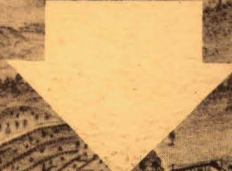




1882

1982



BIRD'S EYE VIEW OF THE TOWN OF
PROVINCETOWN,
BARNSTABLE COUNTY
1882 MASS. 1882

THE 1882 BIRD'S EYE VIEW OF THE TOWN OF PROVINCETOWN ON THE COVER CONVEYS WITHOUT WORDS MUCH ABOUT WHAT HAS HAPPENED TO PROVINCETOWN IN THE LAST 100 YEARS. MOST STARTLINGLY APPARENT IS THE GREAT DECLINE OF THE COMMUNITY AS A PORT. THE ARTIST MAY HAVE BEEN GENEROUS IN PORTRAYING THE NUMBER OF SAIL IN THE HARBOR AND ON THE HORIZON, BUT EVEN SO IN THE FULL VIEW OF PROVINCETOWN (THE COVER ONLY PORTRAYS A PORTION) OVER FIFTY WHARVES OF VARIOUS SIZES LINED THE HARBOR. IN THE MAIN THESE HAVE ALL DISAPPEARED ALONG WITH THE VARIED ACTIVITIES THEY HOUSED. ALSO APPARENT, AND MAINLY A RESULT OF ECONOMIC TRENDS, IS HOW LITTLE THE COMMUNITY HAS GROWN IN SIZE. THE MARGINS OF THE BUILT-UP AREA OF PROVINCETOWN TODAY ARE MUCH AS THEY WERE IN 1882. THIS URBANESS IN A WILDERNESS SETTING EXPLAINS IN GREAT MEASURE THE CHARM OF PROVINCETOWN. WITH THE NATIONAL SEASHORE NOW HAVING CLOSED AROUND THE COMMUNITY THIS SPECIAL CHARM AND FLAVOR WILL CONTINUE WITH NO SUBURBS, NO EXTENSIVE NEW COMMERCIAL AREAS, NO NEW FREEWAYS LIKELY IN PROVINCETOWN. TO KEEP ITS SPECIAL FLAVOR AND PRESERVE ITS SPECIAL HERITAGE PROVINCETOWN MUST BE PREPARED TO TAKE SPECIAL PROTECTIVE STEPS. IT IS HOPED THAT THIS BOOKLET POINTS THE WAY.

PROVINCETOWN IS PROVINCETOWN, UNIQUE IN HISTORY, PHYSICAL DEVELOPMENT, SOCIAL STRUCTURE AND LOCATION AT THE VERY END OF CAPE COD. PROBLEMS AND OPPORTUNITIES PRESENTED BY THE EXISTING DENSITY OF POPULATION AND URBAN DEVELOPMENT ARE EQUALLY UNIQUE AND ARE COMPOUNDED BY PROVINCETOWN'S TRADITIONAL ATTRACTIVENESS TO TOURISTS, AN ATTRACTIVENESS MADE MUCH STRONGER IN RECENT YEARS BY THE ESTABLISHMENT OF THE NATIONAL SEASHORE.

THE PHYSICAL PLANS AND RECOMMENDED ACTIONS IN THE SUMMARY REPORT REPRESENT A COORDINATED OVERALL CONCEPT OF WHAT HAS TO BE ACCOMPLISHED AT THE END OF THE CAPE IN ORDER TO MAINTAIN AND ENHANCE THE UNIQUE BEAUTY OF THE AREA AND TO PROVIDE THE STRONGEST POSSIBLE FRAMEWORK FOR ECONOMIC GROWTH IN FUTURE YEARS. BASICALLY, THE INTERRELATED PROPOSALS PROVIDE A WHOLLY NEW SYSTEM FOR ACCOMMODATING PEOPLE AT THE END OF THE CAPE.

