

TOWN OF FALMOUTH
SELECT BOARD
AGENDA
MONDAY, APRIL 24, 2023 – 6:00 P.M.
SELECT BOARD MEETING ROOM
TOWN HALL
59 TOWN HALL SQUARE, FALMOUTH, MA 02540

The Select Board may discuss and vote appropriate action on any item listed on this Agenda unless a different disposition is noted. At the discretion of the Chair, agenda items may be taken out of order.

6:00 p.m. OPEN SESSION

6:00 p.m. EXECUTIVE SESSION

1. M.G.L. c.30A s.21(a)(3) – To discuss strategy with respect to collective bargaining with AFSCME Unit C

6:30 p.m. OPEN SESSION

1. Call to Order
2. Pledge of Allegiance
3. Recognition
4. Announcements
5. Public Comment

6:45 p.m. PUBLIC HEARINGS

1. Application for a Transfer of License and Alteration of Premises for an All Alcoholic Beverages Retail Restaurant License – ICA Pizza, LLC d/b/a Simply Divine, located at 271 Main Street, Falmouth (10 minutes)
2. Application for an Entertainment License – ICA Pizza, LLC d/b/a Simply Divine, located at 271 Main Street, Falmouth (10 minutes)
3. Application for a Transfer of an All Alcoholic Beverages Retail Package Store License and Pledge of Inventory, License, and Stock - Falmouth Kappy's, Inc. d/b/a Kappy's Fine Wine & Spirits - 21 Spring Bars Road, Falmouth (5 minutes)

7:10 p.m. BUSINESS

1. Application for a Change of Manager for an All Alcohol Club License – Falmouth Yacht Club, located at 290 Clinton Avenue, Falmouth (5 minutes)
2. Presentation – Water main replacement plan (15 minutes)
3. Presentation – Affordable housing proposal – 375 Sandwich Road – Saxon Partners (15 minutes)
4. Nomination to name Overlook on the Coonamessett River for Betsy Gladfelter (5 minutes)
5. Vote to designate a member of the Select Board to review the request to name the connector from the Shining Sea Bikeway to the crossing at Palmer Ave. onto Katharine Lee Bates Rd. as the Kevin Lynch Connector and to place a sign or plaque in his honor (5 minutes)
6. Vote to designate a member of the Select Board to review the request to name the connector from the Shining Sea Bikeway to the crossing at Palmer Ave. into Goodwill Park as the Bob Fitzpatrick Connector and to place a sign or plaque in his honor (5 minutes)
7. Approve request from Falmouth Farmers Market, Inc. for a waiver/reduction of the special event permit fee for the Falmouth Farmers Market at Marina Park on Thursdays from 5/25/23 – 10/5/23 plus 11/21/23 (5 minutes)

8. Presentation and vote to authorize a grant application for a Massachusetts Public Library Construction Grant for the East Falmouth branch library (5 minutes)
9. Request for variance to Sign Code – §184-7 Placement: Falmouth Public Schools – Placement of temporary sign on fence on Town property at 340 Teaticket Highway (5 minutes)
10. Remote work policy – non-union employees (5 minutes)

8:20 p.m. CONSENT AGENDA

1. Licenses

- a. Application for a Class I License to Buy and Sell New and Second Hand Motor Vehicles (boats) – Flying Bridge Marina, LLC d/b/a Flying Bridge Marina to be exercised at 250 Scranton Avenue, Falmouth
- b. Application for a Common Victualler License– ICA Pizza, LLC d/b/a Simply Divine, located at 271 Main Street, Falmouth
- c. Application for a Change of Officers of an All Alcoholic Beverages Common Victualler License - 99 Restaurants of Boston LLC d/b/a 99 Restaurant & Pub- 30 Davis Straits, Falmouth
- d. Application for a Special One-Day Wine & Malt Beverages License – West Falmouth Library Annual Art Show – 575 West Falmouth Highway, West Falmouth – Friday, 7/21/23
- e. Application for a Special One-Day Wine & Malt Beverages License – Sarah Annis for Mayflower Brewing – 5 Coonamessett Farm, 277 Hatchville Road, East Falmouth – Saturday and Sunday, 5/6 and 5/7/23
- f. Application for a Special One-Day Wine & Malt Liquor License – Michael Clark – Livin’ the Dream, Bean Bag Toss Tournament Fundraiser – The Conference Table parking lot, 205 Worcester Ct., Falmouth – Saturday, 5/13/23
- g. Application for a Special One-Day Wine & Malt Liquor License – Luke Vose, Crooked Coast – Coast Fest – Bandshell/Marina Park – Saturday, 8/5/23
- h. Application for a Sunday Entertainment License – Barnstable County Agricultural Society – Barnstable County Fair – Cape Cod Fairgrounds – Sunday, 7/23/23

2. Administrative Orders

- a. Vote to approve warrant for the annual town election on May 16, 2023
- b. Vote to authorize the extension of temporary outdoor seating approvals from April 1, 2023 to April 1, 2024
- c. Vote to designate elected members of the Falmouth Municipal Light Plant Board as Special Municipal Employees for the purposes of the Massachusetts conflict of interest law, M.G.L. c. 268A sec. 1(n).
- d. Approve license agreement authorizing Woods Hole Oceanographic Institution to access Siders Pond
- e. Authorize grant application for Lead Service Line Inventory
- f. Vote to accept donation from Stephen and Nancy Weinstein in the amount of \$500.00 to the Falmouth Fire Rescue Department
- g. Vote to accept donation of two Samsung flat screen TV’s valued at \$2,500.00 to the Falmouth Recreation Department
- h. Vote to accept FY23 Wellness Grant in the amount of \$600.00 from Cape Cod Municipal Health Group to the Personnel Department grant account

3. License Renewals – 2023 Seasonal/Annual

LODGING HOUSE LICENSE

Captain’s Manor Inn, 27 W. Main Street
 Elizabeth Hathon, 165 North Falmouth Highway
 Frederick William House, 594 Palmer Avenue
 Heights House, 25 Harbor Avenue

Inn on the Sound, 313 Grand Avenue
Inn on the Square, 40 North Main Street
Woods Hole Inn, 28 Water Street, Unit D
Woods Hole Passage Bed & Breakfast Inn, 186 Woods Hole Rd.

SECOND-HAND DEALER LICENSE

Blooming Resale, 557 N. Falmouth Highway
Cape Cod Gold & Silver, 424 Main Street
Cape Kids Treasures, 15 Davis Straits
Cashpoint, 348 East Falmouth Highway
Falmouth Stamp & Coin, 11 Town Hall Square
Hand in Hand Thrift Shop, 141 Sandwich Road
Home Again, 93 East Falmouth Highway
Hope Restored, 75 County Road
St. Vincent de Paul Thrift Shop, 18A Davisville Road
Trendy Tots, 424 Main Street

BOWLING ALLEY/POOL TABLE LICENSE

King Cormac, Inc. d/b/a Grumpy's Pub, 29 Locust Street
Town Hall Partners, LLC d/b/a Timber, 23 Town Hall Square
Trade Center Bowl, 95 Spring Bars Road

MOVIE THEATER LICENSE

Falmouth Cinema, LLC d/b/a Falmouth Cinema Pub, 137 Teaticket Hwy.

8:25 p.m. MINUTES

- I. Review and Vote to Approve Minutes of Meetings
 - a. Public Session – March 6, 2023; March 27, 2023; April 3, 2023

8:30 p.m. TOWN MANAGER'S SUPPLEMENTAL REPORT

8:35 p.m. SELECT BOARD REPORTS

8:40 p.m. DISCUSSION OF FUTURE AGENDA ITEMS

8:45 p.m. ADJOURN

Nancy R. Taylor, Chair
Select Board

OPEN SESSION

TOWN MANAGER'S PRELIMINARY REPORT



TOWN OF FALMOUTH
Office of the Town Manager & Select Board
59 Town Hall Square, Falmouth, Massachusetts 02540

TO: Select Board
FROM: Peter Johnson-Staub, Interim Town Manager *PJS*
SUBJECT: Preliminary Report for April 24, 2023
DATE: April 21, 2023

Hearings:

1. Transfer of All Alcohol Common Victualler License and Alteration of Premises – Simply Divine, 271 Main Street:

This application for transfer of license and alteration of premises has been reviewed for completeness. No concerns were raised by staff. I recommend approval.

2. Application for Entertainment License – Simply Divine, 271 Main Street:

This is application for a new entertainment license has been reviewed by staff for completeness. No staff concerns were identified. The premises has limited space for entertainment. There are residences in close proximity and also a number of other entertainment licenses in the area.

3. Transfer of All Alcohol Retail Package Store License – Falmouth Kappy's, 21 Spring Bars Road:

This is an application for transfer of an existing package store license and pledge of inventory, license and stock. The application has been reviewed for completeness. I recommend approval.

Business:

1. Application for Change of Manager – Falmouth Yacht Club, 290 Clinton Ave:

This application for change of manager has been reviewed for completeness. No concerns were raised by staff. I recommend approval.

2. Presentation – Water Main Replacement Plan

This presentation will address the condition of the Town's water mains and propose a plan to begin a systematic replacement plan. This is the first of several planned agenda items related to this topic. This presentation will address the need and the cost. At your May 1st meeting, we will have a presentation of a water rate study that will illustrate what portion of Water operating and capital costs can be covered by existing rates and a water rate increase the Board might want to consider to fund these costs. We have tentatively planned a water rate hearing for May 22nd. The Board may well decide that the water rate hearing should be continued over two meetings given the importance of the issues and cost implications for ratepayers. At this meeting, we seek the Board's input on the proposed water main replacement. Discussion of the water rate implications can be addressed at future meetings.

3. Presentation – Affordable Housing 375 Sandwich Road – Saxon Partners

The developer met with our Land Use staff group on 10/19/2022 and described concept level plans to construct 300 to 900 rental housing units on three parcels of land containing approximately 43 acres. The

developer indicated the project would be permitted under MGL 40B and that 25% of the rental units would be deed restricted affordable. At this meeting, staff raised concerns about the water quality impacts of the project. Wastewater Superintendent Amy Lowell has discussed with Saxon Partners representatives several potential treatment options. Her preferred option would be a state of the art on-site package treatment system. Even a best in class treatment facility would discharge a volume of nitrogen which would require the Town to pursue additional wastewater treatment in the Great Pond watershed to compensate for the added nitrogen that 300 units of housing would produce. The scale of this project in a location outside of the downtown area is not consistent with Falmouth's Local Comprehensive Plan given the lack of infrastructure and lack of services within walking distance. That said, we all recognize we have a housing crisis and a workforce crisis that this housing would help address. In your packet are an email and a slide presentation from David Calhoun of Saxon Partners which provide a general overview of the proposal. Saxon Partners seeks a letter of support from the Board. The Chair has indicated that a vote to endorse the project would need to be addressed at a future meeting in light of the scale and impacts of this proposal.

4. Nomination to name Coonamessett River Overlook for Elizabeth (Betsy) Gladfelter:

Joe Netto and Jessica Whritenour seek to initiate the process to name this facility in honor of Dr. Gladfelter who led the river restoration project which includes this overlook. Placement of this nomination on the Select Board agenda starts the one-year waiting period for future action on the naming proposal.

5. Designate Select Board member to review naming proposal for Shining Sea Bikeway crossing – Kevin Lynch:

This requested was initiated by the Bicycle and Pedestrian Committee one year ago. The designated Select Board member will solicit input from the Bicycle and Pedestrian Committee and possibly DPW staff before the Board schedules a hearing to consider approval of the naming request.

6. Designate Select Board member to review naming proposal for Shining Sea Bikeway crossing – Bob Fitzpatrick:

This requested was initiated by the Bicycle and Pedestrian Committee one year ago. The designated Select Board member will solicit input from the Bicycle and Pedestrian Committee and possibly DPW staff before the Board schedules a hearing to consider approval of the naming request.

7. Fee Waiver/Reduction Request – Falmouth Farmer's Market:

In recent years, the Board has voted to reduce the fee from \$3,600 for the season (\$100 per day) to \$200 plus \$500 in kind contribution for the season. So far this year, the Board has voted to waive a total of \$5,513 in special event fees out of a total of \$16,675.

8. Presentation and Vote – Grant Application for East Falmouth Library

The Library Director and Library Board of Trustees seek approval to apply for a grant for \$100,000 for design funds which would be used to evaluate options for renovating or replacing the East Falmouth Library. If awarded the grant, the Town would also be eligible for a grant of up to 50% of the cost of construction after the design is completed. Library Director Linda Collins and Library Board Chair Judy Fenwick will present the request. Additional information is included in your packet.

9. Sign Code Variance – Falmouth Public Schools, 340 Teaticket Highway:

The School Department seeks approval to affix a banner sign to the fence in front of the School Administration Building. The Town has approved variances for banner signs for a select few events in the past including the July 4th fireworks and the Buzzards Bay Watershed Ride. This is the first variance request for this location to the best of our knowledge. The Board may want to consider placing a limit on the number of banner sign variances it is willing to consider for this location.

10. Remote Work Policy for Non-Union Employees:

Human Resources Director Susan Lumpkin drafted this policy and solicited input from Department Heads. This policy has the same content as the one bargained with one of the union employee groups – AFSCME Unit A. The policy provides a guideline for supervisors to consider allowing remote work on a case-by-case basis for individual employees. It does not create an employee right to remote work but allows supervisors to consider remote work where it is deemed mutually beneficial to the employee and the department. Initially, we do not anticipate that any employees will be fully remote, meaning each employee will be working on-site for a portion of the workweek. I seek Board approval of this policy.

Consent Agenda:

1. Licenses:

We have confirmed that the Class I license to buy and sell “Motor Vehicles” sought by the Flying Bridge Marina (item ‘a.’) can be limited to boats only and that the license cannot be transferred to another location. The license form has been modified so that it will be clearly written on the license that it is for boats only.

All other licenses are routine in nature and have been reviewed by staff for completeness. I recommend approval.

2. Administrative Orders:

Under item ‘d.’ the Woods Hole Oceanographic Institution seeks approval of a license agreement to access Siders Pond via the park behind Town Hall to place a pontoon in the pond which will contain water quality testing equipment. The pontoon would be moored in the southern end of the pond from early spring through late fall for three years. Placement in the pond would be by crane. WHOI would be responsible for repairing any damage to the grass.

All other administrative orders are routine in nature and have been reviewed by staff for completeness. I recommend approval.

1. License Renewals:

The list of seasonal and annual license renewals have been reviewed by staff for completeness. I recommend approval.

OPEN SESSION

PUBLIC HEARINGS

1. Application for a Transfer of License and Alteration of Premises for an All Alcoholic Beverages Retail Restaurant License – ICA Pizza, LLC d/b/a Simply Divine, located at 271 Main Street, Falmouth **(10 minutes)**



TOWN OF FALMOUTH

Office of the Town Manager & Select Board

59 Town Hall Square, Falmouth, Massachusetts 02540

Telephone: (508) 495-7320

townmanager@falmouthma.gov

LIQUOR LICENSE HEARING

Notice is hereby given under Chapter 138 of the General Laws, as amended, that ICA Pizza, LLC d/b/a Simply Divine Pizza, Co. has applied for a Transfer of an All Alcoholic Beverages Common Victualler License and Alteration of Premises located at 271 Main Street, Falmouth, MA. There has also been an Entertainment License application submitted.

A hearing will be held in the Selectmen's Meeting Room, Falmouth Town Hall on Monday, April 24, 2023, at 6:45 p.m. on the above application.

Per order of the Select Board

LICENSING BOARD

Nancy R. Taylor

Onjalé Scott Price

Samuel H. Patterson

Douglas C. Brown

Edwin (Scott) P. Zylinski, II

Publication date: Friday, April 14, 2023; Falmouth Enterprise

LICENSE APPLICATION REVIEW

Restaurant/Business: ICA PIZZA, LLC d/b/a Simply Divine Pizza Co.

Address: 271 Main Street, Falmouth

License Type: _____

New or Transfer of License Transfer of License

or

Change of License Alteration of Premises & Entertainment License

- Police No Objections
- Fire No concerns
- Building _____
- Health _____
- Zoning No Comment, consistent with previously approved
Special Permit
- Planning //
- DPW _____
- Assessor _____
- Tax Collector _____
- Wastewater Flow Neutral Required not required
- _____
- _____

NOTES:

The attached floor plan has been approved by the Building Commissioner both for seating for 102 and for Entertainment.



The Commonwealth of Massachusetts
 Alcoholic Beverages Control Commission
 95 Fourth Street, Suite 3, Chelsea, MA 02150-2358
 www.mass.gov/abcc

APPLICATION FOR A TRANSFER OF LICENSE

Municipality

1. TRANSACTION INFORMATION

- Transfer of License
- Alteration of Premises
- Change of Location
- Management/Operating Agreement
- Pledge of Inventory
- Pledge of License
- Pledge of Stock
- Other
- Change of Class
- Change of Category
- Change of License Type (\$12 ONLY, e.g. "club" to "restaurant")

Please provide a narrative overview of the transaction(s) being applied for. On-premises applicants should also provide a description of the intended theme or concept of the business operation. Attach additional pages, if necessary.

Applicant is seeking a transfer of an all alcohol beverage license for a restaurant and tavern from JNV Ventures, LLC d/b/a Simply Divine Pizza Co. to ICA Pizza, LLC d/b/a Simply Divine Pizza Co., as well as a change of Manager to Branko Pishev and to increase seating and occupancy to 102.

2. LICENSE CLASSIFICATION INFORMATION

ON/OFF-PREMISES	TYPE	CATEGORY	CLASS
On-Premises-12	512 Restaurant	All Alcoholic Beverages	Annual

3. BUSINESS ENTITY INFORMATION

The entity that will be issued the license and have operational control of the premises.

Current or Seller's License Number FEIN

Entity Name

DBA Manager of Record

Street Address

Phone Email

Add'l Phone Website

4. DESCRIPTION OF PREMISES

Please provide a complete description of the premises to be licensed, including the number of floors, number of rooms on each floor, any outdoor areas to be included in the licensed area, and total square footage. If this application alters the current premises, provide the specific changes from the last approved description. You must also submit a floor plan.

Premises located on the first floor having a street address of 271 Main Street, Falmouth, MA, containing approximately 2,890 sq ft, open kitchen into dining room, 1 storage room, 3 bathrooms, 1 office, 1 prep kitchen. Seeking to increase seating and occupancy to 102.

Total Sq. Footage	<input type="text" value="2,890"/>	Seating Capacity	<input type="text" value="93 and 9 outside"/>	Occupancy Number	<input type="text" value="102 and 8 staff"/>
Number of Entrances	<input type="text" value="1"/>	Number of Exits	<input type="text" value="2"/>	Number of Floors	<input type="text" value="1"/>

APPLICATION FOR A TRANSFER OF LICENSE

5. CURRENT OFFICERS, STOCK OR OWNERSHIP INTEREST

Transferor Entity Name By what means is the license being transferred?

List the individuals and entities of the current ownership. Attach additional pages if necessary utilizing the format below.

Name of Principal	Title/Position	Percentage of Ownership
<input type="text" value="John N. Antonakakis"/>	<input type="text" value="Manager and Member"/>	<input type="text" value="100%"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>

6. PROPOSED OFFICERS, STOCK OR OWNERSHIP INTEREST

List all individuals or entities that will have a direct or indirect, beneficial or financial interest in this license (E.g. Stockholders, Officers, Directors, LLC Managers, LLC Members, LLP Partners, Trustees etc.). Attach additional page(s) provided, if necessary, utilizing Addendum A.

- The individuals and titles listed in this section must be identical to those filed with the Massachusetts Secretary of State.
- The individuals identified in this section, as well as the proposed Manager of Record, must complete a CORI Release Form.
- Please note the following statutory requirements for Directors and LLC Managers:
On Premises (E.g. Restaurant/ Club/Hotel) Directors or LLC Managers - At least 50% must be US citizens;
Off Premises (Liquor Store) Directors or LLC Managers - All must be US citizens and a majority must be Massachusetts residents.
- If you are a Multi-Tiered Organization, please attach a flow chart identifying each corporate interest and the individual owners of each entity as well as the Articles of Organization for each corporate entity. Every individual must be identified in Addendum A.

<input type="text" value="Branko Pishev"/>	<input type="text" value="7 Longfellow Road, East Falmouth, MA 02536"/>	<input type="text"/>	<input type="text"/>
<input type="text" value="Manager"/>	<input type="text" value="100%"/>	<input checked="" type="radio"/> Yes <input type="radio"/> No	<input checked="" type="radio"/> Yes <input type="radio"/> No
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input type="radio"/> No
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input type="radio"/> No
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input type="radio"/> No
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input type="radio"/> No

APPLICATION FOR A TRANSFER OF LICENSE

6C. DISCLOSURE OF LICENSE DISCIPLINARY ACTION

Have any of the disclosed licenses listed in question 6A or 6B ever been suspended, revoked or cancelled?
Yes [] No [X] If yes, list in table below. Attach additional pages, if necessary, utilizing the table format below.

Table with 4 columns: Date of Action, Name of License, City, Reason for suspension, revocation or cancellation. The table is currently empty.

7. CORPORATE STRUCTURE

Entity Legal Structure: LLC; Date of Incorporation: 03/22/2022; State of Incorporation: Massachusetts; Is the Corporation publicly traded? [] Yes [X] No

8. OCCUPANCY OF PREMISES

Please complete all fields in this section. Please provide proof of legal occupancy of the premises.

- If the applicant entity owns the premises, a deed is required.
• If leasing or renting the premises, a signed copy of the lease is required.
• If the lease is contingent on the approval of this license, and a signed lease is not available, a copy of the unsigned lease and a letter of intent to lease, signed by the applicant and the landlord, is required.
• If the real estate and business are owned by the same individuals listed in question 6, either individually or through separate business entities, a signed copy of a lease between the two entities is required.

Please indicate by what means the applicant will occupy the premises: Lease
Landlord Name: Saline Holdings, LLC; Landlord Phone: 508-274-0011; Landlord Email: rlc@kinchla.com; Landlord Address: P.O. Box 223, Falmouth, MA 02541; Lease Beginning Date: March 1, 2023; Lease Ending Date: February 28, 2035*; Will the Landlord receive revenue based on percentage of alcohol sales? [] Yes [X] No

9. APPLICATION CONTACT

The application contact is the person who the licensing authorities should contact regarding this application.

Name: Nicholas M. Ambellotis; Phone: 978-531-7000; Title: Attorney; Email: nma@avdalaw.com

12. MANAGER APPLICATION

A. MANAGER INFORMATION

The individual that has been appointed to manage and control the licensed business and premises.

Proposed Manager Name Date of Birth

Residential Address

Email Phone

Please indicate how many hours per week you intend to be on the licensed premises

B. CITIZENSHIP/BACKGROUND INFORMATION

Are you a U.S. Citizen? Yes No *Manager must be a U.S. Citizen

If yes, attach one of the following as proof of citizenship US Passport, Voter's Certificate, Birth Certificate or Naturalization Papers.

Have you ever been convicted of a state, federal, or military crime? Yes No

If yes, fill out the table below and attach an affidavit providing the details of any and all convictions. Attach additional pages, if necessary, utilizing the format below.

Date	Municipality	Charge	Disposition

C. EMPLOYMENT INFORMATION

Please provide your employment history. Attach additional pages, if necessary, utilizing the format below.

Start Date	End Date	Position	Employer	Supervisor Name
04/07/2022	Present	Principal	ICA Pizza, LLC d/b/a Provincetown	Self
			House of Pizza	
11/15/2014	09/30/2022	Operator/Owner	ACI Pizza, LLC b/d/a Sofia's Pizza	Self
			& Roast Beef	

D. PRIOR DISCIPLINARY ACTION

Have you held a beneficial or financial interest in, or been the manager of, a license to sell alcoholic beverages that was subject to disciplinary action? Yes No If yes, please fill out the table. Attach additional pages, if necessary,utilizing the format below.

Date of Action	Name of License	State	City	Reason for suspension, revocation or cancellation

I hereby swear under the pains and penalties of perjury that the information I have provided in this application is true and accurate:

Manager's Signature Date:

APPLICANT'S STATEMENT

I, Branko Pishev the: sole proprietor; partner; corporate principal; LLC/LLP manager
Authorized Signatory

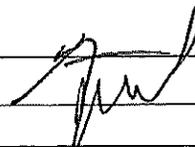
of ICA PIZZA, LLC
Name of the Entity/Corporation

hereby submit this application (hereinafter the "Application"), to the local licensing authority (the "LLA") and the Alcoholic Beverages Control Commission (the "ABCC" and together with the LLA collectively the "Licensing Authorities") for approval.

I do hereby declare under the pains and penalties of perjury that I have personal knowledge of the information submitted in the Application, and as such affirm that all statements and representations therein are true to the best of my knowledge and belief. I further submit the following to be true and accurate:

- (1) I understand that each representation in this Application is material to the Licensing Authorities' decision on the Application and that the Licensing Authorities will rely on each and every answer in the Application and accompanying documents in reaching its decision;
- (2) I state that the location and description of the proposed licensed premises are in compliance with state and local laws and regulations;
- (3) I understand that while the Application is pending, I must notify the Licensing Authorities of any change in the information submitted therein. I understand that failure to give such notice to the Licensing Authorities may result in disapproval of the Application;
- (4) I understand that upon approval of the Application, I must notify the Licensing Authorities of any change in the ownership as approved by the Licensing Authorities. I understand that failure to give such notice to the Licensing Authorities may result in sanctions including revocation of any license for which this Application is submitted;
- (5) I understand that the licensee will be bound by the statements and representations made in the Application, including, but not limited to the identity of persons with an ownership or financial interest in the license;
- (6) I understand that all statements and representations made become conditions of the license;
- (7) I understand that any physical alterations to or changes to the size of the area used for the sale, delivery, storage, or consumption of alcoholic beverages, must be reported to the Licensing Authorities and may require the prior approval of the Licensing Authorities;
- (8) I understand that the licensee's failure to operate the licensed premises in accordance with the statements and representations made in the Application may result in sanctions, including the revocation of any license for which the Application was submitted; and
- (9) I understand that any false statement or misrepresentation will constitute cause for disapproval of the Application or sanctions including revocation of any license for which this Application is submitted.
- (10) I confirm that the applicant corporation and each individual listed in the ownership section of the application is in good standing with the Massachusetts Department of Revenue and has complied with all laws of the Commonwealth relating to taxes, reporting of employees and contractors, and withholding and remitting of child support.

Signature:



Date:

3/28/23

Title:

Manager



KEENAN + KENNY ARCHITECTS, LTD.

Simply Divine Occupancy Load Calculation: 03/14/2023

Based on the MA 780 CMR and referenced 2015 IBC and as per the attached EX1.1 Existing Floor Plan, the Occupancy Load for Simply Divine's Public seating Dining Area is calculated as follows:

1. Section 303.3: Restaurants are Use Group 'Assembly Group A-2'.
2. The Dining Area as shown on the attached Floor Plan A1.0 is a combination of tables and chairs, bar seats and fixed bench seating and outdoor seating.
3. As per Table 1004.1.2 of the 2015 IBC:
 - a. Assembly without fixed Seats – Unconcentrated (tables and chairs):
Occupant Load Factor (Floor area in square feet per occupant) is 15 net.
For the inside Dining Area SF of 625.7 SF divided by 15 net SF/occupant equals 42 persons.
 - b. Assembly with fixed Seats – Section 1004.4:
For fixed seating without dividing arms, the occupant load shall be based on one person for each 18 inches of seating length.
The fixed seating is approx. 55 Lineal Feet total, divided by 18"/occupant equals 37 persons.
4. Total seating as per the numbers above equals:
 - a. Inside at tables: $42 + 37 = 79$
 - b. Inside at bar: 14
 - c. Outside seating: 9
 - d. Total seating: 102

Submitted by:


Antonia A. Kenny, R.A.



189 Main Street
Falmouth, MA 02540
508•540•0075 TEL
office@kandkarchitects.com



APPLICANT: SIMPLY DIVINE PIZZA Co.

ADDRESS: 271 MAIN ST., FALMOUTH, MA 02540

LICENSE OR LICENSE CHANGE APPLIED FOR: TRANSFER OF LISENCE &
ALTERATION OF PREMISES

The attached application has been reviewed by the Building Commissioner's Office with the following supporting documents:

- a. A seating plan completed and stamped by an Engineer or Architect and showing the occupancy load calculation.
- b. If any outdoor seating, a plot plan or site plan by a certified land surveyor. Must include parking

NOTES:

Building Department sign-off: X

DATE: 3-17-23

261 MAIN ST

CERTIFIED

A handwritten signature in black ink, appearing to read 'BC', is written over a horizontal line.

