Street Streetscape Design for Buzzards Bay Draft Report, Weston & Sampson Engineers, Inc., October 2002
- Town of Bourne Housing Plan, 2004
- Town of Bourne Pre-Disaster Mitigation Plan, October 2004
- Massachusetts Military Reservation Joint Land Use Study, October 2005