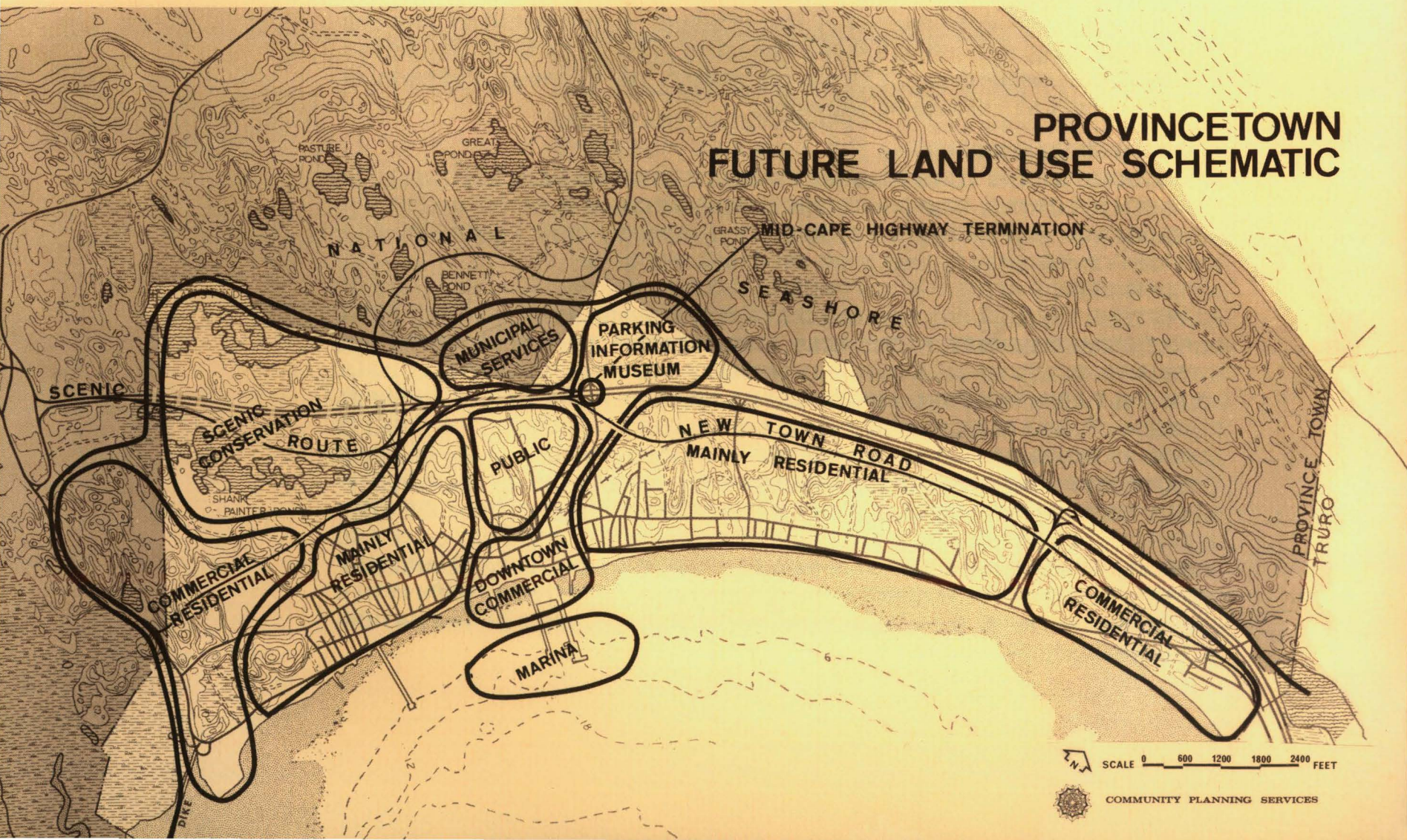
THE SYSTEM RECOGNIZES THAT PEOPLE WILL BE ATTRACTED TO PROVINCETOWN FOR A GREAT VARIETY OF REASONS. TO ACCOMMODATE THEM ALL, THAT IS TO MEET THE VARYING NEEDS FOR HOUSING, ENTERTAINMENT AND SUSTENANCE, WILL REQUIRE DIFFERENT MEASURES FOR DIFFERENT GROUPS AND LAND DEVELOPMENT POLICIES WHICH RECOGNIZE THE EXTREME DIVERSITY OF ATTRACTION AT THE END OF THE CAPE.

THE PHYSICAL PROBLEM

STUDIES BY THE TOWN PLANNERS INDICATE THAT RADICAL STEPS MUST BE TAKEN TO CONTROL AND DIRECT THE FORCES OF CHANGE, OR PROVINCETOWN AS KNOWN AND LOVED BY TOWNSPEOPLE AND SUMMER RESIDENTS WILL SHORTLY DISAPPEAR. THE MAIN PHYSICAL PROBLEMS CONFRONTING THE TOWN RESULT FROM THE AUTOMOBILE AND AN EVERINCREASING FLOOD OF VISITORS. NEITHER CAN BE WISHED AWAY. THE NUMBER OF VISITORS TO THE NATIONAL SEASHORE ALONE WILL LIKELY SWAMP PROVINCETOWN IN THE FUTURE. MOST PEOPLE AFTER DRIVING AS FAR AS THE SEASHORE WILL WANT TO VISIT PROVINCETOWN NOT ONLY FOR ITS HISTORICAL ATTRACTIVENESS, BUT ALSO JUST BECAUSE IT IS THERE. THE EXISTING FRAMEWORK OF STREETS AND PARKING FACILITIES CANNOT BE EXPANDED NOR CAN THEY BE MADE MORE EFFICIENT OR MORE CAPABLE OF HANDLING MANY MORE PEOPLE WITHOUT TOTALLY CHANGING ALL OF THE PRESENT CHARACTERISTICS OF THE COMMUNITY. A CONTINUATION OF THE PRESENT WAY OF ACCEPTING CARS AND PEOPLE WILL GRADUALLY BRING ABOUT TOTAL PHYSICAL CHANGE AND MAY WELL RESULT IN THE ULTIMATE TRANSFORMATION OF PROVINCETOWN INTO A COMMERCIAL SLUM SURROUNDED BY THE PROTECTED LANDS OF THE NATIONAL SEASHORE.

WITH THIS DANGER IN VIEW, PROVINCETOWN AND THE NATIONAL SEASHORE MUST RECOGNIZE THAT THE LONG-RANGE INTERESTS OF THE TWO ARE SO INTERWOVEN THAT ANY ACTION TAKEN BY ONE WILL INEVITABLY HAVE EFFECT ON THE OTHER.