Bruce Cabral
Assistant Assessor
Town of Falmouth, MA
March 9, 2023

21 CAHOON CT 47A 14 005 000B
CLARK TRUSTEE JEAN F LUC: 104
W CLARK TRUST
35A NORTH MAIN ST
FALMOUTH. MA 02540

273 MAIN ST 47A 14 001 000A
MAGUIRE LIAM A LUC: 031
MAGUIRE DEBORAH D
273 MAIN ST
FALMOUTH. MA 02540-2750

25 CAHOON CT 47A 14 006 003
NEW BEDFORD BARGAIN STORE INC LUC: 111
PO BOX 310
FALMOUTH. MA 02541-0310

261 MAIN ST 47A 14 099A 000
SALINE HOLDINGS LLC LUC: 325
PO BOX 223
FALMOUTH. MA 02541

26 ELM ARCH WAY 47A 14 099 000
TOMMYS PLACE LLC LUC: 905
90 SHORE DR
QUINCY. MA 02169

130 KATHARINE LEE BATES 38A 09 005A 000
FALMOUTH TOWN OF LUC: 934
59 TOWN HALL SQ
FALMOUTH. MA 02540-2761

DECISION OF FALMOUTH ZONING BOARD OF APPEALS

SPECIAL PERMIT NO: 28-13

APPLICANT: JNV VENTURES, LLC d/b/a Stone L'Oven Pizza Co.
of Falmouth, MA

OWNER: Richard L. Kinchla, Jr. and Cynthia G. Kinchla
of Falmouth, MA

DEED/CERTIFICATE: Book 4478 / Page 123

SUBJECT PROPERTY: 261 Main Street, Falmouth, MA
(Applicant located in portion of building known as 271 Main)
Map 47A, Section 14, Parcel 099A, Lot 000)

Under a date of March 13, 2013 the Applicant applied to the Zoning Board of Appeals for a Modification of Special Permit 94-10 pursuant to Section(s) 240-51 D., 240-107 and 240-216 of the Code of Falmouth to expand and revise layout of floor plan and increase seating of restaurant on subject property located at 261 Main Street, Falmouth, Massachusetts.

A public hearing was opened May 16, 2013. Notice was duly given as required by Section 11 of Chapter 40A, M.G.L., as well as notices sent to all persons deemed to be affected thereby as they appear on the tax list, and at which hearing, at the Board's discretion, relevant and appropriate testimony was heard. On May 16, 2013 the Board unanimously voted to continue the hearing as requested by the Applicant to July 25, 2013 at 6:30 PM.

Board Members sitting: Chairman Matthew J. McNamara, Vice Chairman Kenneth Foreman, Member Patricia Johnson and Associate David Haddad sitting as voting member and Acting Clerk

Clerk Haddad read the Notice of Public Hearing into the record.

Attorney Robert H. Ament with Ament Law Firm was present on behalf of the Applicant, John Antonakakis, Manager of JNV Ventures, LLC, operator of Stone L'Oven restaurant, who was also present. Attorney Ament explained that Stone L'Oven restaurant [Stone L'Oven] is a Class II restaurant which is based on restaurant seating and percentage of 'to go' or 'take out' business. The Applicant feels the existing take out process in the restaurant is disruptive to diners so he would like to convert the existing take out area to seating and storage and relocate the take out operation to space available at the rear corner of abutting retail space that is currently empty. The relocation of the take out business will allow for increased seating and add some storage while removing a disruption to the dinner operation. Attorney Ament explained that there are presently 72 seats in the restaurant; a previous owner had up to 80 seats. The Applicant is asking to increase seating inside to 108 seats which includes 14 bar seats and increase the outside seating from 9 to 12 making total seating for the restaurant operation at 120 seats. Attorney Ament reminded the Board that in the past Brigham's restaurant existed in two of the existing store fronts and had 126 seats – Applicant is requesting 120 seats. He said there are no parking requirements in the Business

District of downtown Main Street due to increase of seating; Section 240-105 – gives relief to the businesses located on downtown Main Street if there is no proposed addition, new construction or change in use that would increase parking requirements from what existed as of April 2, 1979. The parking behind the building is business owned and shared by different business operations located within the same structure. Attorney Ament stated that there has been some concern noted regarding parking on abutting side-street known as Elm Arch Way but the issue has existed and is not caused by this business operation. There has been a decrease in the number of dumpsters from 5 to 3 located at the rear of the building with more frequent pickups. There is an existing public rear door to the restaurant and Mr. Antonakakis is aware of that area and employees do police the area. There is a rodent maintenance contract for the property. The restaurant is open during the summer until 11:00 PM and 10:00 PM during off season; the 'take out' operation at the rear corner of the structure (abutting Elm Arch Way) will be open until 10:00 PM during the weekends and 9:00 PM on weekdays.

Attorney Ament stated he believes the proposed increase in seating and relocation of the take out operation will not increase traffic and will not have an adverse impact on the neighborhood.

Clerk Zylinski read the Town Department referrals into the record.

A referral submitted by the Board of Health Agent David Carignan states: *No objections to the proposed expansion, except that if the area is to be used for food prep or storage, even short term storage, that use must be approved by the Food Source Establishment permitting authority; that is the Health Department. If the area is for dead storage of sealed shelf stable liquors, utensils, linens or paper goods, then there will be few obstacles to using that area.*

A referral submitted by the Historical District states: *Any exterior change or signs will require a Certificate of Appropriateness from the HDC.*

Referrals submitted from the Engineering Department, Natural Resources, Planning Department and Water Department have no comment.

Clerk Zylinski noted there were three letters in opposition submitted to the file from:

- Michael & Rebecca Greenberg of 66 Curtis Street;
- Joseph and Sandra Botbol of 60 Curtis Street; and
- Pamela Richardson of 46 Elm Arch Way

Clerk Zylinski noted the letter submitted to the file in support of the proposed changes to Stone L'Oven and signed by 12 business owners on downtown Main Street, Falmouth.

Board Questions:

Member Foreman asked about parking for the restaurant and the take out parking.

Attorney Ament said there is a substantial amount of parking in the area noting there are a lot of people that walk to town. For the take out parking, he said that there may be a designated parking space in the rear but it has not been discussed with the landlord.

Member Foreman asked about the 36% increase in seating and what the plan is to direct people to the new location for take-out service.

Attorney Ament said that the inside seating would be increased from 80 seats to 108 seats. He further stated that the hostess would direct people to walk around the corner of the building for pick up of take out.

Member Foreman asked if there is proposed signage for the pickup location and how many pickups per day are anticipated.

Attorney Ament stated that there will be a sign on Elm Arch Way if approved by the Historic Commission. He said that at peak times during the summer the number of orders is around 240 to 250 noting that 50 of those, or 20%, are take-out orders; there are about 20 take outs during lunch hour and approximately 30 during the dinner hours. Attorney Ament stated that the total number of tables in the restaurant as expanded will be 24; an occupancy number of seats of 108 doesn't mean there will be 108 customers in the store -- often there are empty seats at tables. The purpose is to seat the people who are presently waiting at peak times.

Member Johnson asked what the size of the tables in front of the building are.

Attorney Ament stated approximately 4'8".

Member Johnson asked where the hostess is located.

Attorney Ament said the hostess is located at the entrance and the cashier is located further back.

Member Haddad asked if there was any thought given to moving the take out service area to the front of the restaurant.

Attorney Ament said that the product has to be taken from the kitchen to the front of the restaurant through the dining area. He noted that the problem with it in the front of the restaurant is that it interferes with the hostess and the people waiting to be seated.

John Antonakakis added that there was a lot of thought given to the matter but they felt it to be much simpler and better use for the square footage to arrange it as proposed.

Member Haddad asked if they are making the pizza, walking outside and bringing it to the proposed location.

John Antonakakis said that it is the same concept as a customer taking it out from the front of the restaurant -- they will be walking through a different door -- difference in distance is approximately 20 feet. The can choose to park any where they would like as they do now.

Member Haddad asked if Mr. Antonakakis is in discussion with the landlord for a designated parking space for take-out.

Mr. Antonakakis stated yes, but there is no guarantee. He said he has been informed that the major parking difficulty has occurred when the farmer's market is operating.

Chairman McNamara asked about the increase of 40 seats in the restaurant.

Mr. Antonakakis stated there are people who want to eat at the restaurant but are unable to be seated due to the number in the party; and he is trying to resolve that issue -- it is a business decision.

Chairman McNamara asked where the delivery trucks park and off load.

Mr. Antonakakis said if there is a parking space where no one is parked they utilize it; if not their trucks stand by the dumpsters -- deliveries take a few minutes.

Chairman McNamara commented that earlier comment was that Brigham had 126 seats, Stone L'Oven is requesting 120 seats -- what else exists in the space where Brigham was once located?

Attorney Ament stated that the French Bakery abuts this restaurant and it has 24 seats.

Chairman McNamara pointed out that this would exceed the 126 seats in the building. He then asked about parking on Elm Arch Way.

Attorney Ament suggested 'no parking' signs; and the Applicant could notice no parking on Elm Arch Way within the restaurant.

Chairman McNamara stated concern with the difference in the location of the take out service which exists off Main Street and is now proposed off Elm Arch Way.

Attorney Ament said he believes having the designated space for Stone L'Oven be closest to the public door for takeout would make the most sense. He further commented that the proposed location will not change the number of takeout orders or the parking -- it may change where people park.

Chairman McNamara stated concern with how long people will park for the pickup of food; he asked Mr. Antonakakis approximate timing.

Mr. Antonakakis said it is difficult to give an exact timing; at least a couple of minutes to go in, pay for the product and return to vehicle.

Chairman McNamara asked if anyone present would like to speak in opposition to the proposed application.

Pamela Richardson of 46 Elm Arch Way stated opposition citing traffic and parking on Elm Arch Way as the lot behind the building is usually used by employees she believes. She stated she has noticed an increase in traffic on their road since the opening of the French Bakery.

Bill Fender, owner of 27 Elm Arch property stated he is concerned about the location of the takeout service as the takeout business may increase as it is no longer located in the restaurant off Main Street – it will be easier to get to off Elm Arch Way. He feels people will go down Elm Arch Way and turn around and may also park on Elm Arch Way which is a very narrow roadway.

Board discussion:

Member Haddad stated concern with possible increase in cars and congestion with the increase in seating and it seems like it won't get any better even with designated spaces, as it is tight back there. However, he said it is nice to see Main Street revitalized. He added that if there were adequate parking for pickup of product, he would like to see the takeout area as proposed.

Member Johnson stated she does not like the increase in seating at the front exterior of the store front -- not enough space.

Member Foreman stated that the Applicant is asking for a 40% increase in seating for the restaurant. He said he believes some increase may be warranted but believes the 40% to be excessive. He said he is not sure about the relocation of the takeout; it would be more palatable if there were at least two designated spaces for customers. He further said that clear signage is necessary so people know where and what they are supposed to do regarding takeout.

Chairman McNamara said he is less concerned about the increase in seating in the restaurant as he has grave concerns with the takeout service location and parking concerns associated with it. He said the delivery trucks may not always be standing but may be parked; employees park along the fence supposedly. He said the designated parking for takeout, employees and deliveries need to be addressed.

Member Foreman suggested that if they were not increasing seating to 40% they might have room at the front of the restaurant for the takeout service.

Member Haddad suggested that if employees do not park along the fence, someone else will.

Member Foreman suggested signage will help discourage that.

Member Foreman said he believes there needs to be a solid parking plan for takeout service with more than one designated spot, reduction in the number of seats and designated delivery truck parking.

Member Johnson said she would like the outside seating to remain the same with no increase.

Member Haddad said he has issues with safety on Elm Arch Way.

Chairman McNamara said that this may be approvable with some changes: two designated spaces for takeout, plan for delivery vehicles, employee parking plan, Stone L'Oven policing the 'no parking' on Elm Arch Way [from the proposed takeout service area].

Attorney Ament submitted correspondence from the Chamber of Commerce stating their concern about traffic and its impact to business owners on Main Street.

Attorney Ament summarized the application and said he feels that the Applicant has been very responsive to the Board's concerns.

Board questions:

Member Johnson asked where the Traffic Management Plan came from.

Attorney Ament explained that in the past they have had to deal with Cape Cod Commission's strategies to reduce traffic and parking requirements.

Member Johnson asked about a bike rack.

Attorney Ament replied that they will provide a secure bike locking space behind the building and employees will be informed of bike parking in public spaces as well. He noted that there has recently been a new bike rack installed in the park across the street.

Member Johnson asked about the number of seats the Applicant is requesting.

Attorney Ament said they have proposed 98 seats inside the restaurant and have agreed not to increase the number of nine outside seating.

Member Foreman asked about the layout in the restaurant.

Attorney Ament said they will take out ten seats to reduce to 98 but they have not revised the plan as yet.

Chairman McNamara asked about the sign designated for delivery parking, the possibility of putting signage in the area of the pickup and delivery spaces designating 'no standing' and asked how many spaces would be designated for pickup.

Attorney Ament answered that the landlord has approved signage for delivery parking and if conditioned it will be done; he agreed that putting signage in the area of the pickup and delivery spaces designating 'no standing' is appropriate; and regarding number of spaces for pickup he reminded the Board that the landlord has agreed to one space and will not agree to two spaces.

Chairman McNamara reviewed the 126 seats that Attorney Ament previously stated existing and that the restaurant occupied the entire west side of the building as of April of 1979.

Member Johnson asked Attorney Ament if he will ask the Traffic Advisory Committee to put signs on both sides of Elm Arch Way -- 'no parking' and possibly 'not a through road'.

Attorney Ament said he would ask the Traffic Advisory Committee.

Board discussed with Attorney Ament of what existed in the building when Brigham's restaurant with 126 seats was there. Attorney Ament remembered Ortin's photography being there as well as Brigham's.

Member Haddad asked if the Applicant will police the parking to the best of their ability.

Attorney Ament stated that someone will police it by cleaning up trash. He also suggested that the Town add signage directly on the street saying 'no parking' so that it can be enforced by the police.

Chairman McNamara asked if there was any further public comment in opposition to the proposed application.

Adrian Dufresne, Precinct 2, said he feels that Stone L'Oven has a successful business and a good product, but that issuance of this permit will seriously bother the residents that live at Elm Arch Way, which is a very narrow road. He said that the Town of Falmouth provides ample parking behind Peg Noonan Park [across the street]; and that the residents should not be jeopardized to benefit any business on Elm Arch Way.

Mr. Antonakakis said he would like to make it clear that what they are requesting already exists within their operation; they are simply relocating the takeout service; the cars already come to the property.

Board Discussion:

Member Haddad feels that the Applicant listened to the Board's concerns and did his best to comply. He further said he agrees with Mr. Dufresne's concerns but feels this is not an addition to the business and he will vote to approve.

Member Foreman said he is generally in favor and he feels they have made significant reductions [seating increase request] and addressed the Board's concerns. However, he said he does wish that there were two designated pickup spaces and that he would like to see a review after a period of time.

Member Johnson is pleased with the suggested improvements to the signage as well as the parking and she too would like to see a review after a certain amount of time.

Administrator Budrow stated that she has a concern with giving an approval and then requiring a review that may cancel out the agreement the Applicant has with the landlord and may require the Applicant to break lease with new pickup service area and move it back into its previous location, thus reducing seating the Board may approve herein.

Chairman McNamara said that there were 126 seats in the building when Brigham's was existed; there are now 24 seats in the French Bakery located in store front abutting this restaurant. Therefore he would like to suggest 102 seats inclusive of not more than the 9 seats existing as outside seating for Stone L'Oven. He said he would further like to condition that if the Town denies the proposed signage, there will be signage installed on the building regarding parking

approved by the Board. Chairman McNamara said he feels that a review may be inappropriate as it is hard to say whose customers are doing what on Elm Arch Way and he pointed out that people will generally not go where it is not convenient.

Member Foreman made a motion to close the hearing. Member Johnson seconded the motion. Motion carried 4 – 0.

Chairman McNamara closed the Hearing.

Findings:

The Board of Appeals, after carefully considering all of the facts and evidence submitted at the hearing, makes the following findings:

The subject property located at 261 Main Street has several store fronts -- this application site concerns premises known as 271 Main Street and 14 Elm Arch Way. The property contains 20,700 square feet of Business 1 zoned land and is located within the Historic District. The Applicant applied under Section(s) 240-51 D., 240-107 and 240-216 of the Code of Falmouth to modify previous Special Permit #94-10 to allow increased seating, revise layout and relocate the existing takeout service to a separate store front in the same structure at the rear corner of said structure (see "Certified Plot Plan" submitted to file with a Board date 'received' stamp of March 13, 2013). Section 240-107 – "Parking Reductions" – allows for parking reductions under certain circumstances, and the Applicant stated that under Section 240-105 – "Performance Requirement", no additional parking is required because as of April 2, 1979, the building was used as a restaurant with take-out sales and more seating than is now proposed. The site is located on Main Street in a Business 1 district that has a lot of public parking availability; and the site has 19 shared parking spaces at the rear of the property. The Applicant has made an agreement with the landlord to be able to utilize the most northwesterly parking space at the rear corner of the building as designated parking for takeout service; and to allow one designated area at the rear entrances of the restaurants for deliveries to the building's tenants. The parking spaces shall be designated with signage on the building: The Applicant will continue to work with the Traffic Advisory Committee for 'no parking or standing' signage on both sides of the Elm Arch Way roadway. In the event the Town does not install 'no parking' signage on Elm Arch Way, the Applicant will install signage on building façade that states no parking/standing on Elm Arch Way.

The Applicant proposed additional seating and the Board herein limits seating, inclusive of the nine outside seats, to 102 seats for the Stone L'Oven restaurant operation. This total is based on the total number of seats existing within Brigham's restaurant that existed in 1979 and took up the entire west side of the existing building structure where now both The French Bakery with 24 seats and Stone L'Oven restaurant with 102 approved seats occupy the east side of the building [126 seats total].

The Board finds that the subject property and its use meet the qualification under Section 240-105 of the Code of Falmouth and that no increase in parking will be required for the operation of this Class II restaurant. The Board further finds that the proposed relocation of the existing 'takeout' service and the additional seating approved herein does not adversely impact the downtown

business area; nor does it create any additional traffic on Main Street or Elm Arch Way. Furthermore, the Board finds that there is adequate public parking up and down Main Street to service the increase in seating for Stone L'Oven.

The Board finds that the Applicant and his representative gave testimony that the Applicant and/or his employees will endeavor to police the trash in the parking lot behind Stone L'Oven. The Board further finds that the Applicant will work with employees to reduce vehicular trips and parking through a Traffic Management Plan.

The Board finds that the subject property has had restaurant operations since the 1960's and that any increase of 'take-out' sales will not increase the parking needs.

In addition to the above findings, the Board finds that the proposed relocation of the takeout service and increased seating for Stone L'Oven restaurant will be in harmony with the general purpose and intent of this chapter and does include consideration of the criteria set forth in Section 240-216 of the Code of Falmouth as follows:

A. The site is adequate in terms of size for the proposed increased seating and relocation of the takeout service based on the findings above.

B. The site is suitable for the proposed increased seating and relocation of the takeout service as the property is zoned Business 1 and has existed in harmony within the business community it resides in.

C. There will be no impact on traffic flow and safety as the Board feels the increase in seating is in keeping with what previously existed on site, the adequate public parking available in the downtown area and the fact that a percentage of patrons downtown arrive by foot, bicycle or public transportation.

D. The visual character of the subject property will be unchanged and therefore no impact on the neighborhood's visual character or on any view or vista from the roadway or abutting properties.

E. The sewage disposal system is in place and any change will be signed off by the Board of Health.

F. There are adequate utilities to subject property by virtue of an existing restaurant on site.

G. The proposed changes to the restaurant operation discussed herein will have no effect on the supply of affordable housing in Falmouth.

H. There was no Site Plan Review required by the Planning Board and the referral submitted to the file from the Planning Department had no comment.

I. The application is within compliance of all applicable sections of the zoning bylaws as represented, except for the nonconformities stated herein.

J. The approval of this special permit does not include any affordable housing.

Member Haddad made a motion to Grant the Special Permit with conditions. Member Foreman seconded the motion.

NOW THEREFORE

BE IT RESOLVED, that the Board of Appeals (herein referred to as Board) being of the opinion aforesaid and acting under the provisions of the Code of Falmouth voted 4 - 0 to Grant the Special Permit modifying Special Permit #94-10 to JNV Ventures, LLC d/b/a Stone L'Oven

Pizza Co. (herein referred to as Applicant) under Section(s) 240-51 D., 240-105 and 240-216 of the Code of Falmouth to increase seating in restaurant and to relocate the existing takeout service as proposed within the restaurant operation located within the building known as 261 Main Street (address of Stone L'Oven known as 271 Main Street), Falmouth, Massachusetts. This special permit is subject to the following conditions:

1. There shall be no more than 102 seats for the restaurant operation known as Stone L'Oven. The 102 seats shall include the 9 seats allowed as outside seating. There shall be no increase in the amount of 9 outside seats.
2. The takeout service operation to be relocated to the southwesterly corner of existing building off Elm Arch Way shall be as represented herein by the Applicant and his representative and as shown on a "Certified Plot Plan" prepared by Falmouth Engineering, Inc. dated June 12, 2006 and with a Board date 'received' stamp of March 13, 2013; and an "Interior Design Plan" as Annex Floor Plan for takeout service for Stone L'Oven Pizza Co. with a Board date 'received' stamp of March 13, 2013.
3. During all hours of operation of the Stone L'Oven restaurant there shall be a designated 'takeout pickup' parking space with proper signage approved by the Zoning Administrator, located at the most southwesterly corner of existing structure off Elm Arch Way as shown on the "Certified Plot Plan" noted above and as shown on a photo submitted to the file with a Board date 'received' stamp of May 16, 2013 and noted on as of 7/25/2013. Said parking space shall be exclusive for the Applicant and maintained and monitored by the Applicant. Signage shall be in place prior to the use of the approved relocation of the takeout service at the southwest corner store front of the building.
4. A 'delivery' area shall be designated with signage as approved by the Zoning Administrator, located at the rear entrances of 261 Main Street. Said delivery area shall be maintained and monitored by the Applicant. Signage shall be in place prior to the exercise of rights under this Decision.
5. The Applicant shall make reasonable effort to police the parking lot at the rear of the subject building keeping it free of debris.
6. The Applicant will work with the Town and the Traffic Advisory Committee to get 'no parking or no standing' signage on both sides of the Elm Arch Way and 'not a through street' (or similar) signage where Elm Arch Way enters the Residential District. In the event the Town does not provide such signage, the Applicant will install 'no parking/no standing on Elm Arch Way' signs on the façade of the building facing Elm Arch Way.
7. The Applicant shall implement and inform employees of the Traffic Management Plan for Stone L'Oven employees.
8. The Applicant will provide a secure bike locking space behind the building on subject property.

9. Any deviation, no matter how minor, from plans submitted and approved, orally or in writing, by this Board, shall be submitted to the Board for approval prior to implementation of said change. Minor changes may be administratively approved by the Zoning Administrator.
10. This permit shall not take effect until a copy of the decision bearing the certification of the Town Clerk that 20 days has elapsed after the decision had been filed in the office of the Town Clerk with no appeal being filed, or an appeal has been filed within such time, is recorded in Barnstable Registry of Deeds. (Any person exercising rights under a duly appealed special permit does so at risk that a court will reverse the permit and that any construction performed under the permit may be ordered undone.)
11. This permit shall lapse two years from the date on which this decision is filed in the Town Clerk's office if a substantial use of the Special Permit has not sooner commenced except for good cause as determined by the Board of Appeals.

Decision of the Falmouth Zoning Board of Appeals Continued:

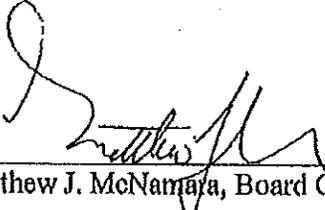
Special Permit Number: 28-13

Applicant: JNV Ventures, LLC d/b/a Stone L'Oven Pizza Co.
of Falmouth, MA

Subject Property: 261 Main Street, Falmouth, MA
(Applicant's Store front in portion of structure known as 271 Main)
Map 47A, Section 14, Parcel 099A, Lot 000

Action: The Board of Appeals, by the signature below, being present, certifies the vote of
the Board as follows for the above referenced:

Vote: 4 - 0 to Grant the Special Permit as represented to the Board, based on the
Findings stated herein and with the above stated Conditions.


Matthew J. McNamara, Board Chairman

RECEIVED

AUG 06 2013

FALMOUTH TOWN CLERK

Date Filed With Town Clerk

3:30 pm MIN

Notice is hereby given that any appeal from this Decision shall be made pursuant to Section 17 of Massachusetts General Laws, Chapter 40A, and shall be filed within twenty (20) days after the date of filing of this Decision in the office of the Falmouth Town Clerk.

OPEN SESSION

PUBLIC HEARINGS

2. Application for an Entertainment License – ICA Pizza, LLC d/b/a Simply Divine, located at 271 Main Street, Falmouth **(10 minutes)**



TOWN OF FALMOUTH

Office of the Town Manager & Select Board

59 Town Hall Square, Falmouth, Massachusetts 02540

Telephone: (508) 495-7320

townmanager@falmouthma.gov

TOWN OF FALMOUTH
SELECT BOARD
NOTICE OF PUBLIC HEARING

Notice is hereby given under Chapter 140 Section 183A of the General Laws as amended by Chapter 299 of the Acts of 1926 and amendments thereto, that ICA Pizza, LLC d/b/a Simply Divine Pizza, Co. has applied for an Entertainment License located at 271 Main Street, Falmouth, MA.

A hearing will be held in the Select Board Meeting Room, Falmouth Town Hall on Monday, April 24, 2023, at 6:45 p.m. on the above application.

Per order of the Select Board

LICENSING BOARD

Nancy R. Taylor

Onjalé Scott Price

Samuel H. Patterson

Douglas C. Brown

Edwin (Scott) P. Zylinski II

Publication date: Friday, April 14, 2023; Falmouth Enterprise

LICENSE APPLICATION REVIEW

Restaurant/Business: ICA PIZZA, LLC d/b/a Simply Divine Pizza Co.

Address: 271 Main Street, Falmouth

License Type: _____

New or Transfer of License Transfer of License

or

Change of License Alteration of Premises & Entertainment License

Police No Objections *Reviewed call log from 1/1/20-present, No reported incidents*

Fire No concerns

Building _____

Health _____

Zoning No Comment, consistent with previously approved
Special Permit

Planning //

DPW _____

Assessor _____

Tax Collector _____

Wastewater Flow Neutral Required not required

NOTES:

The attached floor plan has been approved by the Building Commissioner both for seating for 102 and for Entertainment.

Phyllis Downey

Subject: FW: Request for calls RE: SIMPLY DIVINE-TRANSFER-ALTERATION of PREMISES 04.24.23.pdf

From: Brian Reid <brian.reid@falmouthpolicema.gov>
Sent: Thursday, April 20, 2023 3:47 PM
To: Phyllis Downey <phyllis.downey@falmouthma.gov>
Subject: RE: Request for calls RE: SIMPLY DIVINE-TRANSFER-ALTERATION of PREMISES 04.24.23.pdf

Good afternoon Phyllis,
I have reviewed the call log from January 1, 2022 to present. There were no such reported incidents.
Thank you,
Capt. Reid

Captain Brian L. Reid
Falmouth Police Department
750 Main Street
Falmouth, MA 02540
774-255-4527 ext. 4502

From: Phyllis Downey <phyllis.downey@falmouthma.gov>
Sent: Thursday, April 20, 2023 2:23 PM
To: Brian Reid <brian.reid@falmouthpolicema.gov>
Subject: Request for calls RE: SIMPLY DIVINE-TRANSFER-ALTERATION of PREMISES 04.24.23.pdf

Good afternoon Capt. Reid,

On preparing the Select Board's meeting packet for next Monday I received a request for a list of any noise complaints related to the entertainment license at Simply Divine, 271 Main Street. Would you please have this information sent over to be part of the application materials?

Going forward, I hope to save time by including this request with any entertainment license applications that are received for the downtown/Main Street area.

Thank you,
Phyllis

Phyllis Downey
Town fo Falmouth
59 Town Hall Square
Falmouth MA 02540
508-495-7325



Town of Falmouth
 Office of the Town Manager/Selectmen
 59 Town Hall Square, Falmouth, MA 02540
 508-495-7320

ENTERTAINMENT LICENSE ANNUAL APPLICATION

Massachusetts General Laws, Chapter 140, Section 183A as amended by Chapter 694 of 1981

Required fields are outlined in red.