IN OTHER WORDS, THE PROBLEMS AND OPPORTUNITIES FACED BY PROVINCETOWN CANNOT BE SOLVED OR REALIZED WHOLLY WITHIN PROVINCETOWN BOUNDARIES. ON THE CONTRARY, EVEN SOME BOUNDARY CHANGES APPEAR WARRANTED TO ACHIEVE THE BEST BALANCE OF ACTIVITIES IN THE AREA. ANY EFFECTIVE PLANNING MUST RECOGNIZE FACTORS THAT GEOGRAPHICALLY ENCOMPASS THE WHOLE END OF THE CAPE, AND IN TRYING TO BRING CHANGE, THE TOWN OF PROVINCETOWN MUST WORK IN CONCERT WITH, AND DRAW UPON THE FINANCIAL ASSISTANCE WHERE POSSIBLE OF THE FEDERAL GOVERNMENT, THE COMMONWEALTH OF MASSACHUSETTS, AND PRIVATE BUSINESS.



THE GOALS

THE SHEER PHYSICAL PROBLEM IMPOSED BY LIMITED LAND AREA, THE INABILITY TO ACCEPT MORE AUTOMOBILES ON EXISTING STREETS, THE GREATLY INCREASED NUMBERS OF VISITORS IN FUTURE YEARS AND THE EXPRESSED DESIRE OF MOST PROVINCETOWN CITIZENS TO PRESERVE MANY OF THE PHYSICAL QUALITIES OF PROVINCETOWN HAVE DICTATED THE FOLLOWING GOALS:

1) THE MAJOR SINGLE GOAL OF ALL THE INTERRELATED RECOMMENDATIONS OF THIS REPORT IS THE LONG-RANGE GUARANTEE OF A QUALITY ENVIRONMENT AT THE TERMINUS OF CAPE COD. THE END OF THE CAPE WILL INCREASINGLY HAVE TWO STARTLING DIFFERENT QUALITIES: A BASIC WILDERNESS QUALITY WITHIN THE SEASHORE, A VERY URBAN QUALITY WITHIN PROVINCETOWN. THE TWO ARE NOT NECESSARILY IN CONFLICT, BUT PLANS FOR EACH MUST ALMOST BE DEVELOPED AS ONE IF THE QUITE DIFFERENT VALUES OF EACH ARE TO BE FULLY PROTECTED AND ENHANCED. FOR PROVINCETOWN THIS MEANS DEVELOPMENT OF A PHYSICAL AND ECONOMIC ENVIRONMENT WHICH CAN ATTRACT HIGH CALIBER INVESTMENT TO THE AREA AND AS A CONSEQUENCE PEOPLE INTERESTED IN A QUALITY EXPERIENCE. IT ALSO APPEARS ESSENTIAL THAT THE PLAN REINFORCE THE TRADITIONAL PROVINCETOWN ROLE IN THE ARTS. ANOTHER MAJOR GOAL IS TO BRING BACK PROVINCETOWN HARBOR AS A MAJOR YACHTING PORT.

2) THE PROVINCETOWN CENTRAL AREA HAS TO BE RECOGNIZED FOR WHAT IT ALREADY IS, A PREDOMINANTLY PEDESTRIAN AREA, AND PLANNED ACCORDINGLY. INTENSIFICATION OF COMMERCIAL ACTIVITIES SHOULD TAKE PLACE HERE RATHER THAN BEING ALLOWED TO SPREAD OVER THE WHOLE COMMUNITY TO THE DETRIMENT OF THOSE AREAS WHICH ARE ESSENTIALLY RESIDENTIAL. INDEED, EXCEPT FOR THOSE COMMERCIAL AREAS OUTSIDE THE DOWNTOWN AREA WHERE ON-SITE PARKING CAN BE ACCOMMODATED, THE LIMIT FOR MOST COMMERCIAL ACTIVITY IN PROVINCETOWN SHOULD PROBABLY BE SET BY WALKING LIMITATIONS FROM THE TOWN CENTER.

3) DAY VISITORS SHOULD BE SEPARATED FROM THEIR AUTOMOBILES. THEY SHOULD NOT BE ALLOWED TO FREELY WANDER IN THEIR AUTOMOBILES ALL OVER THE LIMITED LAND AREAS OF PROVINCETOWN OR THROUGH ITS NARROW LANES. TO PERMIT THIS TO CONTINUE WILL LIKELY MEAN SUBSTANTIAL DOWN-GRADING OF THE COMMUNITIES' RESIDENTIAL AREAS.

4) SOME AREAS SHOULD BE PLANNED EXCLUSIVELY FOR TRANSIENT ACCOMMODATIONS. SINCE NONE OF THESE ARE PERMITTED WITHIN SEASHORE BOUNDARIES, A HEAVY DEMAND FOR SUCH FACILITIES WILL FALL ON PROVINCETOWN. MOTELS, COTTAGES AND THE LIKE SHOULD BE GEOGRAPHICALLY PLACED SO THEY CAN BE SERVED BY TRAFFIC FACILITIES AND YET HAVE MINIMUM IMPACT ON THE ESTABLISHED OLDER AREAS OF THE COMMUNITY. MOST OF THE PRESENT RESIDENTIAL AREAS SHOULD BE PRESERVED AS RESIDENTIAL AREAS AND NO FURTHER COMMERCIAL ACTIVITY SHOULD BE ALLOWED TO DEVELOP WITHIN THEM.

PROVINCETOWN CENTRAL AREA SCHEMATIC



COMMUNITY PLANNING SERVICES



ILLUSTRATES THE TRANSPORTION
SYSTEM, ESSENTIAL ELEMENTS
OF LAND USE, THE MADE
LAND PROJECT, PEDESTRIAN
AREAS.



SCALE IN FEET 0 200 400 600 800

THROUGH COOPERATION OF TOWN AND SEASHORE, A VARIETY OF EXPERIENCES CAN BE DEVELOPED FOR THE END OF THE CAPE RANGING FROM THE COLORFUL URBANITY OF CENTRAL PROVINCETOWN TO THE ABSOLUTE SOLITUDE OF THE DUNES. UNIQUELY, THIS WOULD EXIST ALL WITHIN A FEW SQUARE MILES AND WITH MINIMUM FRICTION BETWEEN THE VARIOUS GROUPS DRAWN TO THE CAPE WHICH INCLUDE SHORT AND LONG TERM SUMMER RESIDENTS, DAY VISITORS, YACHTSMEN, FISHERMEN, BIRD WATCHERS, SURFERS, THE YOUNG AND THE OLD. IN EFFECT, THE QUESTION POSED BY CIRCUMSTANCES AT THE END OF THE CAPE IS HOW TO DEVELOP AN OVERALL TRANSPORTATION AND LAND USE SYSTEM CAPABLE OF ACCOMMODATING PEOPLE IN GREAT NUMBERS WHERE THEIR INTERESTS AND REASONS FOR BEING AT THE END OF THE CAPE MAY VARY CONSIDERABLY, AND AT THE SAME TIME HOW TO PRESERVE AND ENHANCE THE QUALITY OF THE NATURAL AND MAN-MADE ENVIRONMENT. THE PLANNERS BELIEVE THAT THE DRAWINGS, PERSPECTIVES AND DIAGRAMS INCLUDED IN THIS SUMMARY REPORT PROVIDE A FRAMEWORK FOR A SOUND BEGINNING.

THE PLAN

THE MAJOR OVERALL FRAMEWORK OF LAND USES AND CIRCULATION PROPOSED FOR THE END OF THE CAPE IS ILLUSTRATED IN THE FIRST SCHEMATIC DIAGRAM WHILE OTHER DRAWINGS IN THE BOOKLET ILLUSTRATE MAJOR DETAILS. ESSENTIAL ELEMENTS OF THE PLAN INCLUDE:

1. A DEFINITE STOPPING PLACE AND DOORWAY TO THE PUBLIC AND PRIVATE FACILITIES AT THE END OF THE CAPE WOULD BE DEVELOPED BY SEVERING THE MID-CAPE HIGHWAY WELL BEFORE THE END OF THE CAPE. AT THIS POINT THE VISITOR WOULD HAVE SEVERAL OPTIONS. HE COULD VISIT THE PROPOSED MUSEUM OF THE HISTORY OF FISHING OR VISIT THE INTERPRETIVE DISPLAYS OF THE NATIONAL SEASHORE. IF HE IS LOOKING FOR LODGINGS, HE COULD USE A CENTRALIZED, MECHANIZED "DESK" THAT WOULD PROVIDE UP-TO-THE-MINUTE INFORMATION ABOUT ACCOMMODATIONS AVAILABLE IN THE AREA. HE COULD DRIVE THE VARIOUS SCENIC WILDERNESS ROADS OF THE SEASHORE OR START ON A WALKING OR BICYCLING TOUR OF THE AREA. IF DESTINED FOR DOWNTOWN PROVINCETOWN, HE COULD BOARD A BUS OPERATING IN A CONTINUOUS SHUTTLE BETWEEN THE VISITOR CENTER AND THE TOWN CENTER.

MAJOR PARKING FACILITIES ARE PROPOSED TO BE SYMPATHETICALLY SITED ONTO THE LANDSCAPE AS INDICATED ON THE SCHEMATIC AND OTHER PLANS. CENTRALIZED VISITOR FACILITIES AND THE MUSEUM WOULD BE CONSTRUCTED. SIGNS, THE PLACEMENT OF ROADS AND THE VISUAL TERMINATION OF THE MID-CAPE HIGHWAY ARE PLANNED TO MAKE PLAIN TO THE NON-RESIDENT, NON-STAYING VISITOR TO PROVINCETOWN THAT THERE ARE NO PARKING FACILITIES, INDEED NO STREETS TO DRIVE ON IN CENTRAL PROVINCETOWN.

TOWN HALL PLAZA



2. A NEW ROADWAY PARTIALLY CONSTRUCTED ON THE OLD RAILROAD RIGHT-OF-WAY LINKING DOWNTOWN PROVINCETOWN WITH PARKING FACILITIES ON THE OUTSKIRTS WOULD BE CONSTRUCTED FOR EXCLUSIVE USE OF SHUTTLE BUSES DURING PEAK SEASONAL PERIODS. COMMERCIAL STREET IS PROPOSED TO HAVE A SMALL TRAFFIC-MOVING ROLE IN THE FUTURE AND A NEW STREET, PARALLEL TO BRADFORD STREET, IS PROPOSED. IN COMBINATION WITH BRADFORD STREET, THIS NEW STREET WOULD BE THE MAJOR TRAFFIC FACILITY FOR PROVINCETOWN YEAR-ROUND RESIDENTS, SUMMER RESIDENTS AND PEOPLE STAYING AT TRANSIENT ACCOMMODATIONS. THE MID-CAPE HIGHWAY WOULD TERMINATE AS INDICATED WITH PORTIONS OF THE RIGHT-OF-WAY TO BE ACCOMMODATED INTO A NETWORK OF SEASHORE SCENIC ROADS.