NAME OF BUSINESS: **ICA Pizza, LLC** D/B/A **Simply Divine Pizza Co**
 ADDRESS: **271 Main Street (also known as the 261 Main Street Building)**
 TOWN: **Falmouth** STATE: **MA** ZIP CODE: **02540**
 NAME OF OWNER/MANAGER: **Branko Pishev**
 TELEPHONE #: [REDACTED] EMAIL: [REDACTED]
 MAILING ADDRESS: **271 Main Street, Falmouth, MA 02540**

LOCATION OF ENTERTAINMENT ON PREMISES: [REDACTED]

DAYS OF ENTERTAINMENT: **Monday - Saturday**
 HOURS OF ENTERTAINMENT: **4 - 9**

Provide a detailed description of proposed entertainment in the field below and and attach a FLOOR PLAN of the premises including the proposed location of the entertainment:

Near the front corner, a stool for a person to sit and play acoustic guitar or play recorded music.

PLEASE CHECK THE APPROPRIATE BOX FOR ALL TYPES OF ENTERTAINMENT REQUESTED:

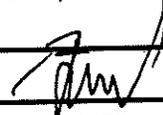
SUNDAY ENTERTAINMENT: NO YES (If YES, complete a separate Sunday Entertainment application - see Select Board office)

1. DANCING By Patrons No Dancing

2. MUSIC Recorded Live Amplified Acoustic Other

I certify that this application contains a true description of the entertainment provided by this establishment and that I have complied with M.G.L. Chapter 140, Section 183A, Paragraph 3, by stating whether as part of the concert, dance exhibition, cabaret and public show any person will be permitted to appear on the premises in any manner or attire as to expose to public view any portion of the pubic area, anus, or genitals, or any simulation thereof, or whether any female person will be permitted to appear on the premises in any manner or attire as to expose to public view any portion of the breast below the top of the areola, or any simulation thereof.

DATE **3/28/23**

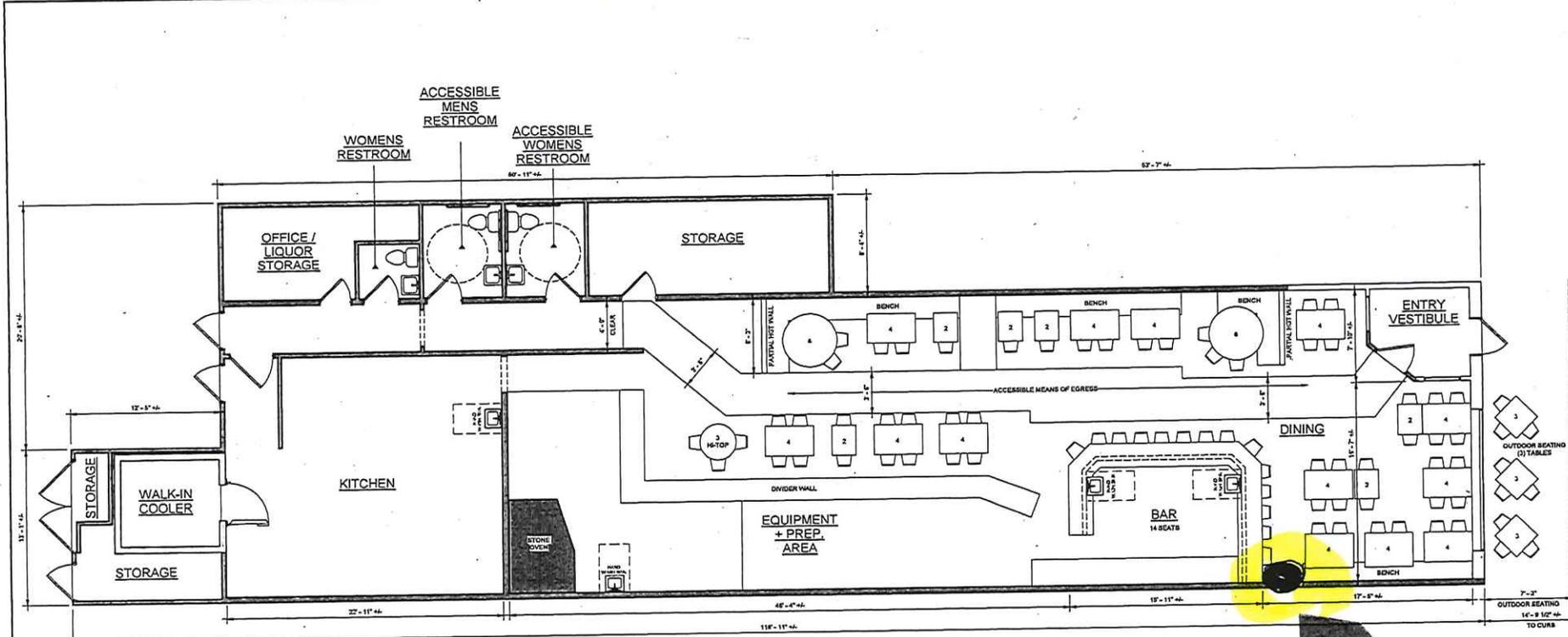
X 

Signature - OWNER or MANAGER

Total Fees Payable to the Town of Falmouth : \$110

Filing Fee: **\$10 due upon application**

License Fee: **\$100**



3/14/2023 1:00:33 PM

(A) EXISTING FLOOR PLAN
SCALE: 1/4" = 1'-0"

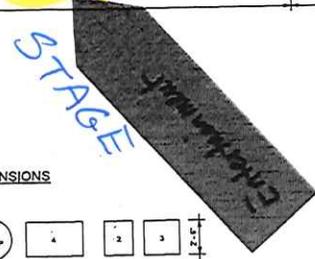
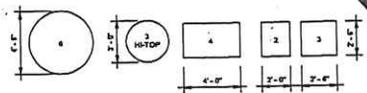
DRAWINGS REVIEWED BY
FALMOUTH BUILDING DEPARTMENT
CONSTRUCTION SUBJECT TO MA
BUILDING CODE COMPLIANCE
ONE SET OF STAMPED PLANS SHALL
BE KEPT AT THE BUILDING SITE

4-3-23
DATE

[Signature]
BUILDING OFFICIAL

TOTAL SEATING
INSIDE (TABLES) = 79
INSIDE (BAR) = 14
OUTSIDE = 9
TOTAL = 102

TYPICAL TABLE DIMENSIONS



DATE
14 MARCH 2023

REVISIONS

JK
KEENAN + KENNY ARCHITECTS, LTD.
Falmouth, Massachusetts 01940
515-541-9378 TLL, 515-541-9378 KTK
www.jkarchitects.com

AS-BUILT
SIMPLY DIVINE
PIZZA CO.
271 MAIN STREET
FALMOUTH, MA 02540



PROJECT TITLE
AS-BUILT FLOOR PLAN w/
DIAGRAMMATIC SEATING



PROJECT NO.

SCALE:
1/4" = 1'-0"

A1.1



RECEIVED

MAR 30 2023

Board of Assessors, Town of Falmouth

Town of Falmouth Assessing Department

59 Town Hall Square, Falmouth MA 02540

Telephone: 508-495-7380

Fax: 508-495-7384

REQUEST OF CERTIFIED ABUTTERS LIST

Name of person requesting abutters list:

Phyllis Downey

Address of person requesting abutters list:

ext. 7325

Phone:

(261 Main St)

Abutters to (subject property):

Map 47A Section 14 Parcel 091A Lot 000 ✓

Map _____ Section _____ Parcel _____ Lot _____

Map _____ Section _____ Parcel _____ Lot _____

Lot size of subject property: _____

Location of subject property: 271 Main Street - license/ mailing address ✓

Check one:

Direct abutters (includes properties across street)

Direct abutters in local Historic District (includes properties across the street) within 100"

Immediate abutters (includes only properties with a common property line)

Immediate abutters plus churches and schools within 500'

Properties within 300'

Properties within 300' or abutters abutter to abutter whichever is closest

Properties within 100'

Other (specify) _____

Fee. \$25.00 Total n/a

261 MAIN ST

(ASSESSOR ID 47A 14 099A 000)

CERTIFIED

A handwritten signature in black ink, appearing to read 'BC', is written over a horizontal line.

Bruce Cabral
Assistant Assessor
Town of Falmouth, MA
April 5, 2023

22 CAHOON CT ALBANO NICHOLAS A PO BOX 609 TYNGSBORO, MA 01879	47A 14 010 005 LUC: 104	20 ACADEMY LN FALMOUTH TOWN OF 59 TOWN HALL SQ FALMOUTH, MA 02540-2761	38A 09 013A 000 LUC: 931	27 SHORE ST ISLAND LIFE MANAGEMENT LLC 350 MILL RD FALMOUTH, MA 02540	47A 14 017A 002U LUC: 102
32 WALKER ST AYERS HENRY WILLIAMS 32 WALKER ST FALMOUTH, MA 02540-2720	47A 12 085 001 LUC: 109	27 ELM ARCH WAY FENDER WILLIAM H PO BOX 2318 TEATICKET, MA 02536	47A 14 090 001AU LUC: 102	27 SHORE ST ISLAND LIFE MANAGEMENT LLC 350 MILL RD FALMOUTH, MA 02540	47A 14 017A 003U LUC: 102
60 CURTIS ST BOTBOL SANDRA L 60 CURTIS ST FALMOUTH, MA 02540-2706	47A 12 077 007 LUC: 101	27 ELM ARCH WAY FENDER WILLIAM H PO BOX 2318 TEATICKET, MA 02536	47A 14 090 002AU LUC: 102	27 SHORE ST ISLAND LIFE MANAGEMENT LLC 350 MILL RD FALMOUTH, MA 02540	47A 14 017A 004U LUC: 102
21 CAHOON CT CLARK TRUSTEE JEAN F W CLARK TRUST 35A NORTH MAIN ST FALMOUTH, MA 02540	47A 14 005 000B LUC: 104	27 ELM ARCH WAY FENDER WILLIAM H PO BOX 2318 TEATICKET, MA 02536	47A 14 090 003AU LUC: 102	43 SHORE ST KETTERER DOLORES C KETTERER GREGORY 43 SHORE ST FALMOUTH, MA 02540-3145	47A 14 019 000 LUC: 101
35 CAHOON CT CRAIG SIMON O CRAIG VIVA D 3366 KENMORE RD SHAKER HEIGHTS, OH 44122	47A 14 007 002 LUC: 104	27 ELM ARCH WAY FENDER WILLIAM H PO BOX 2318 TEATICKET, MA 02536	47A 14 090 004AU LUC: 102	0 SHORE ST OFF KETTERER RLT Y LLC 43 SHORE ST FALMOUTH, MA 02540-3145	47A 14 018A 000 LUC: 130
36 CAHOON CT DINEEN TRUSTEE TERENCE L DINEEN TRUSTEE BLANCA M PO BOX 907 FALMOUTH, MA 02541	47A 14 008 001 LUC: 301	225 MAIN ST FHD REAL ESTATE LLC 237 MAIN ST FALMOUTH, MA 02540	47A 12 088 000 LUC: 325	222 MAIN ST KINCHLA PROPERTIES LLC 220 MAIN ST SUITE 101 FALMOUTH, MA 02540	38A 09 007 000 LUC: 340
317 MAIN ST DINEEN TRUSTEE TERENCE L DINEEN TRUSTEE BLANCA M PO BOX 907 FALMOUTH, MA 02541	47A 14 013 000A LUC: 325	279 MAIN ST GEORGE TRUSTEE THOMAS N GOERGE TRUSTEE ALICE M 17 THACHER SHORE RD YARMOUTH PORT, MA 02675-1125	47A 14 002 000 LUC: 031	220 MAIN ST KINCHLA PROPERTIES LLC 220 MAIN ST SUITE 101 FALMOUTH, MA 02540	38A 09 008 001 LUC: 340
57 SHORE ST DINEEN TRUSTEE TERENCE L DINEEN TRUSTEE BLANCA M PO BOX 907 FALMOUTH, MA 02541	47A 14 020 000 LUC: 301	301 MAIN ST GEORGE TRUSTEE THOMAS N ABERDEEN REALTY TRUST 17 THACHER SHORE RD YARMOUTH PORT, MA 02675-1125	47A 14 012 000B LUC: 325	214 MAIN ST KINCHLA PROPERTIES LLC 220 MAIN ST SUITE 101 FALMOUTH, MA 02540	38A 09 009 000A LUC: 325
85 SHORE ST DINEEN TRUSTEE TERENCE L DINEEN TRUSTEE BLANCA M PO BOX 907 FALMOUTH, MA 02541	47A 15 022 000 LUC: 301	47 ELM ARCH WAY HEILAND MICHELE 6909 SPRIG LEAF CIR LOUISVILLE, KY 40241-6255	47A 14 092 008 LUC: 101	285 MAIN ST LAWRENCE TRUSTEE JEFFERY S LAWRENCE REALTY TRUST PO BOX 15 EAST FALMOUTH, MA 02536	47A 14 003 000 LUC: 326
300 MAIN ST FALMOUTH TOWN OF 59 TOWN HALL SQ FALMOUTH, MA 02540-2761	38A 09 005 000 LUC: 931	27 SHORE ST ISLAND LIFE MANAGEMENT LLC 350 MILL RD FALMOUTH, MA 02540	47A 14 017A 001U LUC: 102	11 CAHOON CT LAWRENCE TRUSTEE JEFFERY S LAWRENCE TRUSTEE DEBORAH L PO BOX 15 EAST FALMOUTH, MA 02536	47A 14 004 000 LUC: 101

26 WALKER ST 47A 12 088 000
LEE WILLIAM P LUC: 101
40 PARK VIEW DR
HINGHAM, MA 02043

261 MAIN ST 47A 14 099A 000
SALINE HOLDINGS LLC LUC: 325
PO BOX 223
FALMOUTH, MA 02541

273 MAIN ST 47A 14 001 000A
MAGUIRE LIAM A LUC: 031
MAGUIRE DEBORAH D
273 MAIN ST
FALMOUTH, MA 02540-2750

59 ELM ARCH WAY 47A 14 093 007
SARWAR NADEEM LUC: 101
59 ELM ARCH WAY
FALMOUTH, MA 02540

226 MAIN ST 38A 09 006 000
MARINER PROPERTIES LLC LUC: 325
222 MAIN ST
SUITE 104
FALMOUTH, MA 02540

26 ELM ARCH WAY 47A 14 099 000
TOMMYS PLACE LLC LUC: 905
90 SHORE DR
QUINCY, MA 02169

85 ELM ARCH WAY 47A 14 097 003
MINER JESSICA L LUC: 101
MINER ANDRIA K
31 WALNUT ST
STOUGHTON, MA 02072

221 MAIN ST 47A 12 087 000
TRINICAP PROPERTIES 9 LLC LUC: 325
PO BOX 132
FALMOUTH, MA 02541

241 MAIN ST 47A 14 089 000
MYERS FAMILY REAL EST CO LLC LUC: 325
80 JILLIANN'S WAY
C/O SCOTT MYERS
COTUIT, MA 02635

40 WALKER ST 47A 12 084 001
TRIPP AARON B LUC: 104
ODELL CARRIE L
56 SHADY LN
E FALMOUTH, MA 02536

25 CAHOON CT 47A 14 006 003
NEW BEDFORD BARGAIN STORE INC LUC: 111
PO BOX 310
FALMOUTH, MA 02541-0310

44 WALKER ST 47A 12 083 002
TRIPP BRUCE W LUC: 101
TRIPP HELEN E
44 WALKER ST
FALMOUTH, MA 02540-2720

28 CAHOON CT 47A 14 009 004
NEW BEDFORD BARGAIN STORE INC LUC: 111
PO BOX 310
FALMOUTH, MA 02541

66 CURTIS ST 47A 12 078 008
PATEL PRAGYA RANI LUC: 101
SHRIVASTAV SHASHI
14 BERKLEY CT
WAYNE, NJ 07470

46 ELM ARCH WAY 47A 14 098 002
RICHARDSON PETER BRAIN LUC: 101
RICHARDSON PAMELA BONIN
46 ELM ARCH WAY
FALMOUTH, MA 02540-2740

291 MAIN ST 47A 14 011 007
ROTHMAN TRUSTEE STUART J LUC: 325
291 MAIN ST NOM TRUST
907 MASSACHUSETTS AVE
CAMBRIDGE, MA 02139



Entertainment License applications must be reviewed by the Building Commissioner's Office before the application is submitted to the Select Board

APPLICANT: ICA PIZZA, LLC

ADDRESS: 271 Main Street, Falmouth

LICENSE OR LICENSE CHANGE APPLIED FOR: Entertainment

The attached application with the following supporting documents, has been reviewed by the Building Commissioner's Office :

- a. A seating plan completed and stamped by an Engineer or Architect and showing the occupancy load calculation.
- b. If any outdoor seating, a plot plan or site plan by a certified land surveyor. Must include parking

Building Department sign-off: X *Larry Shea*

DATE: 4-3-23

OPEN SESSION

PUBLIC HEARINGS

3. Application for a Transfer of an All Alcoholic Beverages Retail Package Store License and Pledge of Inventory, License, and Stock - Falmouth Kappy's, Inc. d/b/a Kappy's Fine Wine & Spirits - 21 Spring Bars Road, Falmouth **(5 minutes)**



TOWN OF FALMOUTH

Office of the Town Manager & Select Board

59 Town Hall Square, Falmouth, Massachusetts 02540

Telephone: (508) 495-7320

townmanager@falmouthma.gov

LIQUOR LICENSE HEARING

Notice is hereby given under Chapter 138 of the General Laws, as amended, that Falmouth Kappy's, Inc. d/b/a Kappy's Fine Wine & Spirits located at 21 Spring Bars Road, Falmouth, MA has applied for a Transfer of an All Alcoholic Beverages Retail Package Store License and Pledge of Inventory, License, and Stock.

A hearing will be held in the Selectmen's Meeting Room, Falmouth Town Hall on Monday, April 24, 2023, at 6:45 p.m. on the above application.

Per order of the Select Board

LICENSING BOARD

Nancy R. Taylor

Onjalé Scott Price

Samuel H. Patterson

Douglas C. Brown

Edwin (Scott) P. Zylinski, II

Publication date: Friday, April 14, 2023; Falmouth Enterprise

LICENSE APPLICATION REVIEW

Restaurant/Business: Falmouth Kappy's, Inc. d/b/a Kappy's Fine Wine & Spirits

Address: 21 Spring Bars Road, Falmouth

License Type: _____

New or Transfer of License _____

or

Change of License Transfer of License & Pledge of Stock, Inventory, and License

Police No objections provided a background check is completed

Fire No Objections

Building No issues

Health _____

Zoning _____

Planning _____

DPW _____

Assessor _____

Tax Collector _____

NOTES: Attorney John Mooradian will appear with the proposed manager Sunilkumar Patel and the owners.



The Commonwealth of Massachusetts
 Alcoholic Beverages Control Commission
 95 Fourth Street, Suite 3; Chelsea, MA 02150-2358
 www.mass.gov/abcc

APPLICATION FOR A TRANSFER OF LICENSE

Municipality

1. TRANSACTION INFORMATION

- Transfer of License
- Alteration of Premises
- Change of Location
- Management/Operating Agreement
- Pledge of Inventory
- Pledge of License
- Pledge of Stock
- Other
- Change of Class
- Change of Category
- Change of License Type
(§12 ONLY, e.g. "club" to "restaurant")

Please provide a narrative overview of the transaction(s) being applied for. On-premises applicants should also provide a description of the intended theme or concept of the business operation. Attach additional pages, if necessary.

Applicant is purchasing the business assets and all alcohol package store license issued to Norman's Liquors, Inc.. Applicant is seeking 1) approval of the transfer of the license, 2) approval of Sunilkumar Patel as Manager of Record, 3) approval of the pledge of license, inventory, and stock to Northern Bank & Trust Company.

2. LICENSE CLASSIFICATION INFORMATION

ON/OFF-PREMISES	TYPE	CATEGORY	CLASS
Off-Premises-15	§15 Package Store	All Alcoholic Beverages	Annual

3. BUSINESS ENTITY INFORMATION

The entity that will be issued the license and have operational control of the premises.

Current or Seller's License Number FEIN

Entity Name

DBA Manager of Record

Street Address

Phone Email

Add'l Phone Website

4. DESCRIPTION OF PREMISES

Please provide a complete description of the premises to be licensed, including the number of floors, number of rooms on each floor, any outdoor areas to be included in the licensed area, and total square footage. If this application alters the current premises, provide the specific changes from the last approved description. You must also submit a floor plan.

Retail store located at 21 Spring Bars Road, Falmouth. Consists of approximately 11,600 square feet of retail space. 1 main entrance/exit. 1 emergency exits in rear.

Total Sq. Footage	<input type="text" value="11,600"/>	Seating Capacity	<input type="text" value="N/A"/>	Occupancy Number	<input type="text"/>
Number of Entrances	<input type="text" value="1"/>	Number of Exits	<input type="text" value="2"/>	Number of Floors	<input type="text" value="1"/>

APPLICATION FOR A TRANSFER OF LICENSE

5. CURRENT OFFICERS, STOCK OR OWNERSHIP INTEREST

Transferor Entity Name By what means is the license being transferred?

List the individuals and entities of the current ownership. Attach additional pages if necessary utilizing the format below.

Name of Principal	Title/Position	Percentage of Ownership
Steven Selby	President, Treasurer, Secretary, Director	100%
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>

6. PROPOSED OFFICERS, STOCK OR OWNERSHIP INTEREST

List all individuals or entities that will have a direct or indirect, beneficial or financial interest in this license (E.g. Stockholders, Officers, Directors, LLC Managers, LLC Members, LLP Partners, Trustees etc.). Attach additional page(s) provided, if necessary, utilizing Addendum A.

- The individuals and titles listed in this section must be identical to those filed with the Massachusetts Secretary of State.
- The individuals identified in this section, as well as the proposed Manager of Record, must complete a CORI Release Form.
- Please note the following statutory requirements for Directors and LLC Managers:
On Premises (E.g. Restaurant/ Club/Hotel) Directors or LLC Managers - At least 50% must be US citizens;
Off Premises (Liquor Store) Directors or LLC Managers - All must be US citizens and a majority must be Massachusetts residents.
- If you are a Multi-Tiered Organization, please attach a flow chart identifying each corporate interest and the individual owners of each entity as well as the Articles of Organization for each corporate entity. Every individual must be identified in Addendum A.

Name of Principal	Residential Address	SSN	DOB
Mitesh Patel	5 Prince Way, Sharon, MA 02067	<input type="text"/>	<input type="text"/>
Title and or Position	Percentage of Ownership	Director/ LLC Manager	
President, Treasurer, Secretary, Director	50%	<input checked="" type="radio"/> Yes <input type="radio"/> No	<input checked="" type="radio"/> Yes <input type="radio"/> No <input checked="" type="radio"/> Yes <input type="radio"/> No
Dineshkumar Patel	5 Saw Mill Pond Road, Canton, MA 02021	<input type="text"/>	<input type="text"/>
Vice President	50%	<input type="radio"/> Yes <input checked="" type="radio"/> No	<input checked="" type="radio"/> Yes <input type="radio"/> No <input checked="" type="radio"/> Yes <input type="radio"/> No
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Title and or Position	Percentage of Ownership	Director/ LLC Manager	US Citizen MA Resident
<input type="text"/>	<input type="text"/>	<input type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Yes <input type="radio"/> No
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Title and or Position	Percentage of Ownership	Director/ LLC Manager	US Citizen MA Resident
<input type="text"/>	<input type="text"/>	<input type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Yes <input type="radio"/> No

APPLICATION FOR A TRANSFER OF LICENSE

6. PROPOSED OFFICERS, STOCK OR OWNERSHIP INTEREST (Continued...)

Name of Principal	Residential Address	SSN	DOB
<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>
Title and or Position	Percentage of Ownership	Director/ LLC Manager US Citizen	MA Resident
<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	<input type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input type="radio"/> No

Name of Principal	Residential Address	SSN	DOB
<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>
Title and or Position	Percentage of Ownership	Director/ LLC Manager US Citizen	MA Resident
<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	<input type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input type="radio"/> No

Name of Principal	Residential Address	SSN	DOB
<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>
Title and or Position	Percentage of Ownership	Director/ LLC Manager US Citizen	MA Resident
<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	<input type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input type="radio"/> No

Additional pages attached? Yes No

CRIMINAL HISTORY
 Has any individual listed in question 6, and applicable attachments, ever been convicted of a State, Federal or Military Crime? If yes, attach an affidavit providing the details of any and all convictions. Yes No

6A. INTEREST IN AN ALCOHOLIC BEVERAGES LICENSE
 Does any individual or entity identified in question 6, and applicable attachments, have any direct or indirect, beneficial or financial interest in any other license to sell alcoholic beverages? Yes No If yes, list in table below. Attach additional pages, if necessary, utilizing the table format below.

Name	License Type	License Name	Municipality
See attached spreadsheet			

6B. PREVIOUSLY HELD INTEREST IN AN ALCOHOLIC BEVERAGES LICENSE
 Has any individual or entity identified in question 6, and applicable attachments, ever held a direct or indirect, beneficial or financial interest in a license to sell alcoholic beverages, which is not presently held? Yes No If yes, list in table below. Attach additional pages, if necessary, utilizing the table format below.

Name	License Type	License Name	Municipality
Mitesh Patel	Section 15	Washington Liquors, Inc.	Revere
Mitesh Patel	Section 15	S&H Supreme Norwood Fuel, Inc.	Norwood

APPLICATION FOR A TRANSFER OF LICENSE

6C. DISCLOSURE OF LICENSE DISCIPLINARY ACTION

Have any of the disclosed licenses listed in question 6A or 6B ever been suspended, revoked or cancelled?
Yes No If yes, list in table below. Attach additional pages, if necessary, utilizing the table format below.

Date of Action	Name of License	City	Reason for suspension, revocation or cancellation

7. CORPORATE STRUCTURE

Entity Legal Structure

Corporation

Date of Incorporation 2/9/2023

State of Incorporation

Massachusetts

Is the Corporation publicly traded? Yes No

8. OCCUPANCY OF PREMISES

Please complete all fields in this section. Please provide proof of legal occupancy of the premises.

- If the applicant entity owns the premises, a deed is required.
- If leasing or renting the premises, a signed copy of the lease is required.
- If the lease is contingent on the approval of this license, and a signed lease is not available, a copy of the unsigned lease and a letter of intent to lease, signed by the applicant and the landlord, is required.
- If the real estate and business are owned by the same individuals listed in question 6, either individually or through separate business entities, a signed copy of a lease between the two entities is required.

Please indicate by what means the applicant will occupy the premises

Lease

Landlord Name Scott Moore, Trustee, NLI Realty Trust

Landlord Phone (617) 523-1555

Landlord Email jwolinetz@cushingdolan.com

Landlord Address c/o Cushing & Dolan, P.C., 375 Totten Pond Road, Suite 200, Waltham, MA 02451

Lease Beginning Date x/2023

Rent per Month

Lease Ending Date x/2038

Rent per Year

Will the Landlord receive revenue based on percentage of alcohol sales?

Yes No

9. APPLICATION CONTACT

The application contact is the person who the licensing authorities should contact regarding this application.

Name: John M. Mooradian

Phone: 781-595-3311

Title: Attorney

Email: jmooradian@demakislaw.com

12. MANAGER APPLICATION

A. MANAGER INFORMATION

The individual that has been appointed to manage and control the licensed business and premises.

Proposed Manager Name

Date of Birth

Residential Address

Email

Phone

Please indicate how many hours per week you intend to be on the licensed premises

B. CITIZENSHIP/BACKGROUND INFORMATION

Are you a U.S. Citizen?*

Yes No *Manager must be a U.S. Citizen

If yes, attach one of the following as proof of citizenship US Passport, Voter's Certificate, Birth Certificate or Naturalization Papers.

Have you ever been convicted of a state, federal, or military crime?

Yes No

If yes, fill out the table below and attach an affidavit providing the details of any and all convictions. Attach additional pages, if necessary, utilizing the format below.

Date	Municipality	Charge	Disposition

C. EMPLOYMENT INFORMATION

Please provide your employment history. Attach additional pages, if necessary, utilizing the format below.

Start Date	End Date	Position	Employer	Supervisor Name
2009	2022	Clerk	Sunshine Fruit, Quincy	

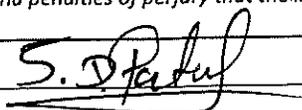
D. PRIOR DISCIPLINARY ACTION

Have you held a beneficial or financial interest in, or been the manager of, a license to sell alcoholic beverages that was subject to disciplinary action? Yes No If yes, please fill out the table. Attach additional pages, if necessary,utilizing the format below.