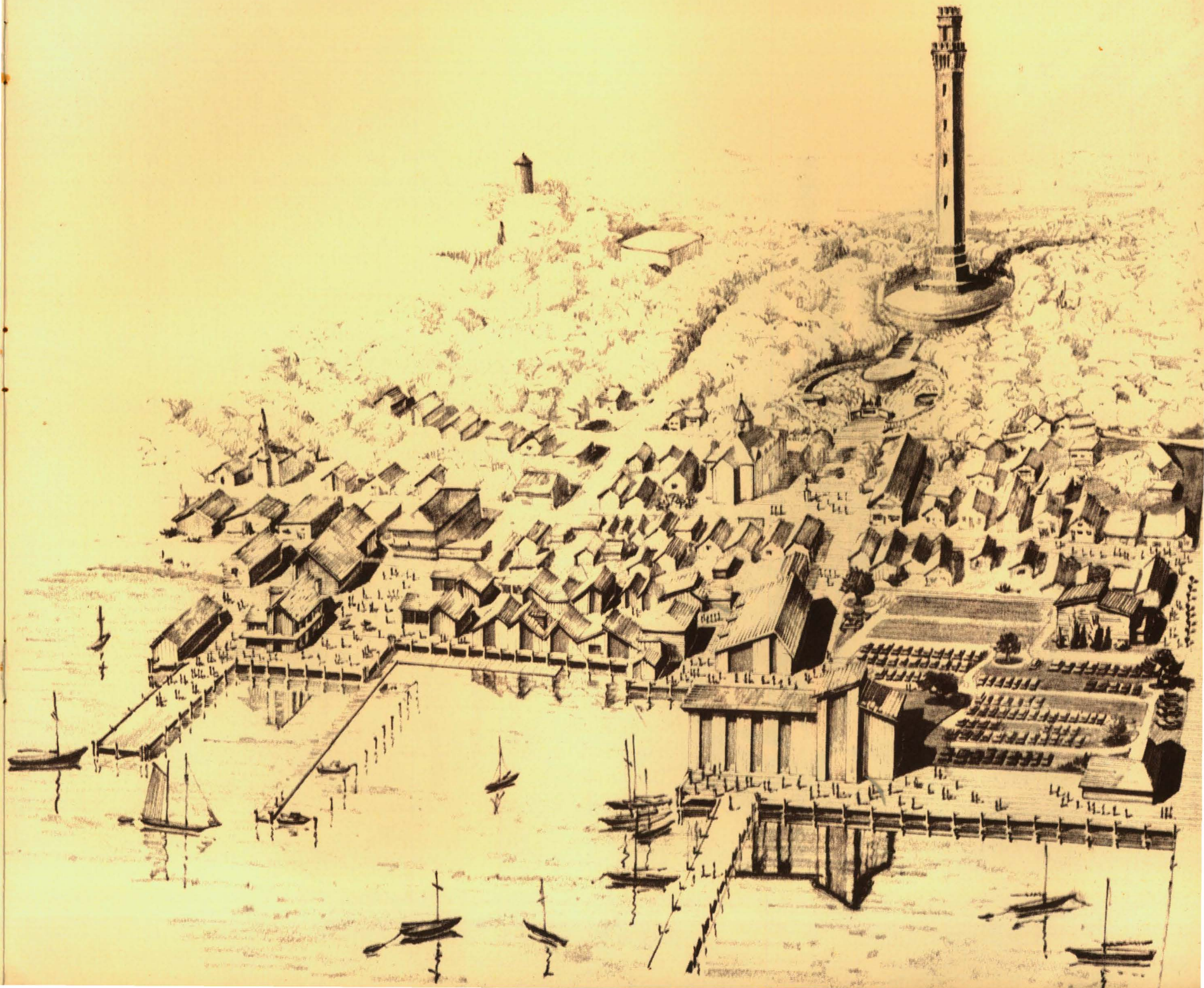
3. AS INDICATED ABOVE, FROM THE LOCUS OF THE VISITOR CENTER, MUSEUM AND PARKING AREA FOUR DISTINCTLY DIFFERENT TRANSPORTATION AND MOVEMENT POSSIBILITIES WOULD EXIST: A SCENIC AUTOMOBILE LOOP THROUGH THE NATIONAL SEASHORE TOUCHING A GREAT VARIETY OF LANDSCAPE FEATURES INCLUDING SOME PRESENTLY IN PROVINCETOWN; THE HIKING AND BICYCLING TRAILS; THE NEW HIGHWAY FACILITIES SKIRTING AND SERVING THE BUILT UP PORTIONS OF PROVINCETOWN; A SHUTTLE BUS ROUTE LEADING TO THE PEDESTRIAN PLAZAS AND MALLS IN THE HARBOR AND DOWNTOWN AREAS OF PROVINCETOWN.

4. PROVINCETOWN DOWNTOWN AND HARBOR AREAS WILL BECOME PEDESTRIAN AREAS AS SHOWN ON THE MANY DRAWINGS IN THIS BOOKLET. EVEN SO, PLAZA AND MALL AREAS WOULD BE DESIGNED TO ACCOMMODATE ESSENTIAL VEHICLES WHOSE ENTRANCE WOULD BE CONTROLLED BY STICKERS. THESE INCLUDE SERVICE VEHICLES, SOME COMMERCIAL VEHICLES, VEHICLES SERVING THE FISHING INDUSTRY, AND VEHICLES HOLDING PARKING PLACES IN THE MUNICIPAL PARKING AREA. KEY ELEMENTS OF THE PLAN ARE THESE:

A) A "MADE" LAND PROJECT IS PROPOSED JUST WEST OF THE PRESENT MUNICIPAL PARKING LOT. THIS AREA TOGETHER WITH PORTIONS OF THE PRESENT PARKING LOT WOULD BE USED FOR INTENSIVE COMMERCIAL DEVELOPMENT, BUT INCORPORATING THE SCALE AND FLAVOR OF PRESENT DAY PROVINCETOWN. THIS AREA WOULD BE CLOSELY LINKED WITH THE PRESENT COMMERCIAL AREA ON COMMERCIAL STREET TO FORM AN INTEGRATED COMPLEX WITH ALL THE COLOR, FLAVOR AND SENSE OF THE UNEXPECTED ASSOCIATED WITH PRESENT DAY PROVINCETOWN.

B) AS INDICATED ON THE OVERALL PLAN AND SKETCHES, THE PEDESTRIAN AREAS ARE DESIGNED AS A SERIES OF CONTINUOUS MALLS CONNECTING SEVERAL PLAZAS AND SQUARES. A MAJOR SQUARE IS PLANNED AT TOWN HALL WITH SMALLER PLAZAS AT THE CHRYSLER MUSEUM, LOPES SQUARE, WITHIN THE "MADE" LAND PROJECT, AND AT THE PILGRIM MONUMENT. NEW STREET LIGHTING, NEW PAVING, LANDSCAPING AND STREET BENCHES WOULD BE PROVIDED THROUGHOUT THE PROJECT. THE MONUMENT IS PROPOSED TO BE LINKED WITH TOWN HALL PLAZA BY A FOOTBRIDGE OVER BRADFORD STREET.

BIRDS EYE VIEW



WITHIN THE MADE LAND PROJECT



C) DESIGN GOAL WITHIN THE DOWNTOWN AREA IS CREATION OF THE FLAVOR OF A 19TH CENTURY NEW ENGLAND SEAPORT. HOWEVER, THE PLAN RECOGNIZES THE GREAT MIXTURE IN PRESENT PROVINCETOWN ARCHITECTURAL STYLE AND DOES NOT PROPOSE DEVELOPMENT ALONG PSEUDO-COLONIAL LINES. RATHER THE NEW SHOULD RELATE TO THE OLD IN TERMS OF COLOR, TEXTURE, SCALE AND SIZE. SINCE THE COMMUNITY WILL UNDERTAKE THE "MADE" LAND PROJECT, IT CAN CONTROL ARCHITECTURAL DEVELOPMENT OF MOST OF THE NEW CONSTRUCTION PROPOSED BY THE PLAN.

D) THE LAND USES PROPOSED IN THE PLAN WILL BE MUCH THE SAME AS THEY ARE TODAY. THE PLAN PROPOSES FEW IF ANY CHANGES IN THE PRESENT COMMERCIAL AREA OTHER THAN BEAUTIFICATION MEASURES. WITHIN THE "MADE" LAND PROJECT AREA AND ON THAT SECTION OF THE PARKING LOT PROPOSED FOR DEVELOPMENT, A MIXTURE OF USES ARE PLANNED INCLUDING HOTELS, RESTAURANTS, GALLERIES AND SHOPS WITH AN EMPHASIS ON ATTRACTING HIGH QUALITY ESTABLISHMENTS. A NEW YACHT CLUB IS PROPOSED, ALSO A NEW THEATRE. A MAJOR EMPHASIS IS TO BRING THE HARBOR INTO VIEW AND IN CONJUNCTION WITH BREAKWATER CONSTRUCTION INTENSIFY MARINE ACTIVITY IN THE CENTRAL AREA.

IMPLEMENTING THE PLAN

THE MAIN PROBLEM IN ACHIEVING THE EXTENSIVE PHYSICAL CHANGES PROPOSED IN THIS BROCHURE IS NOT AN ECONOMIC ONE. SEVERAL SOURCES OF AID APPEAR DIRECTLY APPLICABLE TO THE PROJECT INCLUDING URBAN BEAUTIFICATION FUNDS, URBAN RENEWAL ASSISTANCE FUNDS FOR THE OPEN LAND PROJECT, AND URBAN TRANSPORTATION FUNDS. IN FACT THE TAX REVENUE INCREASE REALIZABLE ON THE WATERFRONT WILL PROBABLY BE SUFFICIENT TO PROVIDE THE ECONOMIC POWER FOR THE WHOLE PROJECT. BUT, UNLESS THE COMMUNITY CAN ORGANIZE ITS HUMAN POWER NOTHING WILL OCCUR. THE PLAN PRESENTED TO THE CITIZENS OF PROVINCETOWN BY ITS PLANNING BOARD IS COMPLEX, BUT NOTHING LESS WILL ANSWER THE TOWN'S PROBLEMS. THE PLAN IS ACHIEVABLE AND WITHIN PROVINCETOWN'S ECONOMIC MEANS IF THE COMMUNITY WILL ORGANIZE ITS HUMAN RESOURCES FOR THE TASK. THE PLANNING BOARD HOPES THAT THIS BOOKLET WILL PROVIDE THE FIRST PLANK IN THE STRUCTURE OF THE FUTURE PROVINCETOWN PORTRAYED ON THESE PAGES.