Date of Action	Name of License	State	City	Reason for suspension, revocation or cancellation

I hereby swear under the pains and penalties of perjury that the information I have provided in this application is true and accurate:

Manager's Signature



Date

APPLICANT'S STATEMENT

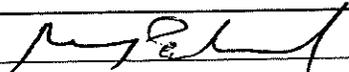
I, Mitesh Patel the: sole proprietor; partner; corporate principal; LLC/LLP manager
Authorized Signatory
of Falmouth Kappy's Inc.
Name of the Entity/Corporation

hereby submit this application (hereinafter the "Application"), to the local licensing authority (the "LLA") and the Alcoholic Beverages Control Commission (the "ABCC" and together with the LLA collectively the "Licensing Authorities") for approval.

I do hereby declare under the pains and penalties of perjury that I have personal knowledge of the information submitted in the Application, and as such affirm that all statements and representations therein are true to the best of my knowledge and belief. I further submit the following to be true and accurate:

- (1) I understand that each representation in this Application is material to the Licensing Authorities' decision on the Application and that the Licensing Authorities will rely on each and every answer in the Application and accompanying documents in reaching its decision;
- (2) I state that the location and description of the proposed licensed premises are in compliance with state and local laws and regulations;
- (3) I understand that while the Application is pending, I must notify the Licensing Authorities of any change in the information submitted therein. I understand that failure to give such notice to the Licensing Authorities may result in disapproval of the Application;
- (4) I understand that upon approval of the Application, I must notify the Licensing Authorities of any change in the ownership as approved by the Licensing Authorities. I understand that failure to give such notice to the Licensing Authorities may result in sanctions including revocation of any license for which this Application is submitted;
- (5) I understand that the licensee will be bound by the statements and representations made in the Application, including, but not limited to the identity of persons with an ownership or financial interest in the license;
- (6) I understand that all statements and representations made become conditions of the license;
- (7) I understand that any physical alterations to or changes to the size of the area used for the sale, delivery, storage, or consumption of alcoholic beverages, must be reported to the Licensing Authorities and may require the prior approval of the Licensing Authorities;
- (8) I understand that the licensee's failure to operate the licensed premises in accordance with the statements and representations made in the Application may result in sanctions, including the revocation of any license for which the Application was submitted; and
- (9) I understand that any false statement or misrepresentation will constitute cause for disapproval of the Application or sanctions including revocation of any license for which this Application is submitted.
- (10) I confirm that the applicant corporation and each individual listed in the ownership section of the application is in good standing with the Massachusetts Department of Revenue and has complied with all laws of the Commonwealth relating to taxes, reporting of employees and contractors, and withholding and remitting of child support.

Signature:



Date:

3/30/2023

Title:

President

CORPORATE VOTE

The Board of Directors or LLC Managers of Falmouth Kappy's Inc.
Entity Name

duly voted to apply to the Licensing Authority of Falmouth and the
City/Town
Commonwealth of Massachusetts Alcoholic Beverages Control Commission on 3/13/2023
Date of Meeting

For the following transactions (Check all that apply):

- New License
- Transfer of License
- Change of Manager
- Change of Officers/
Directors/LLC Managers
- Change of Location
- Alteration of Licensed Premises
- Change Corporate Name
- Change of Ownership Interest
(LLC Members/LLP Partners,
Trustees)
- Change of Class (i.e. Annual / Seasonal)
- Change of License Type (i.e. club / restaurant)
- Change of Category (i.e. All Alcohol/Wine, Malt)
- Issuance/Transfer of Stock/New Stockholder
- Other Pledge Inventory
- Change Corporate Structure (i.e. Corp / LLC)
- Pledge of Collateral (i.e. License/Stock)
- Management/Operating Agreement
- Change of Hours
- Change of DBA

"VOTED: To authorize Mitesh Patel
Name of Person

to sign the application submitted and to execute on the Entity's behalf, any necessary papers and do all things required to have the application granted."

"VOTED: To appoint Sunilkumar Patel
Name of Liquor License Manager

as its manager of record, and hereby grant him or her with full authority and control of the premises described in the license and authority and control of the conduct of all business therein as the licensee itself could in any way have and exercise if it were a natural person residing in the Commonwealth of Massachusetts."

A true copy attest,

Mitesh Patel
Corporate Officer / LLC Manager Signature

Mitesh Patel
(Print Name)

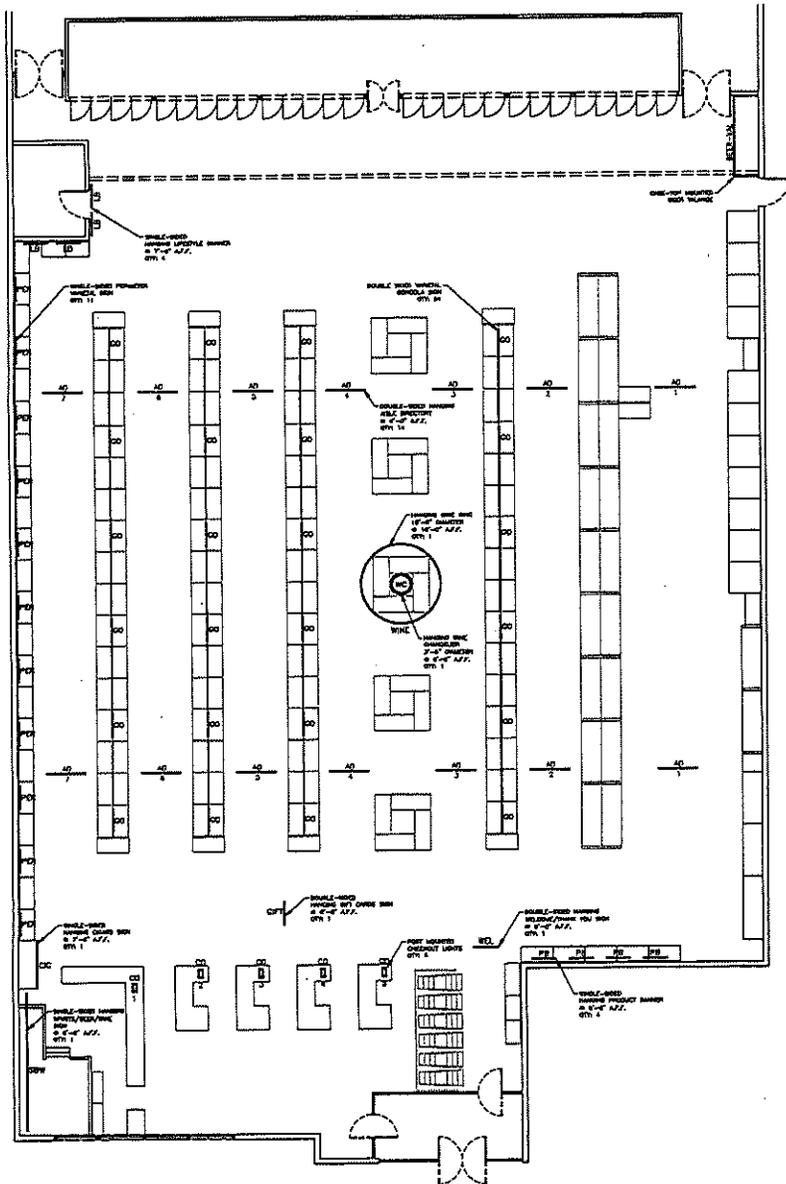
For Corporations ONLY

A true copy attest,

Mitesh Patel
Corporation Clerk's Signature

Mitesh Patel
(Print Name)

AN OVERHEAD DECOR PLAN FOR
KAPPY'S FINE WINE & SPIRITS



SIGNAGE LEGEND			
SYMBOL	DESCRIPTION	ABOVE FINISHED FLOOR	QUANTITY
AD	HANGING DOUBLE-SIDED AISLE DIRECTORY	8'-0" A.F.F.	14 TOTAL
CO	POST MOUNTED CHECKOUT LIGHTS	POST MOUNTED	5 TOTAL
CO	DOUBLE-SIDED VARIETAL GONDOLA SIGN	GONDOLA MOUNTED	24 TOTAL
PER	PERIMETER VARIETAL GONDOLA SIGN	GONDOLA MOUNTED	11 TOTAL
GIFT	HANGING DOUBLE-SIDED GIFT CARDS SIGN	8'-0" A.F.F.	1 TOTAL
WFL	HANGING DOUBLE-SIDED WELCOME/THANK YOU SIGN	8'-0" A.F.F.	1 TOTAL
LS	HANGING SINGLE-SIDED LIFESTYLE BANNER	7'-8" A.F.F.	4 TOTAL
PR	HANGING SINGLE-SIDED PRODUCT BANNER	8'-0" A.F.F.	4 TOTAL
CIG	HANGING SINGLE-SIDED CIGAR SIGN	7'-8" A.F.F.	4 TOTAL
SRW	HANGING SINGLE-SIDED SPIRITS/BEER/WINE SIGN	7'-8" A.F.F.	4 TOTAL
BEER-VAL	BEER VALANCE	CASE-MOUNTED	16 L.F.
WC	HANGING WINE CHANDELIER - 3'-8" DIAMETER	8'-0" A.F.F.	1 TOTAL
WINE	HANGING WINE RING - 10'-0" DIAMETER	10'-0" A.F.F.	1 TOTAL

NOTE: ALL SIGN QUANTITIES & INSTALLATION LOCATIONS TO BE VERIFIED BY CLIENT.

CONTACT C.I.P. RETAIL BY CALLING 800-888-8375 IF
 ANY DISCREPANCIES OR CHANGES DUE TO FIELD
 CONDITIONS. DO NOT MAKE ANY DECOR CHANGES PRIOR
 TO CONTACTING C.I.P. RETAIL FOR RECOMMENDATIONS.



Falmouth EDIC Takes Steps Toward Affordable Housing Near Bus Station

By KURT ACHIN

The board of the Falmouth Economic Development and Industrial Corporation said it will undertake a market needs study as a precursor to a possible affordable housing development adjacent to Falmouth Station.

At its monthly meeting Tuesday night, the board expressed willingness to commission an assessment of the site, which encompasses about two acres of wooded land bordering the bus depot and the Steamship Authority ferry parking lot. Buses that turn off Palmer Avenue to arrive at the station trace an outline around the northern edge of the prospective project site.

Economic development Executive Director Wayne H. Lingafelter described the study as a logical first step. "When you're going to try to have conversations down the road with various kinds of development partner, or development consultants, or funding sources, you're going to need a

relatively well-documented market study," he said.

Board enthusiasm for the project was on clear display at the meeting.

"The location couldn't be better. It checks all the boxes," said Thomas K. Feronti, corporation vice chairman. "This is the right project in the right place at the right time."

Mr. Feronti said he wanted to ensure the economic corporation board has sufficient "stamina" to see the project through, a reference to the upcoming turnover of at least two board seats in coming months.

"We have to ensure the newest members have the same amount of willingness to take this on I don't want to write a check that we can't cash," he said.

The economic development corporation has made public its desire to diversify its nearly all-male, all-white leadership as it itself diversifies. Board members also agreed support for the

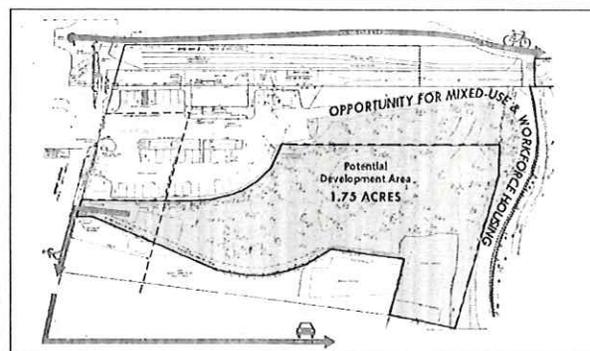
affordable housing project would be a major factor in selecting candidates.

"We want to make sure everyone who comes on is willing to 'pull the wagon,'" said Mark J. Lowenstein, economic corporation chief procurement officer. "If this isn't what you're interested in, you're not in the right spot. Because offhand, frankly, I don't see what other project is on the immediate horizon."

The economic corporation signed a 10-year lease in 2015 with the Massachusetts Department of Transportation for Falmouth Station and the surrounding lot, which in practical terms provides the board with wide latitude in envisioning development projects. However, the process of getting formal approval from state and local authorities to begin actual construction will take time.

In all, "we're probably looking at a three- to five-year project," said Mr. Lingafelter.

In the meantime, the economic



A site map depicts the area adjacent to Falmouth Station being investigated by EDIC for a potential affordable housing development.

development corporation is considering the formation of a working group to flesh out ambitions for the project. Board members say they may reach out to members of the architectural, engineering,

and affordable housing professional community for guidance.

"You've got to put people on there that you really trust to come up with good decisions," cautioned board member Michael B.

Galasso, a longtime developer of affordable housing. "Because otherwise you end up, whether it's a museum or a school, with a building that looks like it was designed by a committee."

APCC Calls For Governor To Enforce Ocean Sanctuaries Act

The Association to Preserve Cape Cod has presented a detailed legal analysis to the administration of Governor Maura T. Healey and requested it invoke the state's authority under the Ocean Sanctuaries Act, which was signed into law in 1970, to stop the discharge of radioactive wastewater from the Pilgrim Nuclear Power Station into Cape Cod Bay by Holtec International.

"APCC's analysis demonstrates the only legal option available to the commonwealth is to deny the permit application that Holtec is

pursuing to allow the discharge," the association wrote in a press release.

Holtec, the owner of Pilgrim, has proposed releasing an estimated 1.1 million gallons of radioactive waste into the bay as part of the decommissioning process for the power station.

The request provided a legal analysis showing the Ocean Sanctuaries Act prohibits new industrial discharges of pollutants into waters covered by the act, except in certain narrow exceptions that are not applicable

to Holtec's proposal.

The letter requests the Office of Coastal Zone Management, which is charged with oversight of the Ocean Sanctuaries Act, officially notify Holtec it is prohibited under the act to discharge radioactive waste or other pollutants from Pilgrim into Cape Cod Bay, which is a designated ocean sanctuary.

The association also requested the Office of Coastal Zone Management to advise the Massachusetts Department of Environmental Protection that

its issuance to Holtec of any state permit, authorization, or approval for a discharge would be inconsistent with the act. The letter explains that "Holtec's proposed discharge is not eligible for a new or modified Massachusetts Surface Water Discharge Permit, or for a new or modified state Water Quality Certification," which Holtec applied for last week.

The letter states that "Holtec's discharge cannot be considered an 'existing discharge' as defined by the statute. This exception

allows for "the operation and maintenance of existing municipal, commercial or industrial facilities and discharges where such discharges or facilities have been approved and licensed by appropriate federal and state agencies."

The association maintains Holtec's proposed radioactive release is not a permissible discharge because it was not pre-existing when the Cape Cod Bay Ocean Sanctuary was created in 1971. Because the water proposed to be discharged is related to the

decommissioning process and would occur after Pilgrim ceased its operations and associated discharges, the proposed new discharge cannot be considered "operation and maintenance" of an active power generation facility and therefore must be viewed as a new industrial discharge. According to the Ocean Sanctuaries Act, a new discharge cannot be authorized by any state agency regardless of the separate policies of the federal Nuclear Regulatory Commission, the association's release said.

Cape Cod Chamber To Host Blue Economy Conference

The Cape Cod Chamber of Commerce and Industry Foundation will host an economic development conference on the regional blue economy and workforce development at Massachusetts Maritime Academy from 11 AM to 4 PM on Tuesday, May 2, and 9 AM to 1 PM on Wednesday, May 3.

The chamber is collaborating with Avangrid, The Plymouth Foundation and the Plymouth Area Chamber of Commerce to host the two-day event, which will be held at the Maritime Conference Center at 101 Academy Drive, Buzzards Bay.

Speakers will present on legislative action, emerging industries in renewable energy, aquaculture, preservation, regional economic and more. Attendees can also expect to have conversations with regional educators, organizers, marine-life specialists and artists.

Speakers include state Office of Economic Development secretary Yvonne Hao, Senator Susan L. Moran (D-Plymouth and Barnstable), Emmy-award-winning executive producer Paul Gasek and representatives from Avangrid, Vineyard Wind 1 and South-Coast Wind.

A full list of speakers and event schedule will be posted at www.capecodchamber.org/members-events/big-blue-conference/. Tickets are priced at \$85 for

members of the Cape Cod or Plymouth Chambers of Commerce and \$125 for nonmembers; the event is limited to 200 guests.

Lunch and refreshments are planned for the first day of the conference. The "Bank 5 Breakfast" will take place on the second day, followed by refreshments, including local oysters, later that day.

Residents can purchase tickets at CapeCodChamber.org/members/events/big-blue-conference/. For more info, contact Katsy Johnson at katsy@capecodchamber.org.

Falmouth Zoning Board of Appeals Notice of Public Hearing for May 4, 2023

Notice is hereby given of the following Public Hearing to be held on Thursday, May 4, 2023, at 7:00 PM in the Select Board's Meeting Room, Town Hall, Falmouth, MA on Thursday, May 4, 2023.

Application 2023-01101 ECO Land Development LLC, 185 Main Street, Falmouth, MA. Applied to the Zoning Board of Appeals for a Special Permit pursuant to MGL Chapter 40B for the Board to review and plan pursuant to a mediation agreement by the parties during the appeal. The subject property is Parcel No. 044-1, Tolland, MA.

Files are available in the Board of Appeals Office at Town Hall for review by interested parties.

April 14, 2023

THE FALMOUTH CONSERVATION COMMISSION will hold a public hearing under Section 49, Chapter 133 of the general laws of the Commonwealth of Massachusetts Wetlands Protection Act and/or the Town of Falmouth Wetlands Protection Bylaw on **Wednesday, April 26, 2023, at 7:00 PM.**

In accordance with Section 49, Chapter 133 of the Acts of 2003, relating to the 2023 public meeting, the April 26, 2023, public meeting of the Falmouth Conservation Commission shall be physically closed to the public to avoid public congestion.

Alternative public access to the meeting shall be provided in the following manner:

1. The meeting will be televised via Falmouth Community Television.
2. Real-time public comment can be addressed to the Conservation Commission utilizing the Zoom meeting software which will be available at the meeting. Instructions on how to participate in the meeting, including a link to the Zoom meeting, will be read into the record at the appropriate points in the meeting.
3. Zoom login instructions, instructions and the meeting link for this specific meeting can be found at the following web address: <http://www.falmouth.ma.gov/conservation>.
4. Please plan on 10-15 minutes of preparation time to log in through it may be less if you have previously used Zoom on a device you will use to access the meeting.
5. Additionally, public comments may be sent in advance of the meeting to conservation@falmouth.ma.gov at least 5 business days prior to the beginning of the meeting. Documents and audio or video files and photos, if any, should be emailed. Scanned email comments and documents will be read into the record. Comments and documents will be read into the record, summarized or distilled into a meeting of the association of the chair.
6. Applicants, their representatives, and individuals with enforcement matters before the Conservation Commission may appear in person and are not required to be physically present. Applicants with enforcement matters before the Conservation Commission may contact the Conservation Department to arrange an alternate means of real-time participation (unable to use the Zoom virtual meeting software). Documenting audio or video presentations will be permitted in advance of the meeting to avoid public congestion. So they may be displayed for remote public access views.

Complete applications are available by request and will be sent via mail.

REQUESTS FOR DETERMINATION OF APPLICABILITY

C1. Realty Trust, 89 Bellevue Road, Falmouth, MA. For permission to pump/dump and replace an existing soil remediation system; and to install a new septic discharge system.

Jeffrey Oppenheim, Trustee of Cedar Trust, 123 Atlantic Road, East Falmouth, MA. For permission to construct a swimming pool, install a fire pit, and construct a ramp.

Dorothy Smith, 488 Central Avenue, East Falmouth, MA. For permission to construct an

TOWN OF FALMOUTH SELECT BOARD NOTICE OF PUBLIC HEARING

Notice is hereby given under Chapter 140 Section 13B of the General Laws as amended by Chapter 233 of the Acts of 1926 and amendments thereto, that ICA Pizza, LLC (formerly Ed's Pizza Co.) has applied for an Entertainment License located at 271 Main Street Falmouth, MA.

A hearing will be held in the Select Board Meeting Room, Falmouth Town Hall on Monday, April 24, 2023, at 6:45 pm, on the above application.

Per order of the Select Board:
Samuel Patterson
Douglas G. Brown
Edwin (Scott) P. Zylinski III

April 14, 2023

Virtual Public Hearing CAPE COD COMMISSION

The Cape Cod Commission will hold a virtual public hearing on the following Project on Tuesday, April 27, 2023 at 1:00 PM. The Project is the installation of a new cable for Regional Inland (RI) pursuant to Sections 12 & 13 of the Cape Cod Commission Act, as amended.

Project: **Mathias Vineyard Reliability Project (CCG File No. 202009)**

Project Location: Town of Falmouth, MA. The Project proposes a 1.5 mile submarine distribution cable from Falmouth to OAK Bluffs to increase the reliability of electrical service on Martha's Vineyard. The Project includes an approximately 2.7 mile underground duct and manhole system to connect the cable to the existing 25KV distribution cable from the existing EverSource Substation at Stephens Lane in Falmouth to the landfall site at Surf Drive Beach in Falmouth.

Note: The hearing will be held virtually pursuant to Chapter 20 of the Acts of 2021, as amended.

The public can join and participate in the meeting using one of the following methods: By phone: The hearing will follow a public hearing agenda, including the following: (1) case/decision-making organization, (2) public comment, (3) public hearing, (4) public comment, (5) public hearing, (6) public comment, (7) public hearing, (8) public comment, (9) public hearing, (10) public comment, (11) public hearing, (12) public comment, (13) public hearing, (14) public comment, (15) public hearing, (16) public comment, (17) public hearing, (18) public comment, (19) public hearing, (20) public comment, (21) public hearing, (22) public comment, (23) public hearing, (24) public comment, (25) public hearing, (26) public comment, (27) public hearing, (28) public comment, (29) public hearing, (30) public comment, (31) public hearing, (32) public comment, (33) public hearing, (34) public comment, (35) public hearing, (36) public comment, (37) public hearing, (38) public comment, (39) public hearing, 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OPEN SESSION

BUSINESS

1. Application for a Change of Manager for an All Alcohol Club License – Falmouth Yacht Club, located at 290 Clinton Avenue, Falmouth **(5 minutes)**

LICENSE APPLICATION REVIEW

Restaurant/Business: Falmouth Yacht Club

Address: 290 Clinton Avenue, Falmouth

License Type: _____

New or Transfer of License _____

or

Change of License Change of Manager

- Police No objection pending 5/3/23 background check
- Fire No objections
- Building _____
- Health _____
- Zoning _____
- Planning _____
- DPW _____
- Assessor _____
- Tax Collector _____
- _____
- _____
- _____

NOTES:



The Commonwealth of Massachusetts
 Alcoholic Beverages Control Commission
 95 Fourth Street, Suite 3, Chelsea, MA 02150-2358
 www.mass.gov/abcc

AMENDMENT-Change of Manager **Change of License Manager**

1. BUSINESS ENTITY INFORMATION

Entity Name: FALMOUTH YACHT CLUB Municipality: FALMOUTH ABCC License Number: 00006-CL-0390

2. APPLICATION CONTACT
 The application contact is the person who should be contacted with any questions regarding this application.

Name: ARIANNE DAMON Title: MANAGER Email: [REDACTED] Phone: [REDACTED]

3A. MANAGER INFORMATION
 The individual that has been appointed to manage and control of the licensed business and premises.

Proposed Manager Name: ARIANNE DAMON Date of Birth: [REDACTED]

Residential Address: 22 BATES RD SUITE #318, MASHPEE, MA 02649

Email: EVENTS@FALMOUTHYACHTCLUB.COM Phone: [REDACTED]

Please indicate how many hours per week you intend to be on the licensed premises: 40+ Last-Approved License Manager: JAY KEHOE

3B. CITIZENSHIP/BACKGROUND INFORMATION

Are you a U.S. Citizen? Yes No *Manager must be U.S. citizen

If yes, attach one of the following as proof of citizenship US Passport, Voter's Certificate, Birth Certificate or Naturalization Papers.

Have you ever been convicted of a state, federal, or military crime? Yes No

If yes, fill out the table below and attach an affidavit providing the details of any and all convictions. Attach additional pages, if necessary, utilizing the format below.

Date	Municipality	Charge	Disposition

3C. EMPLOYMENT INFORMATION
 Please provide your employment history. Attach additional pages, if necessary, utilizing the format below.

Start Date	End Date	Position	Employer	Supervisor Name
2011	N/A	BARTENDER	FALMOUTH YACHT CLUB	SHEILA REED
2021	N/A	EVENT COORDINATOR	FALMOUTH YACHT CLUB	SHEILA REED

3D. PRIOR DISCIPLINARY ACTION
 Have you held a beneficial or financial interest in, or been the manager of, a license to sell alcoholic beverages that was subject to disciplinary action? Yes No If yes, please fill out the table. Attach additional pages, if necessary,utilizing the format below.

Date of Action	Name of License	State	City	Reason for suspension, revocation or cancellation

I hereby swear under the pains and penalties of perjury that the information I have provided in this application is true and accurate:

Manager's Signature: Arienne Damon Date: 3/28/2023

APPLICANT'S STATEMENT

I, Jamie Tormey the: sole proprietor; partner; corporate principal; LLC/LLP manager
Authorized Signatory

of Falmouth Yacht Club
Name of the Entity/Corporation

hereby submit this application (hereinafter the "Application"), to the local licensing authority (the "LLA") and the Alcoholic Beverages Control Commission (the "ABCC" and together with the LLA collectively the "Licensing Authorities") for approval.

I do hereby declare under the pains and penalties of perjury that I have personal knowledge of the information submitted in the Application, and as such affirm that all statements and representations therein are true to the best of my knowledge and belief. I further submit the following to be true and accurate:

- (1) I understand that each representation in this Application is material to the Licensing Authorities' decision on the Application and that the Licensing Authorities will rely on each and every answer in the Application and accompanying documents in reaching its decision;
- (2) I state that the location and description of the proposed licensed premises are in compliance with state and local laws and regulations;
- (3) I understand that while the Application is pending, I must notify the Licensing Authorities of any change in the information submitted therein. I understand that failure to give such notice to the Licensing Authorities may result in disapproval of the Application;
- (4) I understand that upon approval of the Application, I must notify the Licensing Authorities of any change in the ownership as approved by the Licensing Authorities. I understand that failure to give such notice to the Licensing Authorities may result in sanctions including revocation of any license for which this Application is submitted;
- (5) I understand that the licensee will be bound by the statements and representations made in the Application, including, but not limited to the identity of persons with an ownership or financial interest in the license;
- (6) I understand that all statements and representations made become conditions of the license;
- (7) I understand that any physical alterations to or changes to the size of the area used for the sale, delivery, storage, or consumption of alcoholic beverages, must be reported to the Licensing Authorities and may require the prior approval of the Licensing Authorities;
- (8) I understand that the licensee's failure to operate the licensed premises in accordance with the statements and representations made in the Application may result in sanctions, including the revocation of any license for which the Application was submitted; and
- (9) I understand that any false statement or misrepresentation will constitute cause for disapproval of the Application or sanctions including revocation of any license for which this Application is submitted.
- (10) I confirm that the applicant corporation and each individual listed in the ownership section of the application is in good standing with the Massachusetts Department of Revenue and has complied with all laws of the Commonwealth relating to taxes, reporting of employees and contractors, and withholding and remitting of child support.

Signature: [Handwritten Signature]

Date: 3-30-23

Title: Rear Commodore

This is your official TIPS certification card. Carry it with you as proof of your TIPS certification

Congratulations!

This card certifies that you have successfully completed the TIPS (Training for Intervention Procedures) program. We value your participation and dedication to the responsible sale, service, and consumption of alcohol.

By using the techniques you have learned, you will help to provide a safer environment for your patrons, peers, and colleagues and reduce the tragedies resulting from intoxication, underage drinking, and drunk driving.

If you have any information you think would enhance the TIPS program, or if we can assist you in any way, please contact us at 800-438-8477.



Sincerely,

A cursive signature of Adam F. Chafetz, written in black ink.

Adam F. Chafetz
HCI President

ID#: 5409395 Name: Arianne E Damon
Exam Date: 12/11/2020 Expiration Date: 12/11/2023



eTIPS On Premise 3.1

CERTIFIED

Issued: 12/11/2020

Expires: 12/11/2023

ID#: 5409395

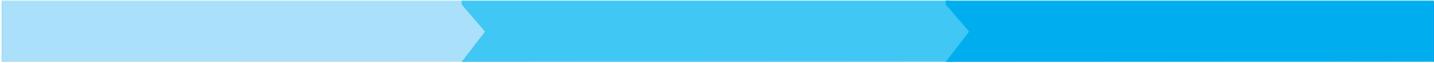
Arianne E Damon
Falmouth Yacht Club
290 Clinton Ave
Falmouth, MA 02540-3808

For service visit us online at www.gettips.com

OPEN SESSION

BUSINESS

2. Presentation – Water main replacement plan **(15 minutes)**



CAPITAL EFFICIENCY PLAN™

April 2020
Cost Estimates Revised April 2023

Falmouth, Massachusetts





April 15, 2020

Mr. Stephen Rafferty, Water Superintendent
Falmouth Department of Public Works
416 Gifford Street
Falmouth, MA 02540

Subject: Capital Efficiency Plan™
Falmouth, Massachusetts
T&H No. 5327

Dear Mr. Rafferty:

In accordance with our agreement, Tata & Howard is pleased to present the Capital Efficiency Plan™ for the Town of Falmouth's water distribution system. The analysis and improvements in this report are based on the Three Circles Approach for optimum capital efficiency, which combines hydraulic and critical component considerations with an asset management rating system to evaluate the condition of the water mains in the distribution system. Supply and storage needs were also evaluated in this report.

Hydraulic recommendations were developed as part of this study. Critical areas of the system were identified and tested in the hydraulic model for redundancy. Finally, each segment of water main was evaluated based on age, material, diameter, water quality, break history, and soil characteristics to determine an asset management score. The results were combined to determine the water mains most in need of replacement and establish a prioritized set of improvements in the system. A detailed description of the improvements and estimated costs is presented in Section 7.

During the course of this project, Mr. Ryan Neyland, P.E. served as Project Manager, Mr. Philip MacClellan, P.E. served as Project Engineer, Ms. Kathryn Carreira served as Assistant Project Engineer, and Ms. Karen Gracey, P.E. provided technical reviews.

At this time, we wish to express our continued appreciation to the Town of Falmouth for their participation in this study and for their help in collecting information and data. We appreciate the opportunity to assist the Town of Falmouth on this important project.

Sincerely,

TATA & HOWARD, INC.

A handwritten signature in black ink that reads 'Ryan P. Neyland'.

Ryan Neyland, P.E.
Vice President

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F	Three Circles Integration Map
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Section 1

SECTION 1 – Executive Summary

1.1 General

Tata & Howard, Inc. was retained by the Town of Falmouth to complete a Capital Efficiency Plan™ for the Falmouth water system. The purpose of the Capital Efficiency Plan™ (CEP) is to identify areas of the water distribution system in need of rehabilitation, repair, or replacement; and to prioritize improvements to make the most efficient use of the Town's capital budget. In addition to distribution system water mains, water supply and storage needs are evaluated and prioritized.

Tata & Howard evaluated the water distribution system piping using the Three Circle Approach, which consists of the following evaluation criteria:

- System hydraulic evaluation,
- Critical component assessment,
- Asset management considerations.

Each circle represents a unique set of evaluation criteria for each water main segment. From each set of criteria, system deficiencies are identified and then compared. Any deficiency that falls into more than one circle is given higher priority than one that falls into a single circle. Using the Three Circle Approach, recommended improvements will result in the most benefit to the system. In addition, the Three Circle Approach allows us to identify any situations that mitigate a deficiency in one circle and eliminate a deficiency in another circle. By integrating all three sets of criteria, the infrastructure improvement decision making process and overall capital efficiency are optimized.

1.2 System Hydraulics

Data provided by the Massachusetts Department of Conservation and Recreation (DCR) 2015 Water Needs Forecasts was used to estimate a projected 2040 population of 47,705 for the Town of Falmouth, including annualized seasonal population. Based on the DCR 2015 Water Needs Forecast, the normal seasonal demand variations due to population changes, and typical water consumption, the estimated projected average day demand (ADD) for the year 2040 is approximately 4.78 million gallons per day (mgd). The projected 2040 ADD, historical ADD, and maximum day demand (MDD) data was used to project a 2040 MDD of approximately 11.09 mgd. These demand projections were input into the hydraulic model and simulations were run to identify the system's ability to provide adequate water at adequate pressure during both average day and maximum day demands. The model runs identified multiple areas where system hydraulic deficiencies may exist. The demand projections were also used to review existing and projected water supply and water storage needs for the water system.

Hydraulic deficiencies were identified as part of a system wide evaluation to review transmission capabilities of the system, review the system's ability to provide Insurance Service Office (ISO) recommended fire flows, and eliminate dead ends and bottlenecks in the system, when possible.

1.3 Critical Components

A critical component assessment was performed for the water distribution system to evaluate the impact of potential water main failures on the system. The critical component assessment includes identification of critical areas served, critical water mains, and the need for redundant mains. Critical areas served were identified by the Falmouth Department of Public Works (DPW) Water Division staff and include water department facilities, medical facilities, schools, and critical institutions, including those in Woods Hole. Critical water mains include primary transmission lines, mains connecting water storage tanks and sources to the system, mains that will cause a system demand shortfall of 1.0-percent or greater if a break occurs, and water mains that cross rivers, streams, waterways, and railroad tracks.

1.4 Asset Management

An asset management evaluation was completed on all water mains in the water distribution system. A number of factors were considered in the rating system, including installation year, diameter, material, water quality, break history, and soil characteristics. These factors affect the decision to replace or rehabilitate a water main. Using the asset management rating approach, each water main in the system was assigned a rating based on these factors. Water mains with a total rating between zero and 19 are considered to be in good to excellent condition. Mains with a total rating between 20 and 39 are considered to be in fair to good condition, and mains with a total rating of 40 or greater are considered to be in poor to fair condition.

1.5 Distribution System Evaluation

Utilizing the Three Circles Approach, water main improvements were recommended and prioritized based on the aforementioned criteria. Phase I improvements generally include any recommended improvements that fall into all three circles and are hydraulically deficient, critical, and have a high asset management score. The total estimated probable construction cost of the Phase I recommended improvements is approximately \$6,740,000. Phase II improvements include any recommended improvements that fall into two of the circles. The total estimated probable construction cost of the Phase II recommended improvements is approximately \$42,315,000. Phase III recommendations include any recommended improvements that are needed hydraulically or any recommended improvements that have a high asset management score indicating poor to fair condition. Phase III improvements have been split into two categories. Phase IIIA improvements represent any remaining hydraulic improvements and Phase IIIB improvements are the water mains with high asset management scores that do not fall into any other circle. The total estimated probable construction cost of Phase IIIA improvements is approximately \$6,430,000. The total estimated probable construction cost of Phase IIIB improvements is approximately \$176,360,000. These water mains are identified on the Recommendations Maps in Appendix G.

Costs are based on recent bid tabulations and do not consider escalation based on an actual planned construction date for each recommended improvement. Estimated costs for each improvement include construction costs for the water main, hydrants, services, appurtenances, and temporary and permanent pavement. A 25 to 30-percent allowance for engineering, permitting, and contingency is included in each project's estimated cost. The standard allowance for engineering

and contingency is 25-percent, but for any improvements that include a bridge crossing or horizontal directional drill, the allowance is increased to 30-percent due to the complexities associated with these projects.

1.6 Water Supply Evaluation

The existing water supply sources were evaluated relative to current and future water demands. The Town currently exceeds its total permitted and registered annual average daily withdrawal volume of 4.31 mgd, and the estimated projected ADD for the year 2040 will continue to exceed the current authorized withdrawal volumes. However, the Town has a surplus of water when comparing the maximum allowable daily withdrawal rates for each source with the estimated projected 2040 MDD. The Town's Water Management Act Permit renewal is currently under review by the Massachusetts Department of Environmental Protection and included a request to increase the total authorized average annual daily withdrawal volume to 5.00 mgd.

1.7 Water Storage Evaluation

The projected demands and existing water distribution system operating conditions were considered to evaluate the available storage in the system. The current and projected 2040 required storage in the Town's Main Service Area (MSA) was estimated to be approximately 2.17 million gallons (mg) and 2.19 mg, respectively, and was based on storage needed to meet peak water demands and provide fire protection. The volume of usable storage, and therefore, the volume of storage deficit or surplus, varies based on which customer is considered to be at the highest elevation in the MSA of the distribution system. Based on a highest customer elevation of 140 feet above mean sea level, the MSA has a current storage surplus of 1.03 mg and a projected storage surplus of 1.01 mg in 2040.

1.8 Implementation of System Improvements

The list of water main improvements included in Section 7 is extensive due to the nature of this report. The prioritization of the recommended improvements based on the Three Circle Approach serves as a guide for implementation of the infrastructure improvements with the greatest to least benefit based on the prioritization and weighted criteria established jointly by the Falmouth DPW and Tata & Howard. The implementation of these improvements is intended to be completed over multiple years and will require close coordination with the Town's finance director and evaluation of water rates to determine appropriate funding sources. Based on the recommended system improvements and the estimated probable construction costs presented in this report, it is recommended that all Phase I and II improvements, which will provide the greatest benefit to the system, be completed over a 10-year period.



Section 2

SECTION 2 – System Description and Operations

2.1 System Description

The Town of Falmouth’s water distribution system has approximately 21,586 service connections, serving a population of approximately 33,000 in the winter and 77,500 in the summer. All of the customers served are metered for water consumption and billing purposes. The distribution system includes approximately 385 miles of water main ranging in diameter from less than two inches to 24-inches. Figure No. 2-1 displays the breakdown of water main size by diameter based on the miles of each size in the water distribution system. Approximately six percent of the system is 2-inch diameter main or less, one percent is 4-inch diameter main, 22 percent is 6-inch diameter main, 41 percent is 8-inch diameter main, four percent is 10-inch diameter main, 18 percent is 12-inch diameter main, seven percent is 16-inch diameter main, less than one percent is 18-inch diameter main, one percent is 20-inch diameter main, and less than one percent is 24-inch diameter main.

The distribution system pipe materials include unlined cast iron (CI), cement lined cast iron and bituminous lined cast iron (CLCI and CIBIT), ductile iron (DI), asbestos cement and bituminous lined asbestos cement (AC and ACBIT), copper, steel, plastic coated cement lined steel, wrought iron, plastic, polyvinyl chloride (PVC), and high density polyethylene (HDPE). Figure No. 2-2 displays the breakdown of water main materials based on the miles of each material in the water distribution system. Approximately 10 percent of the system is CI main, seven percent is CLCI or CIBIT main, 21 percent is DI main, 39 percent is AC or ACBIT main, two percent is copper, steel, or plastic coated cement lined steel main, four percent is wrought iron main, and 17 percent is plastic, PVC, or HDPE main.

The Town has four active groundwater supply sources including the Fresh Pond Well, Coonamessett Well, Mares Pond Well, and Crooked Pond Well, and one active surface water supply source, the Long Pond Reservoir. The Town has four water storage facilities including the Technology Park Low Service Tank, Technology Park High Service Tank, Hayway Road Tank, and Mares Pond Tank. The system also includes a water supply interconnection with the Upper Cape Regional Water Supply Cooperative (UCRWSC), one emergency interconnection with the Bourne Water District, and two emergency interconnections with the Mashpee Water District. A map of the existing water distribution system is included in Appendix A.

The distribution system also includes raw water mains from the Coonamessett and Crooked Pond Wells to the Crooked Pond Water Treatment Plant (WTP) and from the Long Pond Raw Water Pump Station to the Long Pond Water Filtration Facility (WFF). The raw water mains are depicted differently than the potable water mains in the maps in the appendices. The raw water mains should be considered when reviewing the vulnerability and long-term maintenance of their respective water supplies. These pipes are 12-inch or greater ductile iron or PVC water mains which are appropriately sized for the required hydraulic capacity and have an excellent asset rating, and therefore, would not be considered a priority for replacement. However, in terms of the overall Falmouth system infrastructure, these mains should be identified and quantified as valuable assets which do have a useful life.

2.2 Water Supply Sources

The Town has two water treatment plants, the Crooked Pond WTP, located off Twin Oaks Drive, and the Long Pond WFF located off Gifford Street. Groundwater from the Crooked Pond Well and Coonamessett Well is treated at the Crooked Pond WTP, and surface water from the Long Pond Reservoir is treated at the Long Pond WFF.

Long Pond

The Long Pond surface water supply is located off Gifford Street between Brick Kiln Road and Pumping Station Road. It has been Falmouth's primary water source since the 1890s, typically producing 50 to 70 percent of the Town's water supply annually. The Long Pond Reservoir has a surface area of approximately 131 acres, and a storage capacity of approximately 4,974 million gallons (mg). The reservoir has a safe yield of 3.0 million gallons per day (mgd). Raw water is pumped from Long Pond to the Long Pond WFF via three 60 horsepower (HP) pumps located within the Long Pond Raw Water Pump Station. The Long Pond WFF has a capacity of 8.4 mgd and utilizes coagulation, mixing, flocculation, dissolved air flotation, an intermediate ozone feed, dual media filtration including granular activated carbon above sand, and chemical feed systems to treat raw water from Long Pond.

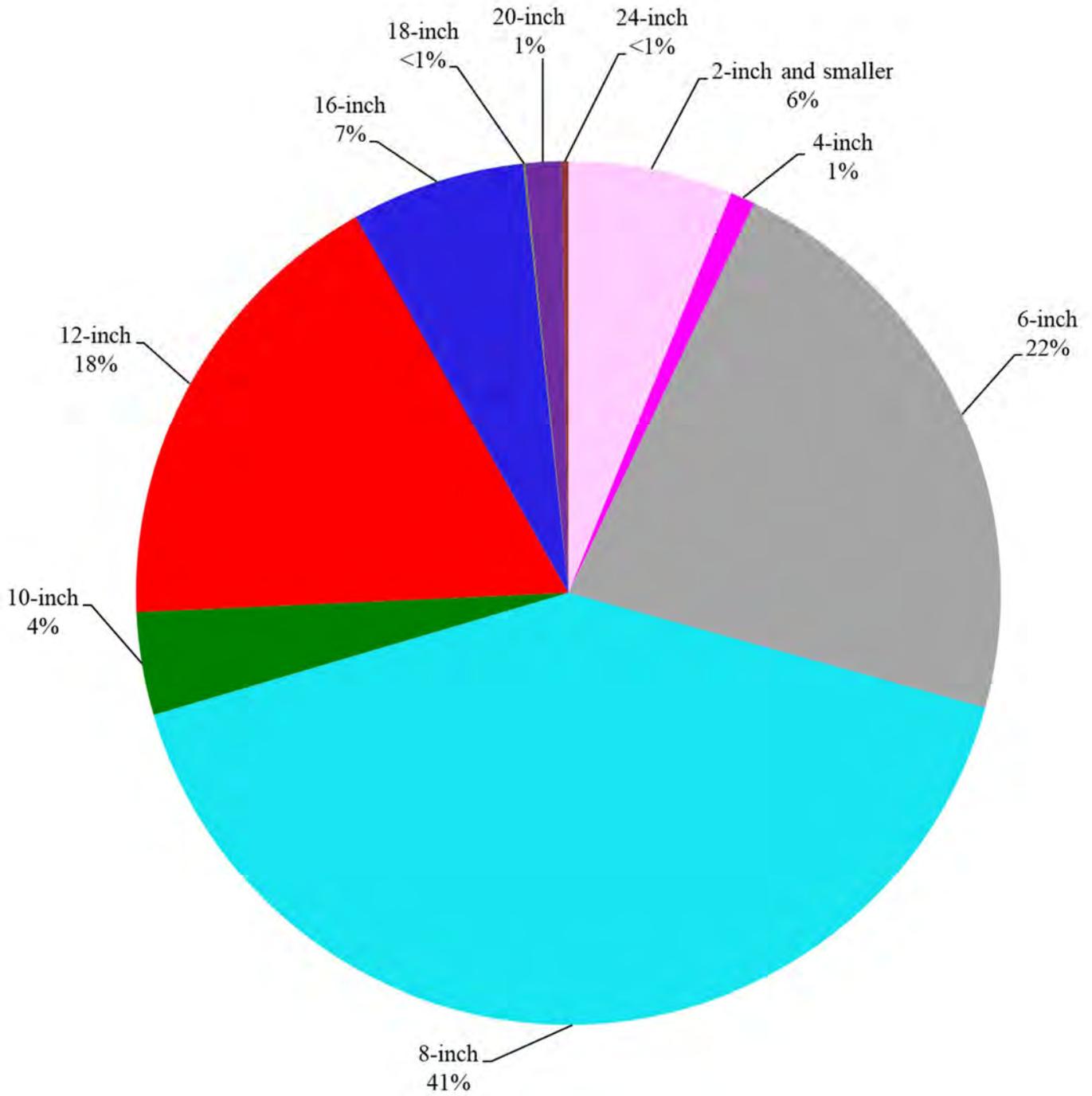
Fresh Pond Well

Fresh Pond Well is a 24-inch diameter gravel packed well located off Carriage Shop Road and was constructed in 1980. The Fresh Pond Well has one 60 HP vertical turbine pump. The well was most recently cleaned and redeveloped in 2011, resulting in a capacity of 656 gallons per minute (gpm) at 285 feet total dynamic head (TDH) following redevelopment. The well is 61.5 feet deep and has a screen length of ten feet. Water pumped from the well is injected at the pump station with sodium hydroxide for pH adjustment and corrosion control and sodium hypochlorite for disinfection. The Fresh Pond Well has been offline since 2017 as a result of perchlorate concentrations exceeding the Massachusetts Maximum Contaminant Level (MMCL) of 2.0 micrograms per liter ($\mu\text{g/L}$).

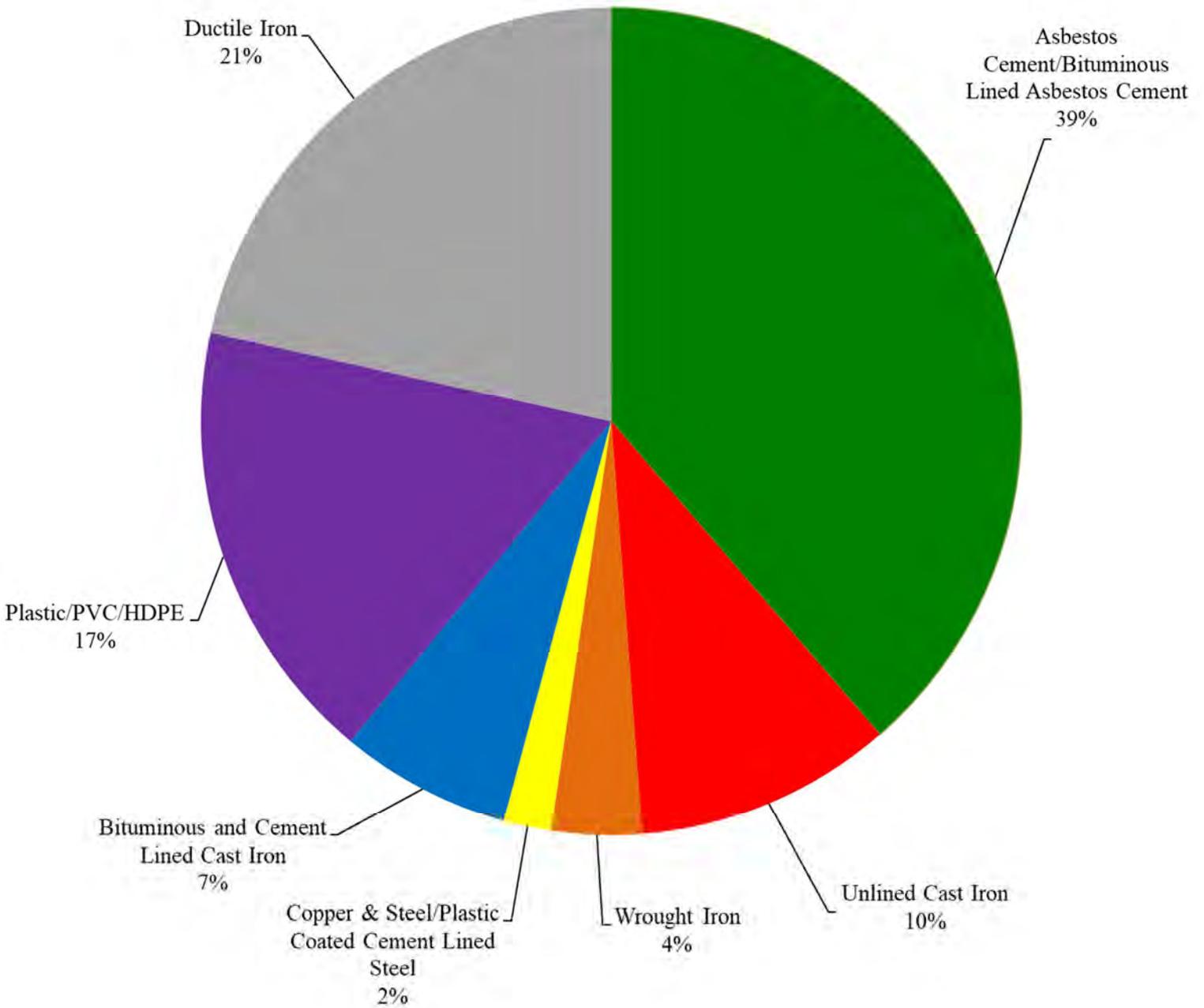
Coonamessett Well

Coonamessett Well is a 36-inch diameter gravel packed well located off Hatchville Road and was constructed in 1989. The Coonamessett Well has one 30 HP vertical turbine pump. The well was most recently cleaned and redeveloped in 2019, resulting in a capacity of 500 gpm at 145 feet TDH following redevelopment. The well is 64.5 feet deep and has a screen length of ten feet. Water is pumped from the Coonamessett Well to the Crooked Pond WTP where the water is treated through an aeration tower for the removal of volatile organic compounds (VOCs) and with greensand filtration for iron and manganese removal. VOCs are not currently detected in annual water quality sampling, but the aeration tower provides carbon dioxide removal and raises the pH of the water, reducing the volume of sodium hydroxide needed to raise the pH of the finished water. Activated carbon filtration provides another treatment barrier and mainly provides finished water quality polishing. Sodium hydroxide is added for pH adjustment and corrosion control, and sodium hypochlorite is added for disinfection.

**Figure No. 2-1
Water Main Diameter Distribution**



**Figure No. 2-2
Water Main Material Distribution**



Mares Pond Well

Mares Pond Well is a 24-inch diameter gravel-packed well located off Pattee Road and was constructed in 1993. The Mares Pond Well has one 40 HP vertical turbine pump. The well was most recently cleaned and redeveloped in 2011, resulting in a capacity of 286 gpm at 204 feet TDH following redevelopment. The well was tested again in 2017 and found to have a capacity of 225 gpm. The well is 96.1 feet deep and has a screen length of ten feet. Water pumped from the well is injected at the pump station with sodium hydroxide for pH adjustment and corrosion control and sodium hypochlorite for disinfection.

Crooked Pond Well

Crooked Pond Well is a gravel-packed well located off Sam Turner Road and was constructed in 2002. The Crooked Pond Well has one 50 HP vertical turbine pump. The well was most recently cleaned and redeveloped in 2019, resulting in a capacity of 500 gpm at 161 feet TDH following redevelopment. The well is 70 feet deep and has a screen length of 15 feet. Water is pumped from the Crooked Pond Well to the Crooked Pond WTP where the water is treated through an aeration tower for the removal of volatile organic compounds (VOCs) and with greensand filtration for iron and manganese removal. VOCs are not currently detected in annual water quality sampling, but the aeration tower provides carbon dioxide removal and raises the pH of the water, reducing the volume of sodium hydroxide needed to raise the pH of the finished water. Activated carbon filtration provides another treatment barrier and mainly provides finished water quality polishing. Sodium hydroxide is added for pH adjustment and corrosion control, and sodium hypochlorite is added for disinfection.

2.3 Water Storage Facilities

The Town has four water storage facilities with a total storage capacity of 8.0 million gallons.

Hayway Road Tank

The Hayway Road Tank is a 2.0 mg elevated composite storage tank located off Hayway Road. The structure consists of a concrete pedestal which supports the welded steel storage tank. The tank has an overflow elevation of 205 feet, a diameter of 98.5 feet, and a head range of 40 feet. The height of the tank from the overflow to the base of support is 139 feet. The tank was constructed in 2002 by Chicago Bridge & Iron Company.

Mares Pond Tank

The Mares Pond Tank is a 2.0 mg elevated composite storage tank located off Pattee Road. The structure consists of a concrete pedestal which supports the welded steel storage tank. The tank has an overflow elevation of 205 feet, a diameter of 98.5 feet, and a head range of 40 feet. The height of the tank from the overflow to the base of support is 143 feet. The tank was constructed in 2002 by Chicago Bridge & Iron Company.

Technology Park Low Service Tank

The Technology Park Low Service Tank is a 3.0 mg welded steel reservoir located off Technology Park Drive. The tank has an overflow elevation of 205 feet and a diameter of 98 feet. The height of the tank from the overflow to the base is 54 feet. The tank was constructed in 1986 by Chicago Bridge & Iron Company.

Technology Park High Service Tank

The Technology Park High Service Tank is a 1.0 mg elevated composite storage tank located off Bernard Saint Jean Drive. The structure consists of a concrete pedestal which supports the welded steel storage tank. The tank has an overflow elevation of 260 feet, a diameter of 72.25 feet, and a head range of 35 feet. The height of the tank from the overflow to the base of support is 148 feet. The tank was constructed in 2002 by Chicago Bridge & Iron Company. The Technology Park High Service Tank provides storage for the distribution system's High Service Area.

2.4 Interconnections

The Town of Falmouth maintains one active water supply interconnection with the UCRWSC. The interconnection with the UCRWSC has a typical pumping rate of 1.0 mgd. The interconnection has a metering station to meter the flow rate of water being supplied to the Town of Falmouth. Water is also injected at the metering station with sodium hydroxide for corrosion control and sodium hypochlorite for disinfection. The Town has one emergency interconnection with the Bourne Water District located at the intersection of Garnet Avenue in Falmouth and Megansett Road in Bourne. The Town also has two emergency interconnections with the Mashpee Water District, one located on Old Barnstable Road and one located on Waquoit Highway.



Section 3

SECTION 3 – Water System Demands

3.1 General

For the purposes of evaluating the water needs of a community, several parameters are typically reviewed to better understand the demands of a distribution system. These parameters are defined in the sections below and are presented with existing and projected demand estimates.

3.2 Population Projections

Because population has a direct correlation to water consumption, the current and future service population for the Town was considered. Existing and historical population information from the United States Census Bureau and population projections from the Massachusetts Department of Conservation and Recreation (DCR) 2015 Water Needs Forecasts for Falmouth were reviewed to reflect actual and planned growth within the Town of Falmouth. The following section reviews historical population data and presents an estimated future population based on available information.

The Town of Falmouth's population fluctuates heavily depending on the season. According to the 2018 Annual Statistical Report (ASR), the Town's current population averages 33,000 people in the winter and 77,500 people in the summer. The 2018 ASR indicates a total population served of 51,498. This is a normalized year-round population value that was calculated by the Town of Falmouth using month-by-month water usage and was utilized to establish the demand value of 61 residential gallons per capita day (rgpcd) reported in the ASR.

According to the United States Census, the Town of Falmouth experienced an increase in year-round population from 1970 through 2000 and slight decline in population from 2000 to current day. From 1970 to 2000, the population increased ranging from approximately 14 percent to 33 percent per decade. However, from 2000 to 2010, the population decreased by approximately four percent. Overall, the Town of Falmouth experienced an increase in population of approximately 98 percent from 1970 to 2010. The population recorded during each decennial census is plotted in Figure No. 3-1. The U.S. Census also reports estimated populations for the years between U.S. Census surveys. The estimated population between 2012 and 2017 has continued to show a slight decline.

Population projection data was collected from DCR's 2015 Water Needs Forecasts and is also included in Figure No. 3-1. The projections are provided in 5-year intervals from 2020 through 2030. A 2040 population was projected by extending the 2020 to 2030 trends. The DCR population projections rely on year-round population data from the U.S. Census Bureau, population and employment projections issued by the Massachusetts Department of Transportation (MassDOT), seasonal population estimates developed from the University of Massachusetts Donahue Institute (UMDI) *2008 Survey of Cape Cod Second-Home Owners* in conjunction with U.S. Census Bureau data on seasonal homes, and information about service territory and anticipated patterns of growth obtained through conversations with the Falmouth Planning Department. An annualized seasonal population was included in the DCR population projections. The 2015 DCR population projections appear to follow the trends in population observed from

1970 through 2000, indicating a growth rate of approximately 3 to 4 percent per five-year interval. Based on DCR projections, the estimated 2040 population is approximately 47,705 for the Town of Falmouth, including annualized seasonal population.