PROVINCETOWN CENTRAL AREA PLAN

- ① TOWN HALL PLAZA
- ② CHRYSLER PLAZA
- ③ LOPES PLAZA
- ④ NEW ACCESS ROUTE
- ⑤ MADE LAND PROJECT
- ⑥ PRESENT PARKING AREA
- ⑦ MONUMENT PLAZA
- ⑧ NEW THEATRE
- ⑨ MARINA, YACHT CLUB AREA

■ EXISTING BUILDINGS

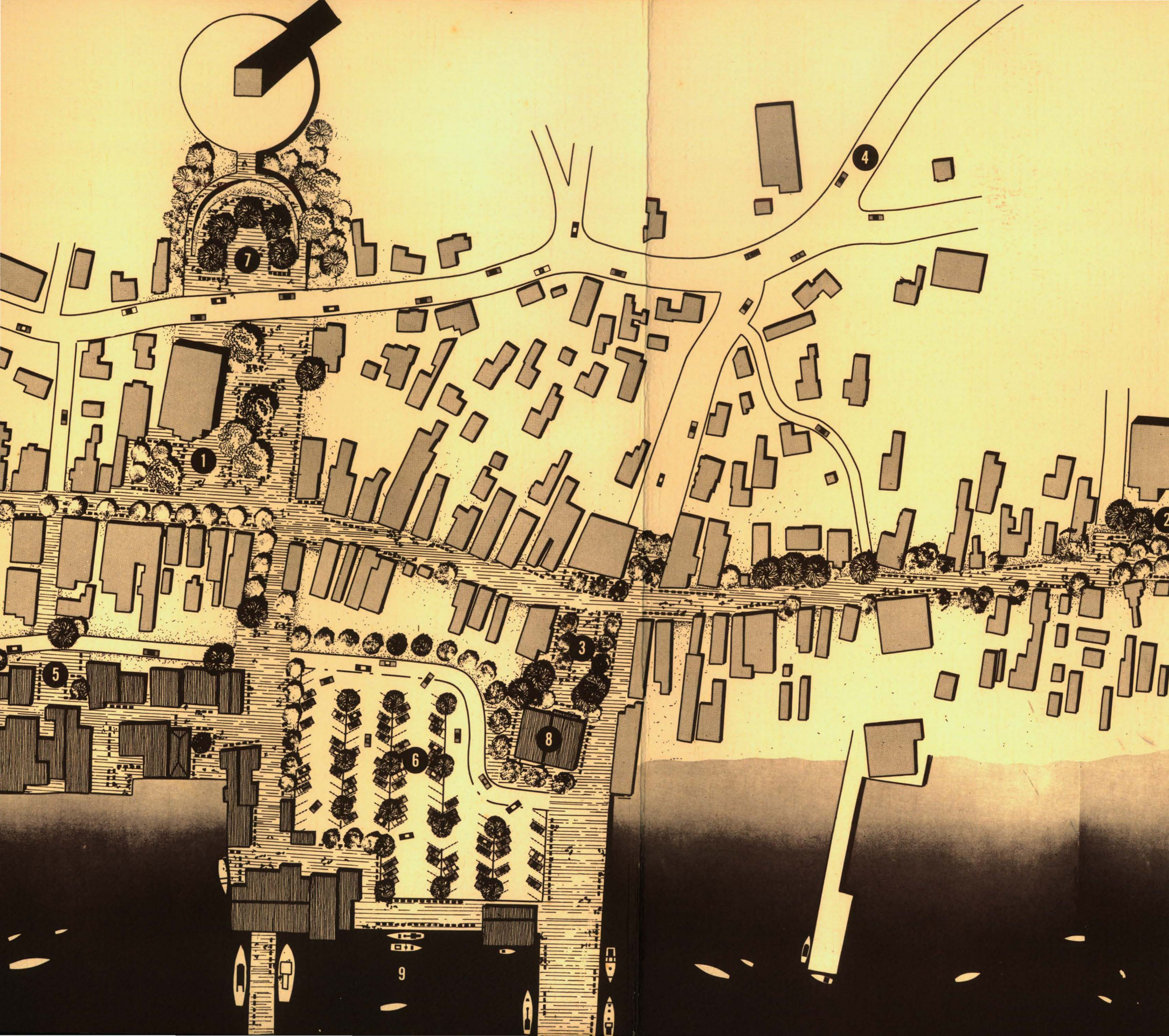
▨ NEW BUILDINGS

▨ PEDESTRIAN AREA

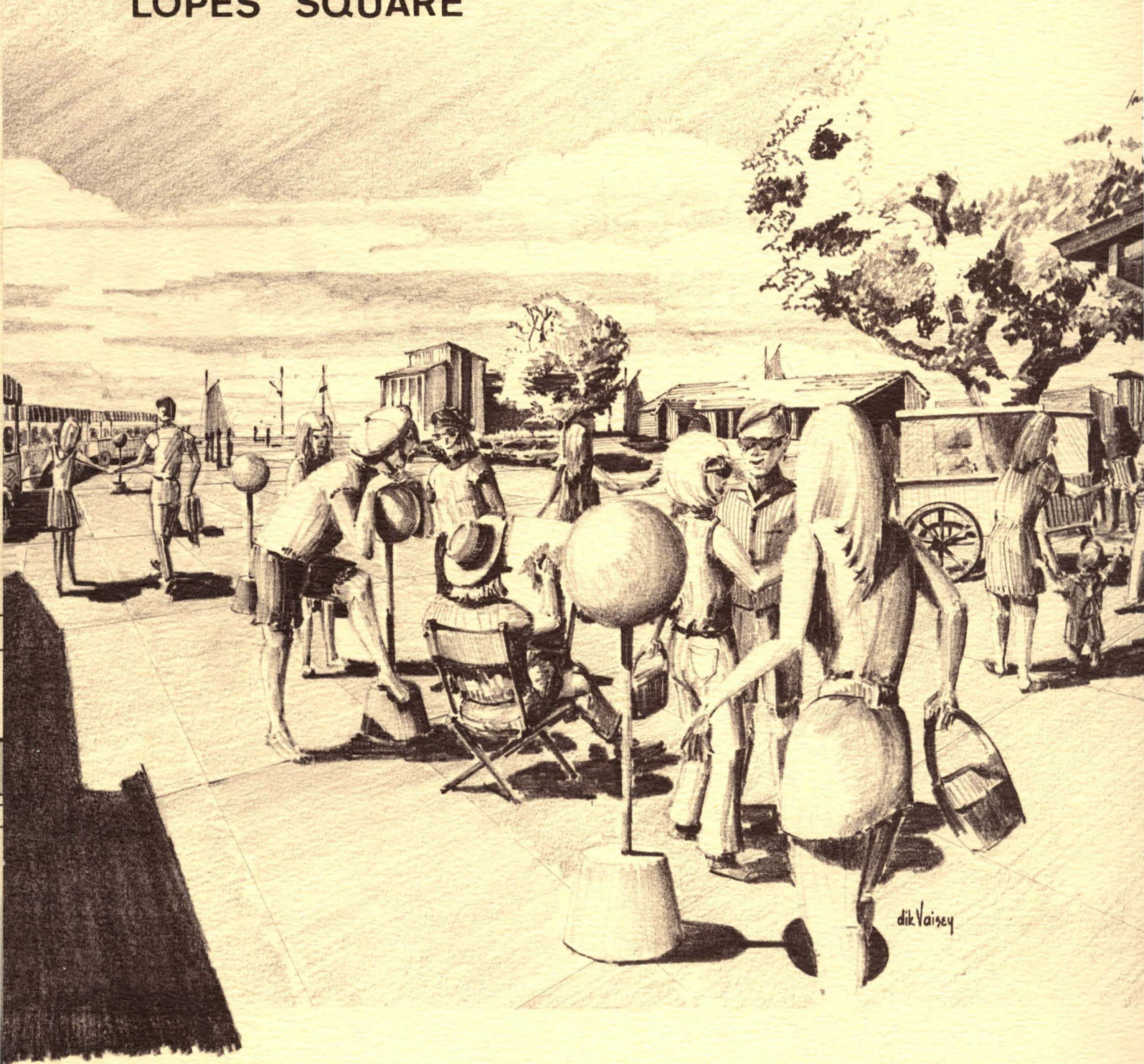
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SCALE IN FEET

COMMUNITY PLANNING SERVICES



LOPES SQUARE



DOWNTOWN PLAN