3.3 Water System Demands

The DCR follows specific guidelines when projecting the water usage for communities in conjunction with the Massachusetts Department of Environmental Protection (MassDEP) Water Management Act (WMA) program. It is important to note that the DCR has a key role in the water management approval process and demand projections are required to be approved by DCR before MassDEP will approve development of a new water supply source or authorize the withdrawal of additional volume from existing sources.

The Massachusetts Water Resources Commission (MWRC) has adopted Water Management Standards for all registered and permitted withdrawals. The policy includes performance standards and conditions for all registered and permitted public water suppliers in the following areas:

- Maximum residential consumption of 65 gallons per capita per day (gpcd).
- Maximum of 10 percent unaccounted-for water.

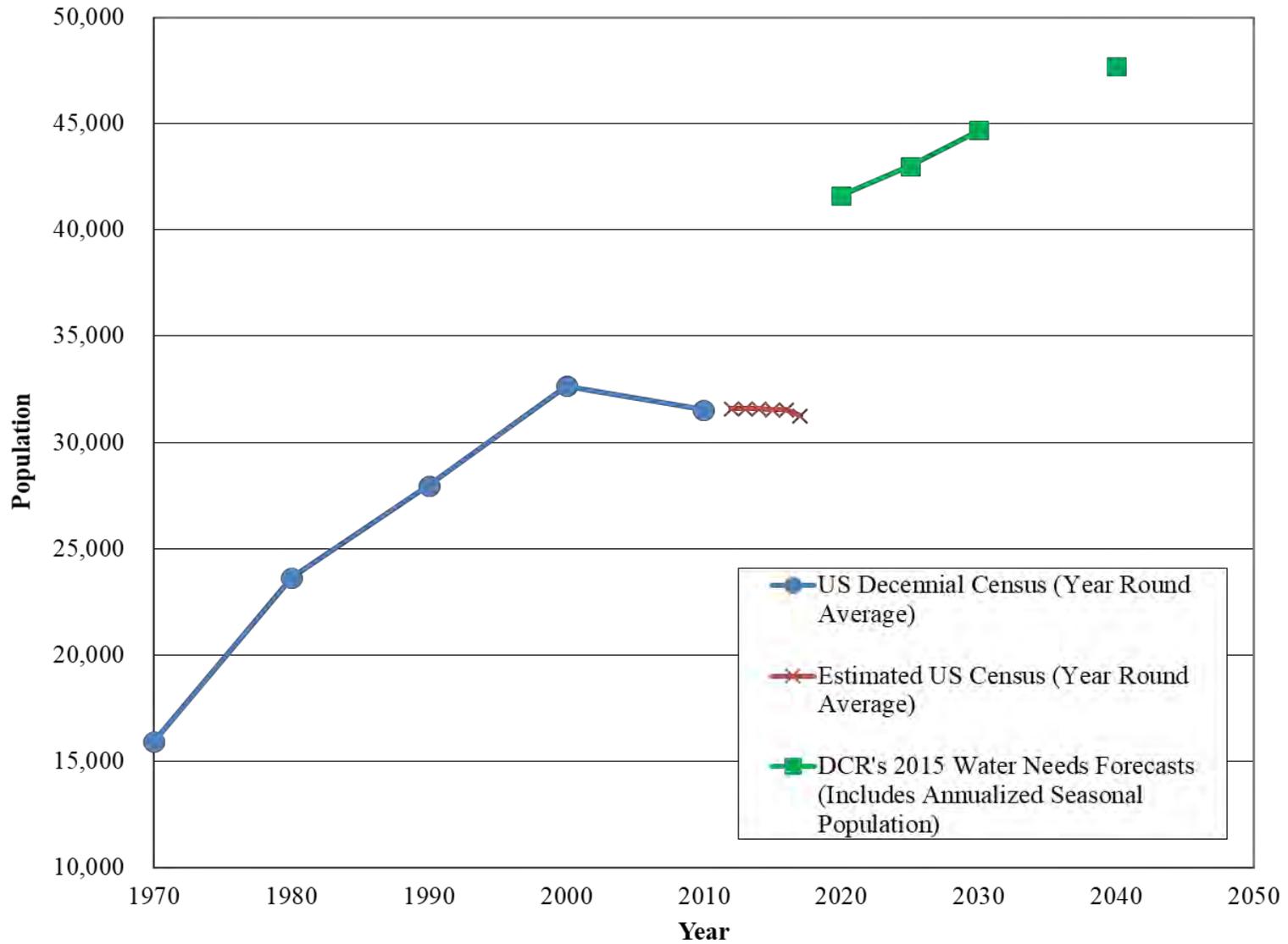
Residential Consumption

Residential consumption is calculated by dividing the volume of water supplied to residential connections by the reported population. Public Water Suppliers currently meeting the 65 gpcd standard are required to develop a Seasonal Demand Management Plan to manage non-essential outdoor water usage. Public Water Suppliers not consistently meeting the 65 gpcd are required to develop and implement MassDEP approved Compliance Plans, including the use of Best Management Practices to meet the residential consumption standard. Falmouth's residential consumption has ranged from approximately 53 to 67 gpcd between 2014 and 2018 as reported in the ASRs based on a normalized year-round population as indicated by the Town.

Non-residential Consumption

Non-residential water usage includes commercial, industrial, municipal, and recreational water use. The 2014 through 2018 ASRs show a fairly steady value in non-residential usage. The 2015 non-residential consumption was approximately 7 percent of the total amount of water pumped, while the non-residential consumption for years 2014 and 2016 through 2018 was approximately 12 percent of the total amount of water pumped for each year. Commercial, industrial, municipal, and recreational water use is not expected to increase significantly over the next 20 years; therefore, the most recent non-residential consumption of approximately 12 percent of total water pumped was utilized for water use projections.

Figure No. 3-1
Town of Falmouth Historic and Projected Populations



Unaccounted-for Water

Unaccounted-for water may consist of undocumented water used for municipal purposes such as street cleaning, water main flushing, and fire fighting, meter inaccuracies, and leakage in the distribution system. To help estimate the unaccounted-for water in a system, a Confidentially Estimated Municipal Use (CEMU) is first estimated for documented uses such as fire protection and training, hydrant flushing, flow testing, water main breaks, etc. To qualify as a CEMU, calculations or documentation for each estimated use must be attached to a system's ASR or provided to MassDEP. Unaccounted-for water in a system can then be estimated by taking the total amount of water supplied minus the total water metered minus the CEMU. Unaccounted-for water is typically divided by the total water supplied and expressed as a percentage. The Town's reported unaccounted-for water from 2014 through 2018 has ranged from approximately 10 to 20 percent.

Average Day Demand

Average day demand (ADD) is the total water supplied to a community in one year divided by 365 days. This term is commonly expressed in mgd. This demand includes all water used for domestic (residential), commercial, and municipal purposes. The municipal component includes water used for system maintenance such as water main flushing and fire flows. In addition, the ADD includes unaccounted-for water attributed to unmetered water uses and system leakage. According to the ASRs between 2014 and 2018, the ADD supplied for the Town ranged from 4.41 mgd to 4.77 mgd.

DCR develops two different sets of water demand projections based on different criteria. The first set of projections is based on meeting the DCR guidelines for residential water usage and maximum unaccounted for water. The second set of projections is based on historical residential water usage and unaccounted for water. This set of projections from DCR's 2015 Water Needs Forecast for Falmouth is based on information from the Town's 2010 through 2013 ASRs. These projections assume that future water consumption will reflect current trends in residential consumption and unaccounted for water. The following criteria were used to develop the ADD for the design year 2040:

Criteria following DCR guidelines:

- Residential consumption of 65 gpcd
- Year 2040 service population of 47,705
- Commercial and municipal usage remains the same at 12% of the total usage
- Maximum of 10 percent unaccounted for water

Criteria following DCR's 2015 Water Needs Forecast for Falmouth:

- Residential consumption of 77.2 gpcd
- Year 2040 service population of 47,705
- Commercial and municipal usage remains the same at 12% of the total usage
- Maximum of 11 percent unaccounted for water

The estimated ADD for the design year 2040 based on the above criteria is approximately 3.98 mgd following DCR guidelines and approximately 4.78 mgd following DCR's 2015 Water Needs Forecast, as shown in Table No. 3-1.

Summer Average Day Demand

MassDEP guidelines recommend that a system consider a projected summer average day demand (SADD). The current SADD is estimated by averaging demands from the three maximum months each year for the past five years. Based on available data between 2014 and 2018, the SADD ranged from 7.27 mgd to 8.75 mgd as shown in Table No. 3-1. The SADD peaking factor is determined by dividing the SADD by the annual ADD for each of the past five years. These peaking factors are averaged to estimate the future summer peaking factor. Based on the 2014 through 2018 monthly demand data, the average summer peaking factor is 1.71. Based on the projected ADD of 3.98 mgd using DCR guidelines and the average summer peaking factor of 1.71, the estimated 2040 SADD is approximately 6.81 mgd. Based on the projected ADD of 4.78 mgd using DCR’s 2015 Water Needs Forecast and the average summer peaking factor of 1.71, the estimated 2040 SADD is approximately 8.17 mgd.

Maximum Day Demand

Maximum day demand (MDD) is the maximum one-day (24-hour) total quantity of water supplied during a one-year period. This term is typically expressed in mgd.

The projected MDD can be estimated by the MDD/ADD ratio. The MDD/ADD ratio provides a relationship between the two demands which can be used to estimate future demands. As shown in Table No. 3-1, the highest MDD for the past 5 years was 10.99 mgd in 2016. Upon comparison of the MDD to the ADD, the ratio for 2016 was 2.30. The MDD to ADD ratio for the past 5 years was very consistent, with the exception of 2.01 in 2018. The largest MDD to ADD ratio for the past 5 years of 2.32 was used to calculate the future MDD. The resulting projected MDD for year 2040 is estimated to be 9.23 mgd based on the projected 2040 ADD of 3.98 mgd using DCR guidelines, and 11.09 mgd based on the projected 2040 ADD of 4.78 using DCR’s 2015 Water Needs Forecast.

**Table No. 3-1
Current and Projected Water Use**

Year	ADD (mgd)	SADD (mgd)	Peaking Factor (SADD/ADD)	MDD (mgd)	Peaking Factor (MDD/ADD)	Peak Hour (mgd)
2014	4.41	7.43	1.69	9.98	2.27	*
2015	4.61	7.73	1.68	10.71	2.32	*
2016	4.77	8.75	1.83	10.99	2.30	*
2017	4.48	7.27	1.62	10.19	2.28	*
2018	4.73	8.14	1.72	9.51	2.01	*
2040 (DCR Guidelines)	3.98	6.81	1.71	9.23	2.32	15.92
2040 (DCR’s 2015 Water Needs Forecast)	4.78	8.17	1.71	11.09	2.32	19.12

*Peak hour information for 2014 through 2018 is not available

Peak Hour Demand

Peak hour demand is the maximum total quantity of water supplied in a single hour over a one-year period, typically expressed in mgd. These demands are typically met by distribution water storage facilities.

Since system records of peak hourly demands are not available, the peaking factor for the current usage and design year 2040 was estimated based on typical historical consumption for communities of similar size. The MDD/ADD ratio for a community can be used to estimate the peak hour/ADD peaking factor. Using the MDD/ADD ratio of 2.32, the corresponding peak hour factor for the system is approximately 4.0. Based on an ADD of 3.98 using DCR guidelines, the projected peak hour demand for the year 2040 is approximately 15.92 mgd. Using an ADD of 4.78 mgd under DCR's 2015 Water Needs Forecast, the projected peak hour demand for the year 2040 is estimated at 19.12 mgd. To be conservative, projected water use using DCR's 2015 Water Needs Forecast was used to evaluate future supply and storage adequacy.

3.4 Adequacy of Existing Water Supply Sources

In accordance with standard waterworks practices and current MassDEP guidelines, the sources of supply for a water system must be capable of meeting MDD conditions with all supplies online and SADD conditions with the largest source out of service. Additionally, the sources should be permitted or registered to withdraw volumes adequate to meet ADD.

In 1987, the WMA program was implemented by MassDEP to regulate withdrawal of water from the State's watershed basins. Under this program, all new sources withdrawing more than 100,000 gallons per day (gpd) and existing sources exceeding their registered withdrawal volume by 100,000 gpd are required to obtain a withdrawal permit under the WMA. When first implemented, the registered withdrawal volume for a public water system was based on that system's historical pumping rate of the water supply source(s) between 1981 and 1985.

Permits can be renewed and amended as system demands increase and additional sources of water supply are utilized. The WMA program considers the need for the withdrawal, the impact of the withdrawal on other hydraulically connected water suppliers, the environmental impacts of the withdrawal, and the water available in the river basin or subbasin (the basin safe yield) prior to issuing a permit. It is important to note that the basin safe yield is different from the safe yield of a supply. In accordance with the WMA Permit application instructions, the basin safe yield is the total water available to be withdrawn from a river basin or subbasin, whereas the safe yield of a well is the volume of water the well is capable of pumping under the most severe pumping and recharge conditions that can be realistically anticipated.

The Falmouth system is currently authorized to withdraw an annual average daily volume of 4.31 mgd through its WMA Permit and Registration. The permitted annual average daily withdrawal volume is 1.36 mgd. The registered annual average daily withdrawal volume is 2.95 mgd. Renewal of the Town's WMA Permit, which included a request to increase the total authorized annual average daily withdrawal volume to 5.00 mgd, through MassDEP is currently in progress. The Town filed a renewal of its WMA Registration in 2017.

Current authorized average daily withdrawal volumes and maximum approved pumping rates for each source are outlined in Table No. 3-2. The Long Pond Reservoir is limited to an annual average safe yield of 2.60 mgd through the Town’s WMA Permit and Registration, however, its maximum daily withdrawal rate is limited only by the MassDEP approved capacity of the Long Pond WFF. The annual average withdrawal volume of the Fresh Pond Well is listed in the Town’s 2017 WMA Registration renewal and is equivalent to the maximum daily withdrawal rate of 1.0 mgd used in the Zone II delineation of the well. The permitted sources do not have individual annual average daily withdrawal volume limits, but each source has a maximum daily withdrawal rate established in the WMA Permit. The UCRWSC interconnection, while not registered or permitted through the Town of Falmouth, is subject to Falmouth’s annual average daily withdrawal volume limit of 4.31 mgd. Its maximum daily withdrawal rate listed is the typical daily flow through the interconnection.

**Table No. 3-2
Summary of Water Supply Source Withdrawal Volumes and Rates**

Source Name	Registered/ Permitted	Annual Average Daily Withdrawal Volume (mgd)	Maximum Daily Withdrawal Rate (mgd)
Long Pond Reservoir	Registered	2.60	8.40
Fresh Pond Well	Registered	1.00	1.00
Coonamessett Well	Permitted	Included in total	1.00
Mares Pond Well	Permitted		0.38
Crooked Pond Well	Permitted		1.47
UCRWSC Interconnection	N/A		1.00
Total:		4.31	13.25

The supply sources of a water system must be capable of meeting MDD conditions with all supplies online and SADD conditions with the largest source out of service. In 2018, the Falmouth ADD was 4.73 mgd, the MDD was 9.51 mgd, and the SADD was 8.14 mgd. The system’s total combined approved maximum daily withdrawal rate of all active supply sources is 13.25 mgd. Compared to the 9.51 mgd MDD in 2018, there was a supply surplus of 3.74 mgd. The Long Pond Reservoir and WFF is the Town’s largest source of finished water. However, there is an emergency generator and extensive redundancy within the WTP. If an equipment failure was to occur within the WTP, there would not be down time at the WTP, and this source of finished water will still be capable of supplying the approved maximum daily withdrawal from the Long Pond Reservoir of 8.40 mgd. The next largest source is the Crooked Pond Well. The maximum pumping rate with the Crooked Pond Well offline is 11.78 mgd. Compared to the SADD of 8.14 mgd in 2018, there was a supply surplus of 3.64 mgd.

Projected demands using DCR Guidelines were used to evaluate the adequacy of the supply sources in the future. The projected 2040 ADD, MDD, and SADD using DCR Guidelines are 3.98 mgd, 9.23 mgd, and 6.81 mgd, respectively. Compared to the projected 2040 MDD, a surplus of 4.02 mgd is estimated. Under similar conditions, a surplus of 4.97 mgd is estimated compared to

the projected 2040 SADD of 6.81 mgd if the largest source is offline, excluding the Long Pond WFF from the analysis due to its extensive redundancy.

Projected demands using DCR's 2015 Water Needs Forecast were also used to evaluate the adequacy of the supply sources in the future. The projected 2040 ADD, MDD, and SADD using current trends are 4.78 mgd, 11.09 mgd, and 8.17 mgd, respectively. Compared to the projected 2040 MDD, a surplus of 2.16 mgd is estimated. Under similar conditions, a surplus of 3.61 mgd is estimated compared to the projected 2040 SADD of 8.17 mgd if the largest source is offline, excluding the Long Pond WFF from the analysis due to its extensive redundancy.

According to the recent demand data, Falmouth currently exceeds its total permitted and registered annual average daily withdrawal volume of 4.31 mgd. The projected 2040 ADD using DCR Guidelines of 3.98 mgd does not exceed the permitted and registered withdrawal volume. The projected 2040 ADD using DCR's 2015 Water Needs Forecast of 4.78 mgd does exceed the currently permitted and registered annual average daily withdrawal volume. However, as noted previously, the Town's WMA Permit renewal is currently under review by MassDEP and included a request to increase the total authorized annual average daily withdrawal volume to 5.00 mgd, which is 0.22 mgd greater than the conservative projected 2040 ADD.

3.5 Adequacy of Existing Water Storage Facilities

Distribution storage is provided to meet peak consumer demands, such as peak hour demands, and to provide a reserve for fire-fighting purposes. Storage may also serve to provide an emergency supply in case of temporary breakdown of pumping facilities or for pressure regulation during periods of fluctuating demand. There are three components that must be considered when evaluating storage requirements. These components include equalization, fire flow requirements, and emergency storage. The three components of the storage evaluation were calculated under current and future water demand conditions for both the Main Service Area (MSA) and High Service Area (HSA). Based on 2017 pumping and usage data, the MSA represents approximately 93.6 percent of the total demands and the HSA represents approximately 6.4 percent of the total demands.

Equalization storage provides water from the tanks during peak hourly demands in the system. Typically, equalization storage is a percentage of the maximum day demand. The percentages can range from 15-percent to 25-percent, with 15-percent used for a large system, 20-percent for a medium sized system, and 25-percent used for a small system. A system is considered small if it has less than 3,300 customers, while a system is considered large if it has more than 50,000 customers. With a summer service population of approximately 77,500 people, the Falmouth system was considered to be a large system, and 15-percent of the maximum day demand should be available in the storage tanks for meeting equalization storage guidelines.

The fire flow storage component is based on the representative fire flow requirement multiplied by the required duration of the flow. The basic fire flow is defined as a fire flow indicative of the quantities needed for handling fires in important districts, and usually serves to mitigate some of the higher specific fire flows. For the Falmouth system, a representative fire flow of 3,500 gpm

for a duration of three hours was used for the MSA, and a representative fire flow of 3,000 gpm for a duration of three hours was used for the HSA.

The emergency storage component is typically equivalent to one ADD. However, if there is emergency power available at the sources or emergency connections with surrounding communities capable of supplying at least one ADD, the emergency storage component can be waived. All of the water supply sources are located in the MSA. Emergency power is available at the Long Pond WFF, Coonamessett Well and Crooked Pond Water Treatment Plant, and UCRWSC interconnection, which combined have the capability of supplying at least one ADD. Emergency power is also available at the Technology Park Booster Pump Station, which supplies water from the MSA to the HSA. Therefore, the emergency component has been waived in the storage evaluation for both service areas.

The three components of the storage evaluation were calculated under current and projected water demand conditions for both the MSA and the HSA. The MDD recorded in 2016 was higher than the historical MDD for other years reviewed, therefore, to be more conservative, the 2016 data was used as the “current year” for the storage evaluation. The projected 2040 MDD is based on DCR’s 2015 Water Needs Forecast methodology.

Main Service Area

1. Equalization
 - Large sized system = 15-percent of the Maximum Day Demand
 - MSA Maximum Day Demand in year 2016 = 10.29 mgd
 - MSA Estimated Maximum Day Demand in year 2040 = 10.38 mgd
 - MSA Equalization (2016) = $0.15 \times 10.29 = 1.54$ mg
 - MSA Equalization (2040) = $0.15 \times 10.38 = 1.56$ mg
2. Basic Fire Flow Requirements
 - Representative fire flow = 3,500 gpm
 - Duration of 3 hours or 180 minutes
 - Basic Fire Flow Requirement = $3,500 \times 180 = 0.63$ mg
3. Emergency Storage: Waived

The total required storage for any given year is the equalization component plus the basic fire flow requirement. Therefore, the current (year 2016) and projected (year 2040) total required storage is as follows:

- Total MSA Required Storage (2016) = 1.54 mg + 0.63 mg = 2.17 mg
- Total MSA Required Storage (2040) = 1.56 mg + 0.63 mg = 2.19 mg

A minimum pressure of 20 pounds per square inch (psi) should be maintained at the highest served customer under MDD conditions with a coincident fire flow. Table No. 3-3 indicates the minimum level of water in the storage tanks to maintain a pressure of 20 psi at different highest customer elevations in the MSA of the distribution system, with elevations noted in feet above mean sea

level (MSL). The volume of useable storage and the difference compared to the required storage corresponding to each elevation scenario are also included. To maintain a minimum pressure of 20 psi at a highest customer elevation of 140 feet, the level of the water in the storage tanks should not drop below 186 feet. Based on this scenario, the MSA has a useable storage volume of 3.20 mg. The MSA currently has a storage surplus of 1.03 mg and is projected to have a storage surplus of 1.01 mg in 2040. The majority of customers located at elevations higher than 140 feet above MSL have individual booster pumps which provide adequate pressure for residential use. However, the Town is aware that some properties in the Telegraph Hill Road neighborhood do not have individual booster pumps and experience low pressures during certain periods of high demand. The Town is evaluating potential solutions to the low pressure issues experienced in this neighborhood.

**Table No. 3-3
Main Service Area Highest Customer Elevation Scenarios**

Highest Customer Elevation (feet above MSL)	Minimum Tank Water Level Required (feet above MSL)	Useable Storage Volume (mg)	Storage Surplus/ Deficit (mg)	
			2016	2040
150	196	1.50	-0.67	-0.69
140	186	3.20	1.03	1.01
130	176	4.91	2.74	2.72

High Service Area

1. Equalization
 - Large sized system = 15-percent of the Maximum Day Demand
 - HSA Maximum Day Demand in year 2016 = 0.70 mgd
 - HSA Estimated Maximum Day Demand in year 2040 = 0.71 mgd
 - HSA Equalization (2016) = $0.15 \times 0.70 = 0.11$ mg
 - HSA Equalization (2040) = $0.15 \times 0.71 = 0.11$ mg

2. Basic Fire Flow Requirements
 - Representative fire flow = 3,000 gpm
 - Duration of 3 hours or 180 minutes
 - Basic Fire Flow Requirement = $3,000 \times 180 = 0.54$ mg

3. Emergency Storage: Waived

The total required storage for any given year is the equalization component plus the basic fire flow requirement. Therefore, the current (year 2016) and projected (year 2040) total required storage is as follows:

- Total HSA Required Storage (2016) = 0.11 mg + 0.54 mg = 0.65 mg
- Total HSA Required Storage (2040) = 0.11 mg + 0.54 mg = 0.65 mg

The highest customer in the HSA is located at an elevation of approximately 190 feet above MSL on Falmouth Woods Road. To maintain a minimum pressure of 20 psi at this customer, the level of water in the storage tank should not drop below 236 feet. Based on this scenario, the Technology Park High Service Tank has a useable storage volume of 0.73 mg. The HSA has a current storage surplus of 0.08 mg and is projected to have a storage surplus of 0.08 mg in 2040.



Section 4

SECTION 4 – Hydraulic Evaluation

4.1 General

A comprehensive computer model was utilized to mathematically simulate the water distribution system to evaluate the Town's existing water distribution system and to obtain a basis for recommending water distribution system improvements. The existing hydraulic model was originally developed using WaterGEMS software. WaterGEMS software allows the user to conduct hydraulic simulations using mathematical algorithms in an ArcGIS environment. The computer model is represented by the node, pipe, and tank information provided in Appendix B. The hydraulic input data in Appendix B provides data on system demands, length and diameter of water mains, roughness coefficient or C-value of water mains, elevations, pumping rates of water supply sources, and overflow elevations at storage facilities.

As part of this project, the model was updated to include all recent water system improvements and additional details on water main sizes, materials, and installation years using record drawings, GIS files provided by the Town of Falmouth, and correspondence with the Town of Falmouth.

4.2 Model Verification

Verification of the computer model was completed under steady state conditions based on fire flow testing and information pertaining to the Town's hydraulic gradeline and current operating procedures. Flow tests were conducted by the Town of Falmouth personnel and Tata & Howard at 19 locations throughout the distribution system on May 7 and 8, 2019. Flow test locations were selected to be representative of the entire distribution system. Table No. 4-1 presents the results of the flow testing. The data obtained from the flow tests served as input data for the model verification under steady state conditions. The data included static and residual pressure readings and measurements of flow from the hydrants tested. Each simulation in the model reflected actual field conditions at the time of the testing to properly calibrate the model.

When results of the model simulations were calibrated to within approximately five percent of the hydraulic data collected from the actual flow tests, the computer model was considered verified under steady state conditions. After completing the verification process, the model mathematically represented the physical operating conditions of the existing water distribution system.

**Table No. 4-1
Flow Test Results**

Location of Flowing Hydrant	Flowing Hydrant Static Pressure (psi)	Residual Hydrant Static Pressure (psi)	Residual Hydrant Residual Pressure (psi)	Observed Flow (gpm)	Calculated Estimated Flow at 20 psi (gpm)
Carey Lane	83	66	56	650	1,500
201 Carriage Shop Road	74	68	52	750	1,400
454 Farview Lane	85	85	62	1,200	2,100
Gansett Road	68	60	15	300	280
Hooppole Road @ Mashpee town line	60	64	60	950	3,500
55 Little Island Road	83	82	62	300	600
222 Meadow Neck Road	80	80	48	1,000	1,400
65 Moon Penny Lane	83	84	74	1,190 – 1,250	3,300
105 N. Bourne Ponds Road	82	80	66	750 - 920	1,800
45 Old Waquoit Road	67	70	57	1,000	2,100
55 Ranch Road	48	49	45	900	2,600
Ronnie Road @ Berry Patch Lane	76	70	58	1,160	2,500
189 Seapit Road	79	79	39	750	925
10 Swallow Street	80	77	60	1,100	2,100
36 Wellington Way	51	50	44	920	2,200
Wheelhouse Circle	56	56	50	750 – 1,000	2,300
428 Wild Harbor Road	80	85	66	300	600
Wild Harbor Road	80	79	54	700	1,100
33 Woodland Road	81	80	72	1,130 – 1,160	3,400

4.3 Adequacy of Existing Distribution System

The Hydraulic Evaluation facet of the Three Circle approach evaluates the system's ability to meet varying demand conditions. In general, a minimum pressure of 35 psi at ground level is required during average day, maximum day, and peak hour demand conditions. During MDD with a coincident fire flow, a minimum pressure of 20 psi is required at ground level throughout the system. To evaluate the system's ability to meet these criteria, the following hydraulic simulations were run in the model:

Minimum/Maximum Pressures

During current ADD conditions, there are locations throughout the Town where a minimum pressure of 35 psi is not met. Therefore, during the projected year 2040 ADD, MDD, and peak hour demand condition (no coincident fire flow), a minimum pressure of 35 psi is not met in some areas of the distribution system. Pressures may range from approximately 8 to 35 psi in the areas of Thomas B. Landers Road and Technology Park Drive adjacent to the Technology Park Tanks, Blacksmith Shop Road, Service Road, Telegraph Hill Road, Ter Heun Drive, areas adjacent to the Falmouth Hospital, Punch Bowl Drive, Upland Avenue, Woods Hole Road, and Strawberry Hill Road. Based on a review of these locations with the Town of Falmouth, properties served by the water mains in these areas have individual booster pumps, where necessary, to provide adequate pressure, with the exception of a number of services on Telegraph Hill Road.

On the contrary to low pressures in the system, an upper limiting pressure of 120 psi is generally recommended, as older fittings in the system are generally rated at 125 to 150 psi. Pressure above this level can result in increased water use from fixtures and also increased leakage throughout the distribution system. The MassDEP published Guidelines for Public Water Systems recommends that pressure reducing devices be utilized on mains or on individual services lines when static pressures exceed 100 psi. Also, plumbing code states that water heaters in homes can be affected when pressures exceed 80 psi. Based on the current operating conditions, the system does not experience pressures greater than 100 psi. The system does experience pressures ranging from 80 to 100 psi generally in areas along the coastline of the Town.

Insurance Services Office (ISO) Fire Flow Recommendations

The recommended fire flow in any community is established by the ISO. The ISO determines a theoretical flow rate needed to combat a major fire at a specific location, taking into account the building structure, floor area, the building contents, and the availability of fire suppression systems. In general, the flows recommended for proper fire protection are based on maintaining a residual pressure of 20 psi in the distribution system. This residual pressure is considered necessary to maintain a positive pressure in the system to allow for continued service to customers and to avoid negative pressures that could adversely impact the distribution system and potentially introduce groundwater into the system through joints and cracks in the water mains.

The Falmouth system was last inspected for fire insurance ratings by the ISO in November 2018. The results of the ISO inspections and fire flow testing were provided by the Town and are shown in Table No. 4-2. The test results indicate the available flow and estimated recommended fire flow in various sections of the distribution system at the time of the tests. The estimated recommended fire flows established by ISO varied from 750 to 5,500 gpm, depending on the location and the

structure. It should be noted that a water system is only required by ISO to provide a maximum of 3,500 gpm at any point in the system. Recommended fire flows greater than 3,500 gpm are not considered in determining the Public Protection Classification (PPC) of the Town when using the Fire Suppression Rating Schedule. ISO individually grades the protection of buildings with a recommended fire flow in excess of 3,500 gpm, and the PPC of those buildings can differ from that of the community that provides their fire protection.

For each ISO location, the recommended fire flow, up to 3,500 gpm, was simulated in the hydraulic model verified as part of this project. According to ISO available flow results, the available fire flow at Gifford Street and Jones Road (Test No. 10), Scranton Avenue and Queen Street (Test No. 13), and North Falmouth Road and Heather Lane is less than estimated recommended flow. However, hydraulic model results indicate that the available fire flow at Gifford Street and Jones Road, and Scranton Avenue and Queen Street, meet or exceed the ISO recommended flow. At these locations, with the recommended fire flow at the assumed respective hydrant, residual pressures in the system drop to 20 psi or below only at locations that already fall below 20 psi under existing ADD conditions, or at locations that have individual booster pumps. Hydraulic model results indicate that the available fire flow at North Falmouth Road and Heather Lane does not meet the ISO recommended fire flow. This deficiency is addressed in Section 4.4.

Additional Flow Recommendations

A review of the Town was completed to identify the recommended fire flows in areas not tested in the latest ISO evaluation. Recommended fire flows were estimated for larger structures and facilities identified in the review. Examples include condominiums, apartment complexes, schools, hotels, and other commercial or industrial buildings. Recommended flows were estimated for these areas based on location and building size using the 2014 ISO published Guide for Determination of Needed Fire Flow. The guide uses factors such as building size, material, location, and contents to calculate the recommended fire flow. These factors were estimated based on aerial photos and street level observations. Not all information was readily available for the review and the estimated recommended fire flow should not be used for any other purpose than evaluating the adequacy of the water distribution system. It should also be noted that the Guide does not account for the use of fire protection systems, such as a sprinkler system, when estimating a recommended fire flow.

According to the 2014 ISO published Guide for Determination of Needed Fire Flow, the minimum recommended fire flow in residential areas with homes greater than 30 feet apart is approximately 500 gpm. The recommended fire flow for homes between 21 feet and 30 feet apart is approximately 750 gpm. Areas with homes between 11 feet and 20 feet apart have a recommended fire flow of 1,000 gpm. A fire flow of 1,500 gpm is recommended for homes closer than 10 feet apart. The residential neighborhoods in the Town were evaluated to determine average distances between homes for determination of the recommended residential fire flow in those areas. An estimated fire flow of 500 gpm was used for most residential areas of the system with homes greater than 30 feet apart. Select neighborhoods, especially in the southern portion of the Town, were evaluated with a higher recommended fire flow when necessary due to homes being constructed closer together.

**Table No. 4-2
ISO Hydrant Flow Summary
November 2018**

Test No.	Test Location	Static Pressure (psi)	Residual Pressure (psi)	Recommended Flow at 20 psi (gpm)	Available Flow at 20 psi (gpm)
1	Technology Park Drive & Research Road	56	53	3,000	3,900
10	Gifford Street & Jones Road	70	61	3,500	3,200
11	Lakeview Avenue & Lawrence School Yard	85	60	4,500	3,700
11.1	Lakeview Avenue & Lawrence School Yard	85	60	2,500	3,700
12	Boxwood Circle & Gifford Street	85	70	3,500	5,800
13	Scranton Avenue & Queen Street	80	40	5,500	2,400
13.1	Scranton Avenue & Queen Street	80	40	3,000	2,400
14	Falmouth Heights Road n/o Little Rock Avenue	82	70	1,500	2,500
15	Ashumet Road n/o Sandwich Road	63	55	2,250	5,900
16	Cooper Road & Alcott Road	80	40	1,000	2,600
17	Central Avenue & Bliss Street	80	70	750	3,200
18	East Falmouth Highway & Central Ave	75	45	5,000	3,700
18.1	East Falmouth Highway & Central Ave	75	45	4,000	3,700
18.2	East Falmouth Highway & Central Ave	75	45	2,500	3,700
19	Bayside Drive & Edgewater East	80	38	750	2,600
2	North Falmouth Road & Heather Lane	75	35	3,500	2,000

4.4 Hydraulically Deficient Areas

The estimated recommended fire flows were simulated in the computer model. All scenarios were run using the projected 2040 MDD conditions. All storage tanks in the system were set five feet below their overflow elevation. Sources were set to provide their maximum capacities based on permit restrictions and actual operations limitations. The Long Pond Water Filtration Facility was running with two finished water pumps on, supplying a total of 5,825 gpm. The Coonamessett Well was pumping 322 gpm, Crooked Pond Well was pumping 550 gpm, Mares Pond Well was pumping 200 gpm, Fresh Pond Well was pumping 694 gpm, Technology Park Booster Pump Station was pumping 850 gpm, and the UCRWSC interconnection was supplying 694 gpm. Areas where the available fire flows did not meet the ISO recommended fire flow or estimated recommended fire flow were considered hydraulically deficient and improvements were developed to alleviate these deficiencies.

Hydraulic deficiencies were identified as part of a system wide evaluation and include deficiencies in areas that were and were not included in the most recent ISO testing, as well as addressing residential fire flow deficiencies. In general, the hydraulic deficiencies were broken down into Priority 1, 2A, 2B, and 3 deficiencies. Priority 1 deficiencies identify areas of ISO fire flow deficiencies as well as any larger industrial or commercial fire flow deficiencies. Priority 2A deficiencies identify areas where residential recommended fire flows were not met. Priority 2B deficiencies identify small diameter water mains (4-inch diameter or less) that do not have adequate fire hydrant coverage. According to the AWWA Manual of Water Supply Practices M31 – Distribution System Requirements for Fire Protection, fire department use normally requires a maximum linear distance between hydrants of 300 feet for congested areas and 600 feet for light residential districts. For the purpose of this study, it was assumed that a linear distance of 500 feet from a hydrant is adequate to receive fire protection in the Town of Falmouth. Any small diameter water mains in Falmouth that fall outside of the 500-foot radius of a hydrant located on a 6-inch diameter or greater water main were identified as a Priority 2B deficiency. Priority 3 deficiencies identify areas where loops could be constructed or bottlenecks could be eliminated to help improve flows in the distribution system. The following list provides a description of each Priority 1 and 2A hydraulic deficiency. Priority 2B hydraulic deficiencies are summarized in Table No. 4-3. All hydraulic deficiencies are indicated in the Priority 1 and Priority 2 Hydraulic Deficiencies and Priority 3 Hydraulic Deficiencies maps in Appendix C.

Priority 1 Hydraulic Deficiencies

1. To provide the inherent capacity for the ISO recommended fire flow on North Falmouth Road at Heather Lane, a new 16-inch diameter water main is recommended on Nathan Ellis Highway from the existing 16-inch diameter water main at Sam Turner Road to the existing 6-inch diameter water main at Old County Road. In addition, the existing 6-inch diameter water main on Nathan Ellis Highway from Old County Road to Willow Nest should be replaced with a new 16-inch diameter water main. This improvement will also eliminate two dead ends on Nathan Ellis Highway and strengthen transmission capabilities by providing a second transmission route from the Crooked Pond Water Treatment Plant to the northwestern portion of the distribution system.

2. An estimated recommended fire flow of 2,000 gpm was calculated at the Mariner's Point Resort using the 2014 ISO Published Guide for Determination of Needed Fire Flow. The available fire flow is estimated to be 1,400 gallons per minute at 20 psi. It should be noted that the recommended fire flow at this location does not consider if a fire protection system is installed in the building. ISO uses the Specific Commercial Property Evaluation Schedule (SCOPEs) to evaluate sprinkler protection of a property. Where evidence is available from local fire or building officials to document the installation, approval, testing, and maintenance of the sprinkler system as defined in Chapter 6 of the National Fire Protection Association (NFPA) Standard, the needed fire flow shall be the greater of the demand at the base of the sprinkler system riser or 1,000 gpm at 20 psi. It is recommended that the Town determine if the building has an existing sprinkler system, and if so, if it meets the criteria as outlined in Chapter 6 of the NFPA Standard and determine if the demand at the base of the riser is more than 1,000 gpm. The estimated available fire flow at this location meets the required 1,000 gpm at 20 psi, but if the building has a sprinkler system and the demand at the base of the sprinkler system riser is greater than 1,400 gpm, additional improvements to the distribution system will be required to meet the base demand. If the building does not have a sprinkler system meeting the criteria outlined in Chapter 6 of the NFPA Standard, additional improvements will be required to meet the recommended fire flow of 2,000 gpm. In this case, a new 12-inch diameter water main should be installed on Falmouth Heights Road from Little Rock Avenue to Grand Avenue and on Grand Avenue from Falmouth Heights Road to Tower House Road to replace the existing 6-inch and 8-inch diameter water mains.

Priority 2A Hydraulic Deficiencies

3. A new 8-inch diameter water main is recommended to replace the existing 2-inch to 6-inch diameter water mains on Saconesset Road from Palmer Avenue to the existing 8-inch diameter water main at the end of Saconesset Road, Arnold Gifford Road (north) from Saconesset Road to Peace Pipe Road, Peace Pipe Road from Arnold Gifford Road to the end, Wigwam Road from Peace Pipe Road to the end, Indian Ridge Road from Saconesset Road to the end, and Salt Works Way from Indian Ridge Road to Indian Ridge Road. The new 8-inch diameter water main will provide the inherent capacity for the recommended residential fire flow in this area.
4. A new 8-inch diameter water main is recommended to replace the existing 6-inch diameter water main on Cliff Road from Quaker Road to Uncatena N, Naushon N from Cliff Road to the end, and Naushon Road S from Cliff Road to Nonamesset Road. In addition, a new 8-inch diameter water main is recommended to replace the existing 2-inch to 6-inch diameter water mains on Uncatena N from Cliff Road to the end, and on Naushon Circle from Nonamesset Road to Nonamesset Road. The new 8-inch diameter water main will provide the inherent capacity for the recommended residential fire flow in this area.
5. A new 8-inch diameter water main is recommended to replace the existing 6-inch diameter water main on Wild Harbor Road from the existing 8-inch diameter water main to Point Road, and on Point Road from Wild Harbor Road to the end, to provide the inherent capacity for the recommended residential fire flow in the area.

6. A new 8-inch diameter water main is recommended to replace the existing 6-inch diameter water main on Little Island Road from Quaker Road to the end to provide the inherent capacity for the recommended residential fire flow in this area.
7. A new 8-inch diameter water main is recommended to replace the existing 6-inch diameter water main on Whitman Road from Quissett Avenue to Gardiner Road, and on Gardiner Road and Gansett Road from Whitman Road to the end. The new water main will provide the inherent capacity for the recommended residential fire flow in this area.
8. A new 8-inch diameter water main is recommended on Thatcher's Lane from Route 28 to the end of the existing 2-inch diameter water main to provide the inherent capacity for the recommended residential fire flow in the area and to eliminate a bottleneck.
9. A new 8-inch diameter water main is recommended to replace the existing 6-inch diameter water main on Nobska Road from Larches Way to the end of the existing 6-inch diameter water main to provide the inherent capacity for the recommended residential fire flow in this area.
10. A new 8-inch diameter water main is recommended on County Road from the end of the existing 8-inch diameter water main to Pine Bank Road, on Pine Bank Road from County Road to the end, and on Riverway from Pine Bank Road to the end. Replacing the existing water main with new 8-inch diameter water main will provide the inherent capacity for the recommended residential fire flow in this area.
11. A new 8-inch diameter water main is recommended to replace the existing 6-inch diameter water main on Waquoit Landing Road from Route 28 to Childs River Road. This water main will provide the inherent capacity for the recommended residential fire flow throughout the peninsula.
12. It is recommended to transfer the existing water mains on Shaker Lane and Captains Lane to the 12-inch diameter water main on Davisville Road. The existing connections to the 6-inch diameter water main on Davisville Road at these streets should be abandoned. In addition, it is recommended to replace the existing 6-inch diameter water main on Captains Lane with a new 8-inch diameter water main. Transferring these two side streets to the larger 12-inch diameter water main and replacing the water main on Captains Lane will provide the inherent capacity for the recommended residential fire flow in this area.
13. A new 8-inch diameter water main is recommended on Homer Avenue from County Road to the end to replace the existing 2, 4, and 6-inch diameter water mains. This water main will provide the inherent capacity for the recommended residential fire flow in the area.
14. A new 8-inch diameter water main is recommended to be installed on Longfellow Road from the existing 6-inch diameter water main to Alcott Road. This new water main will provide the inherent capacity for the recommended residential fire flow along Longfellow Road.

Priority 2B Hydraulic Deficiencies

Table No. 4-3 provides a summary of Priority 2B hydraulic deficiencies, small diameter water mains that do not provide adequate fire flow protection. The Priority 1 and Priority 2 Hydraulic Deficiencies Map in Appendix C depicts the following Priority 2B deficiencies. For some locations, it is feasible to install a hydrant on an adjacent 6-inch or larger water main in order to provide adequate fire flow protection to locations along the small diameter water main that are not currently within the maximum recommended distance to a hydrant of 500 feet. For all other locations, it is recommended to replace the existing small diameter water main with a new 8-inch diameter ductile iron water main including a hydrant installation near the end of the water main. Table No. 4-3 indicates the improvement options for each Priority 2B deficiency, along with the number of houses currently served by each small diameter water main.

Priority 3 Hydraulic Deficiencies

There are a number of locations throughout the Falmouth distribution system where dead ends could be connected with new water mains or bottlenecks could be eliminated. An evaluation was completed to determine if water main installation would be feasible in these locations (i.e. does a road or right-of-way exist, or do waterways present barriers to construction). Potential locations for eliminating bottlenecks were also evaluated to determine if upsizing the existing water main would really have a significant impact to surrounding flows. The Priority 3 Hydraulic Deficiencies Map in Appendix C depicts the resultant Priority 3 hydraulic deficiencies along with their recommended improvements. To strengthen distribution capabilities, new water main should be installed to provide looping/redundancy or eliminate bottlenecks in these locations.

Table No. 4-3
Priority 2B Hydraulic Deficiencies – Small Diameter Water Mains

Deficiency No.	Location	Existing Diameter (in.)	No. of Houses Served	Improvement Options
15	Providence Street	2	32	Install new 8-inch water main
	Great Bay Street	1.25 – 2		
	Hiawatha Street	1.25 – 1.5		
16	Brockton Street	1.5 – 2	16	Install new 8-inch water main
17	Cypress Street	1.5	15	Install new 8-inch water main
18	Cape Codder Road	1 – 2	13	Install new 8-inch water main
19	Hamilton Street	2	12	Install new 8-inch water main
20	Philadelphia Street	2	12	Install new 8-inch water main
21	Bourne Street	2	12	Install new 8-inch water main
22	Pires Way	2	11	Install new 8-inch water main
23	Ransom Road	2	11	Install new 8-inch water main
24	English Street	2	8	Move the existing hydrant on 6-inch water main on English Street or install new 8-inch water main
25	Figuerido Way	2	8	Install new 8-inch water main
26	Edgewater Drive West	2	7	Install hydrant on 6-inch water main on Edgewater Drive West or install new 8-inch water main
27	Indian Ridge Road	2	6	Install new 8-inch water main
28	Langley Road	2	4	Install hydrant on 8-inch water main on Sippewissett Road or install new 8-inch water main
29	Black Beach Hills Road	2	3	Install new 8-inch water main
30	Greengate Road	2	2	Install hydrant on 8-inch water main on Greengate Road or install new 8-inch water main
31	Pina Lane	2	2	Install hydrant on 8-inch water main on Sandwich Road or install new 8-inch water main
32	Virtue Circle	2	2	Install hydrant on 6-inch water main on Virtue Circle or install new 8-inch water main
33	Onawa Lane	2	2	Install new 8-inch water main



Section 5

SECTION 5 – Critical Component Assessment

5.1 General

The Critical Evaluation facet of the Three Circle approach evaluates the impact of potential water main failures and the system’s ability to meet varying demand conditions. The critical component assessment includes identification of critical areas served, critical water mains, and the need for redundant mains.

5.2 Evaluation Criteria

Critical areas served are locations in the distribution system that require continual water supply for public health, welfare, or financial reasons. Examples of critical service areas include water department facilities, medical facilities, nursing homes, schools, and business districts. All water mains within 500 feet of a critical area are considered to be critical mains. Because water storage tanks and sources provide water and maintain pressure to critical service areas, tanks and primary sources are also considered critical components. Therefore, any water main within 500 feet of a water storage tank or primary source is considered a critical component.

Additional categories of critical water mains include those mains that are the sole transmission main from a source or tank, and main transmission lines without a redundant main. The evaluation included a visual review of the water mains leading into and out of the critical areas and the transmission grid.

5.3 Critical Components

Critical areas served, critical supply mains, and redundant mains were evaluated in the Falmouth water system based on the criteria described above. The following provides a listing of the areas that are considered critical components. A map of the critical components is included in Appendix D.

Critical Areas Served

A system-wide review of critical areas served such as water department facilities, medical facilities, schools, and critical institutions was completed and discussed with Town of Falmouth personnel. Table No. 5-1 presents all critical areas served including critical users and critical components of the distribution system.

Critical Water Mains

Critical water mains include primary transmission lines as well as mains connecting water storage tanks and sources to the system. Critical transmission mains are highlighted on the Critical Components Map found in Appendix D.

Additional critical water mains were identified based on a review of the distribution system model and using the model’s criticality feature. The criticality feature simulates breaks on each pipe in the model. The model calculates if the system can still be served with adequate flow and pressures after a pipe is taken out of service. This feature can identify areas served by multiple mains which

would no longer be able to serve customers if one of the mains were taken out of service. The following were identified by the criticality feature in WaterGEMS as causing a system demand shortfall of 1.0 percent or greater, and are considered critical mains:

- The 12-inch and 16-inch water mains connecting the Technology Park High Service Tank to the High Service Area customers.
- The segment of 12-inch water main on Seacoast Shores Boulevard between East Falmouth Highway and Ashley Drive, providing the only connection from the distribution system to the customers on the Seacoast Shores Peninsula.
- The segment of 16-inch water main on Hatchville Road between Sam Turner Road and Solar Way, providing the only connection from the Crooked Pond WTP in the northern portion of the distribution system to the rest of the system.
- The segment of 12-inch water main on Waquoit Highway between Barrows Road and Collins Road, providing the only connection to the eastern portion of the distribution system from the rest of the system.
- The segment of 6-inch water main on Saconesset Road between Palmer Avenue and Daniels Road, providing the only connection from the distribution system to the Saconesset residential neighborhood.

Water mains that cross streams, rivers, and active railroads are also considered critical because of the costly consequences of failure that could occur if a water main broke in these areas, and the difficulty in repairing the mains in these locations. Critical mains are highlighted on the Critical Components Map found in Appendix D.

**Table No. 5-1
Critical Areas**

Critical Area	Location
Medical Facilities	
Falmouth Hospital	100 Ter Huen Drive
Various Outpatient Facilities	Edgerton Drive
Water Distribution System Components	
MMR Metering Station & Chemical Feed Facility (Interconnection with UCRWSC)	Sandwich Road
Crooked Pond Well	Sam Turner Road
Coonamessett Well	Hatchville Road
Fresh Pond Well	Carriage Shop Road
Mares Pond Well	Pattee Road
Crooked Pond WTP	50 Twin Oaks Drive
Long Pond WFF	650 Gifford Street
Technology Park BPS	Technology Park Drive
Technology Park Low Service Tank	Technology Park Drive
Technology Park High Service Tank	Bernard Saint Jean Drive
Hayway Road Tank	Hayway Road
Mares Pond Tank	Pattee Road

Table No. 5-1 (continued)
Critical Areas

Critical Area		Location
Schools		
	Teaticket Elementary School	45 Maravista Avenue Extension
	East Falmouth Elementary School	33 Davisville Road
	North Falmouth Elementary School	62 Old Main Road
	Mullen-Hall Elementary School	130 Katherine Lee Bates Road
	Morse Pond School	323 Jones Road
	Falmouth High School	874 Gifford Street
	Lawrence School	113 Lakeview Avenue
Emergency Services		
	Falmouth Fire Department	399 Main Street
	Falmouth Police Department	750 Main Street
Woods Hole Institutions		
	Steamship Authority	1 Cowdry Road
	US Coast Guard	30 Little Harbor Road
	Marine Biological Laboratory	7 MBL Street
	National Marine Fisheries Services	166 Water Street
	Woods Hole Oceanographic Institution	86 Water Street
	Quissett Campus of Woods Hole Oceanographic Institution	360 Woods Hole Road
Elderly Housing		
	Royal Megansett Nursing Home	209 County Road
	Royal Falmouth Nursing & Rehabilitation Center	545 Main Street
	Atria Woodbriar	339-389 Gifford Street
	Morse Pond Care Center	359 Jones Road
Miscellaneous		
	McLane Research Laboratories, Inc.	121 Bernard Saint Jean Drive
	Sea Crest Beach Hotel	350 Quaker Road



Section 6

SECTION 6 – Asset Management Considerations

6.1 General

The existing water distribution system includes approximately 385 miles of water mains. A number of factors, including installation year, diameter, material, water quality, break history, and soil characteristics, affect the decision to replace or rehabilitate a water main. Using an Asset Management approach tailored for the Falmouth system, each water main in the system was assigned a grade based on these factors. The grades were then used to establish a prioritized schedule for water main replacement or rehabilitation, completing the third facet of the Three Circle approach.

6.2 Data Collection

Information regarding the water main diameters, materials, and installation years was obtained from the Town's most recent ArcGIS data layers. Information regarding break history and water quality concerns was obtained during a workshop with system managers and operators from the Town. Information regarding potentially corrosive soils, identified corrosive soils, landfills, and contaminated soils was obtained through ArcGIS and confirmed with the Town. The development of the asset management grading system and the collection of asset data was a collaborative effort with the Town.

6.3 Evaluation Criteria

To prioritize water main replacement or rehabilitation, a water main grading system was established. The grading system uses water main characteristics including installation year, diameter, and material, as well as known areas with water quality concerns, water main break history, and soil characteristics surrounding the water main to assign point values to each pipe in the system. The performance criteria within each asset category are assigned a rating between zero and 100, with zero being the most favorable and 100 being the least favorable within the category. Each category is then given a weighted percentage, which represents priorities within the system. Tata & Howard worked with the Town of Falmouth to adjust the weighted percentages of each category and the ratings of the performance criteria based on existing system performance and conditions. Our recommendation was to assign a maximum weight of 30 percent to any one category. The assigned rating is then multiplied by the weighted percentage to determine the weighted rating for the performance criteria in each category. The weighted rating for each performance criteria was totaled to determine an overall rating for each pipe section in the model. The pipes with the highest grade are most in need of replacement or rehabilitation.

A workshop was held with the representatives of the Town to establish a rating system specific to the Falmouth water system. During the workshop, it was determined that installation year and diameter are of primary concern to the Town, followed by material and water quality. The grading system is shown in Table No. 6-1 and discussed in detail later in this section.

**Table No. 6-1
Asset Management Grading System**

Weight	Performance Criteria	Rating	Weighted Rating
25%	<u>Installation Year (Age)</u>		
	Pre-1900	85	21.25
	1900-1909	80	20
	1910-1919	75	18.75
	1920-1929	70	17.5
	1930-1939	100	25
	1940-1949	95	23.75
	1950-1958	90	22.5
	1959-1969	40	10
	1970-1979	20	5
	1980-1989	10	2.5
	1990-1999	5	1.25
	2000-2019	0	0
25%	<u>Diameter</u>		
	2-inch and smaller water main	100	25
	4-inch water main	80	20
	6-inch water main	60	12.5
	8-inch water main	40	10
	10-inch water main	15	3.75
	12-inch water main	12	3
	16-inch water main	8	2
	18-inch water main	6	1.5
	20-inch water main	4	1
24-inch water main	2	0.5	
20%	<u>Material</u>		
	Unlined Cast Iron	100	20
	Wrought Iron	90	18
	Copper & Steel/Plastic Coated Cement Lined Steel	80	16
	Asbestos Cement/ Bituminous Lined Asbestos Cement	70	14
	Bituminous and Cement Lined Cast Iron	20	4
	Plastic/PVC/HDPE	5	1
Ductile Iron	5	1	
20%	<u>Water Quality</u>		
	Water Mains with Water Quality Concerns	100	20
	Water Mains with PCE Concerns	100	20
	No Water Quality Concerns	0	0

**Table No. 6-1 (continued)
Asset Management Grading System**

Weight	Performance Criteria	Rating	Weighted Rating
5%	<u>Break History</u>		
	3 breaks	100	5
	2 breaks	80	4
	1 break	50	2.5
	No history of breaks	0	0
5%	<u>Soil Characteristics</u>		
	Identified Corrosive Soils	100	5
	Potentially Corrosive Soils	90	4.5
	Contaminated Soils	70	3.5
	Landfills	60	3
	High Groundwater	50	2.5
	Gravel/Sand	0	0

Water Main Age/Material

The water industry in the United States has followed certain trends over the last century. The installation year of a water main generally correlates with a specific pipe material that was used during that time as shown in Table No. 6-2. For example, unlined cast iron water mains were the predominant pipe material installed in water systems until approximately 1958. Factory cement lined cast iron mains were manufactured from the 1950s to about 1970, when pipe manufacturers switched primarily to factory cement lined ductile iron pipe.

Cast iron water mains consist of two types: pit cast and sand spun. Pit cast mains were manufactured up to the year 1930 while sand spun mains were manufactured between 1930 and 1970. Pit cast mains do not have a uniform wall thickness and may have “air inclusions” as a result of the manufacturing process. This reduces the overall strength of the main, which makes it more prone to leaks and breaks. Although sand spun mains have a uniform wall thickness, the overall wall thickness was thinner than the pit cast mains. The uniformity provided added strength, but the thinner wall thickness actually made it more susceptible to breaks. While the transition to factory cement lined cast iron mains had begun in the late 1940s, prior to the year 1958, most cast iron water mains that were manufactured were still unlined. Unlined cast iron mains increased the potential for internal corrosion. Based on information provided by the Town of Falmouth, unlined cast iron water mains were installed until approximately 1952. By 1958, rubber gasket joints were also introduced. Prior to this date, joint material was jute (rope type material) packed in place with lead or a lead-sulfur compound, also known as “leadite” or “hydrotite.” Leadite type joint materials expand at a different rate than iron due to temperature changes, which can result in longitudinal split main breaks at the pipe bell. Sulfur in the leadite can promote bacteriological corrosion that can lead to circumferential breaks of the spigot end of the pipe. Unlined cast iron water mains make up approximately 10 percent of the Falmouth water system.