THIS REPORT WAS PREPARED FOR THE PROVINCETOWN PLANNING BOARD AND THE MASSACHUSETTS DEPARTMENT OF COMMERCE AND DEVELOPMENT, AND WAS FINANCIALLY AID-ED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PRO-GRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

**PROVINCETOWN, MASS.
1967 PLANNING BOARD**

ROBERT GUTZLER CHAIRMAN

PHILIP MALICOAT

NICHOLAS WELLS

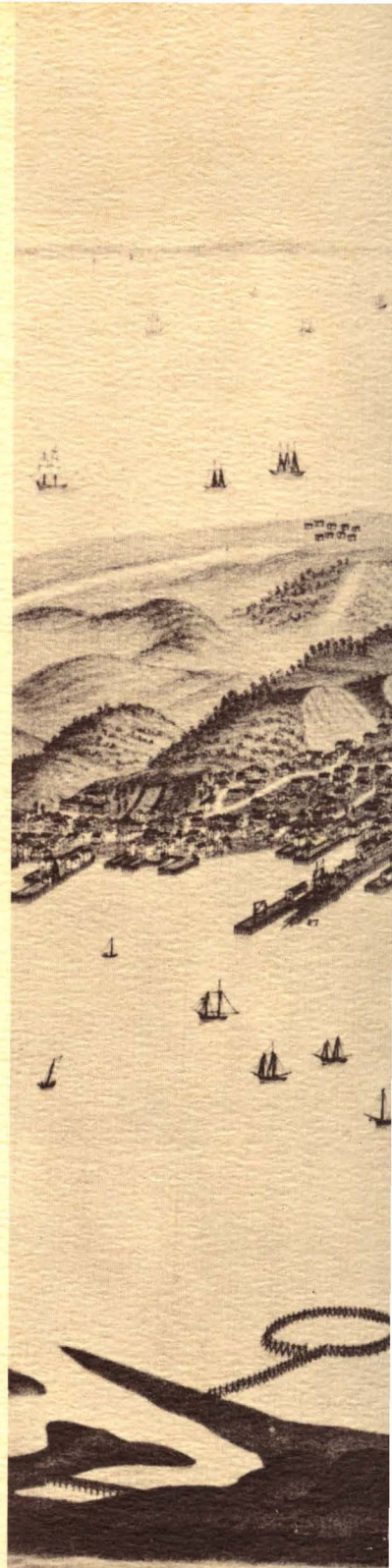
MATTHEW COSTA

ROBERT SHARTLE



**COMMUNITY PLANNING SERVICES
5 BOYLSTON PLACE, BOSTON, MASS., 02116**

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