**Table No. 6-2
Pipe Material and Length by Installation Year**

Installation Year	Unlined Cast Iron (LF)	Bituminous and Cement Lined Cast Iron (LF)	Asbestos Cement/ Bituminous Lined Asbestos Cement (LF)	Wrought Iron (LF)	Copper, Steel, Plastic Coated Cement Lined Steel (LF)	Ductile Iron (LF)	Plastic/ PVC/ HDPE (LF)	Total (LF)
Pre-1900	46,435	0	0	0	0	0	0	46,435
1900-1909	18,173	0	0	0	0	0	0	18,173
1910-1919	50,052	0	0	0	237	0	0	50,289
1920-1929	65,958	0	0	1,745	4,980	0	0	72,683
1930-1939	24,365	25,209	4,486	700	9,662	0	0	64,422
1940-1949	802	79,763	14,494	8,154	13,085	0	0	116,298
1950-1958	103	2,475	123,768	35,812	5,605	0	0	167,763
1959-1969	0	29,613	258,537	24,684	1,956	439	373	315,602
1970-1979	0	22	334,898	827	1,393	565	3,885	341,590
1980-1989	0	0	48,176	0	638	52,633	315,188	416,635
1990-1999	0	0	0	0	591	133,333	32,770	166,694
2000-2019	0	0	0	0	0	250,005	2,503	252,508
Total (LF)	205,888	137,082	784,359	72,087	38,147	436,810	354,719	2,029,092

Factory lined cast iron (CLCI) was manufactured and installed up until about 1975. Overlapping this period, factory cement lined ductile iron main was manufactured from the 1950s and continues to be manufactured today. Most New England water utilities did not begin to install ductile iron pipe until the late 1960s. Field cement lined cast iron (FLCI) pipe is a process where existing previously installed unlined cast iron pipe is mechanically cleaned and then lined internally with cement mortar. This process helps to clean out debris and attached corrosion byproducts within the pipe, while also establishing a layer of protection against internal corrosion. This type of lining may be useful for municipalities that want to extend the life of existing cast iron pipe as opposed to the more expensive alternative of replacing the pipe entirely. Our experience has indicated that the cleaning and lining process may not extend the life of smaller diameter (less than 12-inch diameter) unlined mains. It is assumed that any water main in the Falmouth distribution system classified as cement lined or bituminous lined cast iron that was installed during and prior to the early 1950s was installed as unlined cast iron and later lined in the field. Approximately seven percent of the Falmouth system is cement or bituminous lined cast iron pipe.

Approximately 21 percent of the system is ductile iron. According to the Ductile Iron Pipe Research Association (DIPRA), ductile iron pipe retains all of cast iron's qualities such as machinability and corrosion resistance, but also provides additional strength, toughness, and ductility.

Between the 1930s and 1970s, the water industry utilized asbestos cement (AC) pipe for expanding water systems. A significant advantage of AC pipe is that it resists tuberculation build up within the pipe, maintaining the hydraulic capacity of the pipe and resulting in less system head loss than an old, unlined cast iron water main. However, depending on the water quality, the structural integrity of AC mains can deteriorate over time, thereby becoming sensitive to pressure fluctuations and/or nearby construction activities. In addition, external influences such as soil type and high groundwater can corrode AC mains, thus reducing the strength further. According to AWWA's *Buried No Longer: Confronting America's Water Infrastructure Challenge*, asbestos cement water main has an estimated typical service life of 80 years in a large Northeast system. Therefore, any AC water main installed in the 1930s is past its useful life, and any AC water main installed in the 1940s and 1950s is nearing the end of its useful life. Approximately 39 percent of the system is composed of AC or bituminous lined AC mains.

PVC was first used in the United States in the early 1960s. Due to its resistance to both chemical and electrochemical corrosion, PVC pipe is not damaged by aggressive water or corrosive soils. In addition, the smooth interior of PVC is resistant to tuberculation. The 1994 "Evaluation of Polyvinyl Chloride (PVC) Pipe Performance" by the AWWA Research Foundation found that utilities have experienced minimal long term problems with PVC pipe. Generally, problems with PVC occurred when the area surrounding the pipe was disturbed after installation of the pipe. It should be noted that low molecular weight petroleum products and organic solvents can permeate PVC and HDPE pipe if the contaminants are found in high concentrations in the soil surrounding the pipe. Approximately 17 percent of the system is PVC, plastic, or HDPE pipe. Out of the 17 percent, less than one percent is comprised of plastic or HDPE pipe.

Approximately two percent of the Falmouth system is copper, steel, or plastic coated cement lined steel main, and approximately four percent is wrought iron main, installed with varying degrees of

frequency from the 1910s to the 1990s. These materials were generally limited to smaller diameter applications of less than or equal to 2-inches, but serve multiple properties and as such are classified as water mains rather than service lines.

In general, the oldest water mains in the system received the highest ratings, while the newest received a rating of zero. The exception to this is the 1930s through 1950s. These installation years have been given the highest rating because of the known problems with sand spun unlined cast iron pipe from this time period. In general, water mains in the system with materials that are most recommended to be replaced received the highest ratings. Due to their potential for high internal corrosion, unlined cast iron water mains received the highest rating. Ductile iron and plastic/PVC/HDPE water mains received the lowest rating. Figures No. 6-1 and 6-2 present the installation year and material of the water mains, respectively.

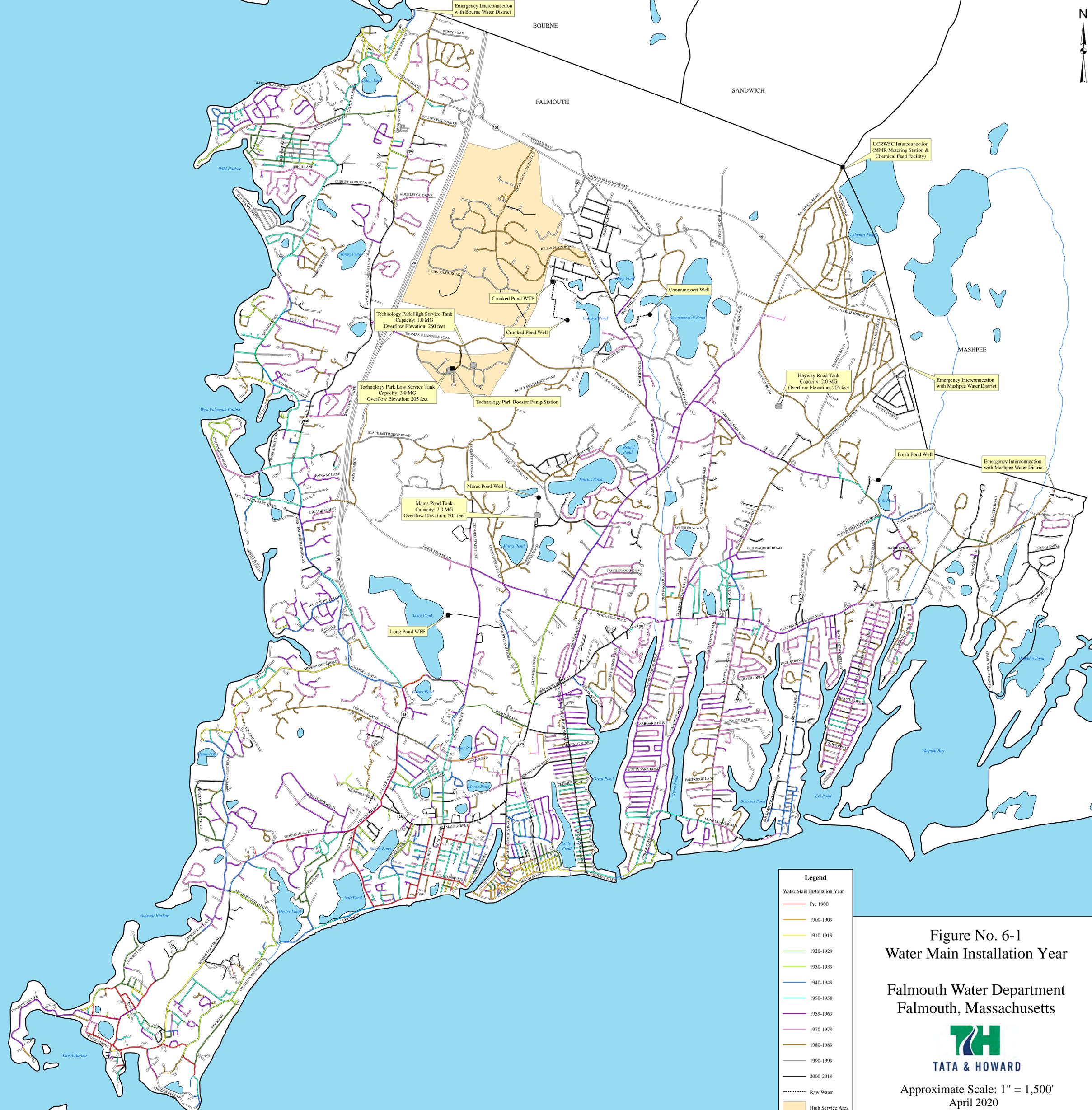
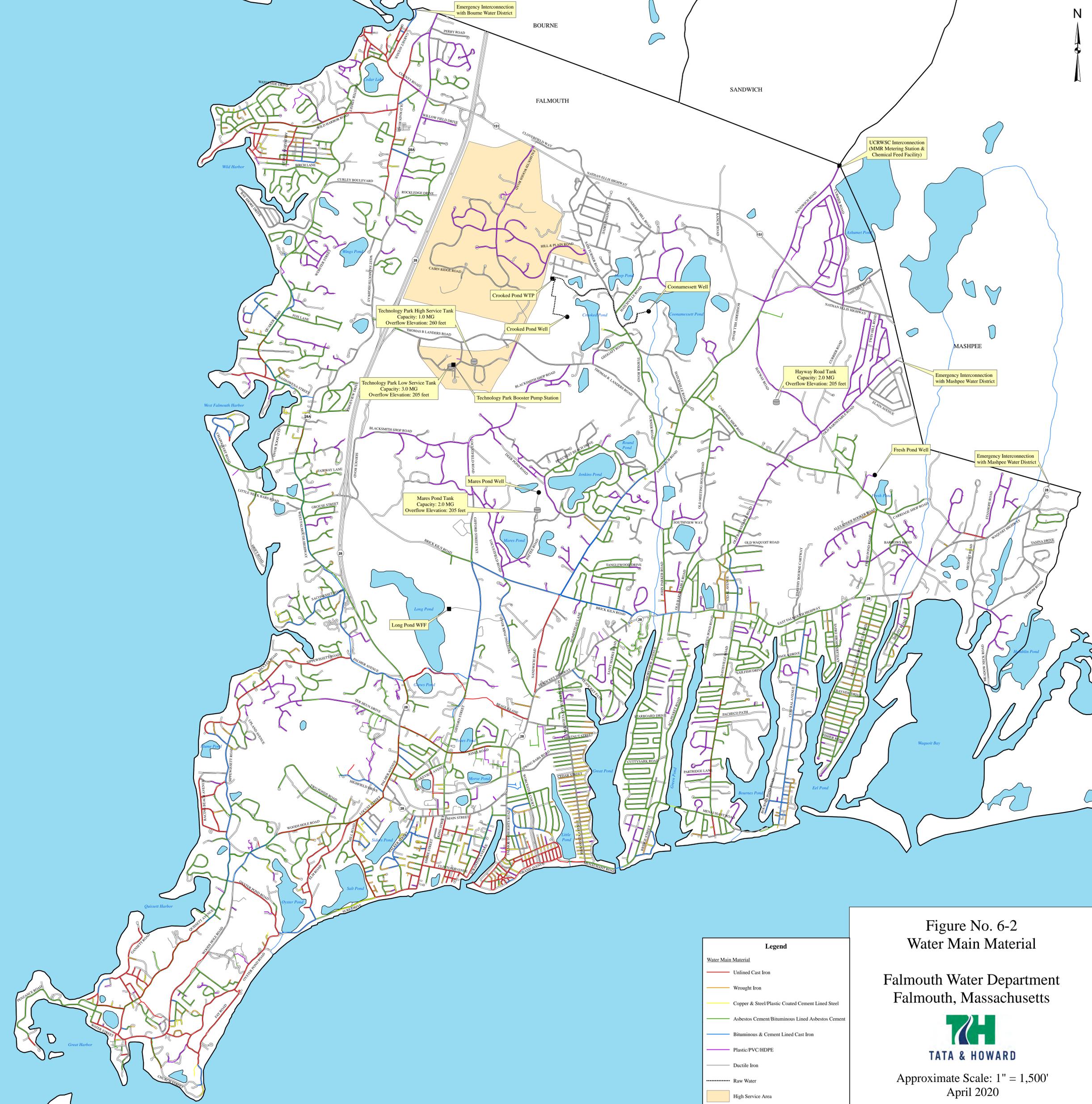


Figure No. 6-1
Water Main Installation Year
Falmouth Water Department
Falmouth, Massachusetts



Approximate Scale: 1" = 1,500'
April 2020



Legend

Water Main Material
Unlined Cast Iron
Wrought Iron
Copper & Steel/Plastic Coated Cement Lined Steel
Asbestos Cement/Bituminous Lined Asbestos Cement
Bituminous & Cement Lined Cast Iron
Plastic/PVC/HDPE
Ductile Iron
Raw Water
High Service Area

Figure No. 6-2
Water Main Material

Falmouth Water Department
 Falmouth, Massachusetts



TATA & HOWARD

Approximate Scale: 1" = 1,500'
 April 2020

Water Main Diameter

The Falmouth water distribution system consists of water mains ranging in diameter from less than 2 inches to 24-inches. Approximately 41 percent of the system is comprised of 8-inch diameter piping and approximately 22 percent is 6-inch diameter piping.

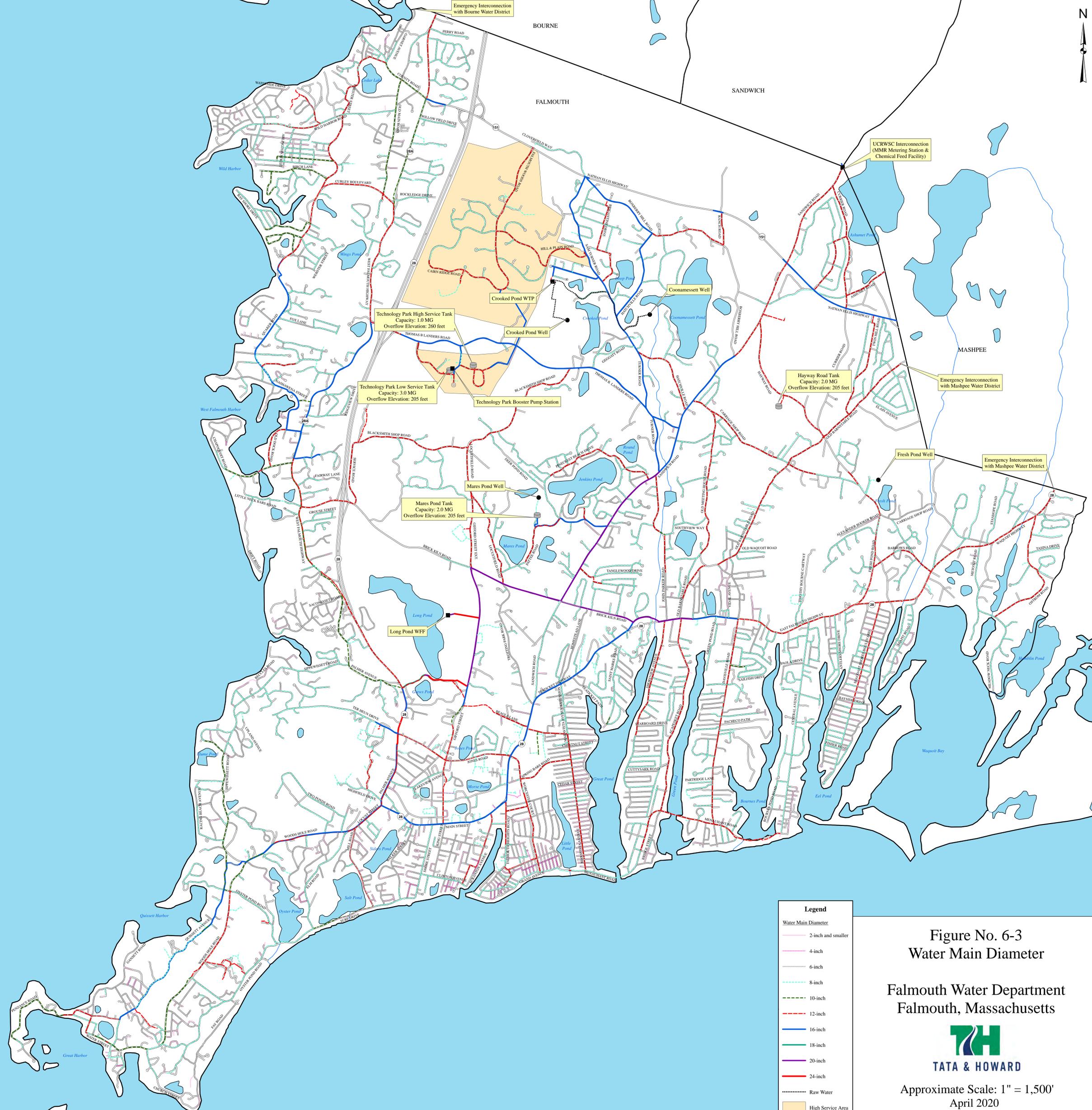
In general, as the diameter of a pipe increases, the strength increases. In most cases, failure occurs in the form of ring cracks. This is primarily the result of bending forces on the pipe. Pipes that are 6-inches in diameter are more likely to deflect or bend than a larger diameter main. Pipes that are 8-inches in diameter are less likely to break from bending forces due to the increased wall thickness and increased moment of inertia.

The pipe wall thickness typically increases as the pipe diameter increases. Pipes that are 16-inches in diameter and larger have significantly thicker walls than 12-inch diameter pipe and smaller. Therefore, in addition to having a greater resistance to bending, larger diameter pipes also are more resistant to failure from pipe wall corrosion due to the thicker walls.

The rating system for the diameter of the water mains follows the concept that smaller water mains are not as strong as larger mains. For example, 2-inch diameter water mains are not as strong as 4-inch diameter water mains. A rating of 100 was given to 2-inch diameter and smaller water mains and a rating of two was given to the 24-inch diameter and larger water mains. The two most common piping sizes in the distribution system are 8-inch and 6-inch diameter pipe. Table No. 6-1 does show a drop in the rating score between a 6-inch diameter water main (60) and 8-inch diameter water main (40). The drop in rating is due to wall thickness and field experience. An 8-inch diameter water main has proven to have nearly twice the bending strength of a 6-inch diameter water main. In general, 8-inch diameter water mains are stronger and less likely to break than 6-inch diameter pipes. Figure No. 6-3 presents the various water main diameters throughout the distribution system.

Break History

Based on data provided by the Town, the Falmouth water system experienced an average of 9 breaks per year over the past eight years. In relation to the total miles of water main in the system, this equates to approximately 2 breaks per 100 miles per year. In comparison to the national average of 25 breaks per 100 miles per year, the Falmouth system experiences a relatively low break rate. Each water main break costs time and labor. Breaks cause disruption to the public and water consumers especially when the breaks are reoccurring. Falmouth has several areas where pipes have experienced multiple breaks. At some point, it becomes more efficient to replace the main than to continue making repairs. Based on Falmouth water main break records, pipes with three breaks were assigned a rating of 100, pipes with two breaks were given a rating of 80, pipes with one break were given a rating of 50, and pipes with no known breaks received a rating of zero. Water main areas that have a history of breaks are identified on Figure No. 6-4.



Legend	
Water Main Diameter	
	2-inch and smaller
	4-inch
	6-inch
	8-inch
	10-inch
	12-inch
	16-inch
	18-inch
	20-inch
	24-inch
	Raw Water
	High Service Area

Figure No. 6-3
Water Main Diameter

Falmouth Water Department
Falmouth, Massachusetts



Approximate Scale: 1" = 1,500'
April 2020

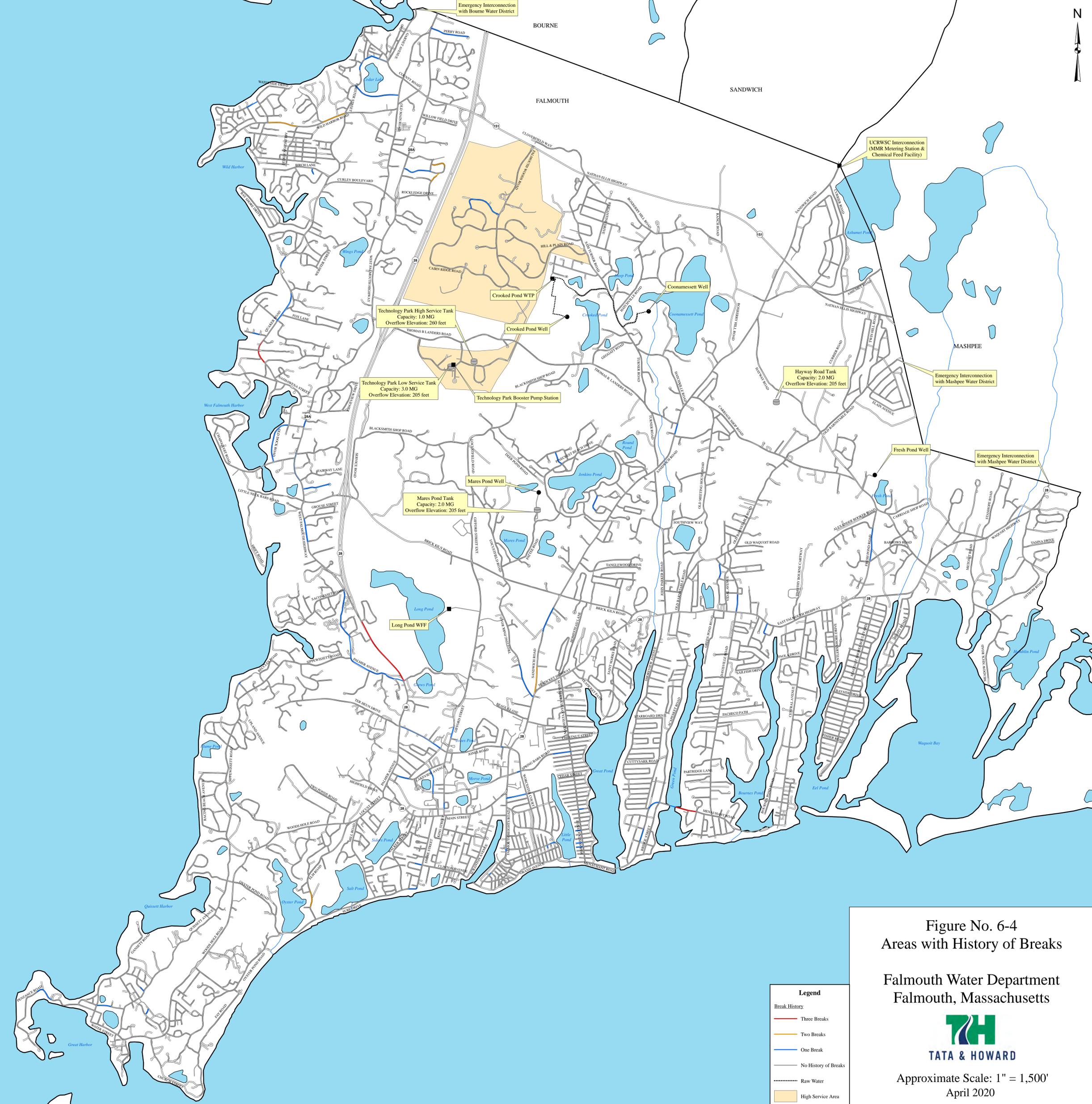


Figure No. 6-4
Areas with History of Breaks

Falmouth Water Department
Falmouth, Massachusetts



Approximate Scale: 1" = 1,500'
April 2020

Legend

Break History

- Three Breaks
- Two Breaks
- One Break
- No History of Breaks

Raw Water

High Service Area

Soil Characteristics

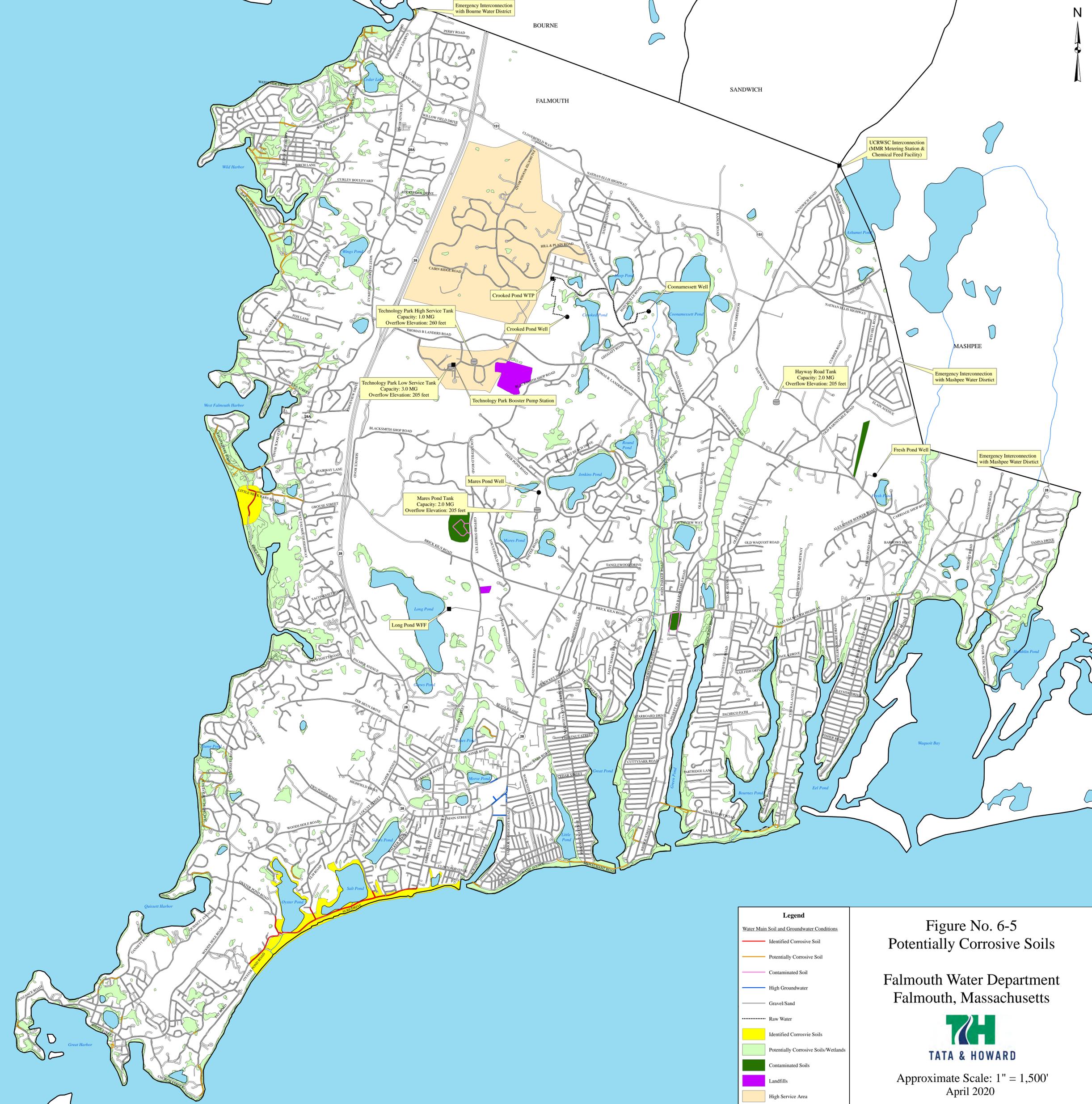
Water main degradation can occur both internally and externally. Factors that increase the rate of external corrosion include high groundwater, soils with low calcium carbonate, or soils with high acidity or sulphates. Wetlands areas have greater potential to cause external corrosion of water mains than other soil conditions. Areas identified by the Town where pipe was installed in corrosive soil were assigned a rating of 100. Areas of potentially corrosive soils, including wetlands, received a rating of 90. Areas identified by the Town where pipe was installed in contaminated soil, including soil that has experienced a gasoline or fuel spill, received a rating of 70. Areas with landfills received a rating of 60. Areas identified by the Town as having a high groundwater level received a rating of 50. All other pipe was assigned a rating of zero. Areas where soil characteristics are of concern are highlighted on Figure No. 6-5.

Water Quality

In general, water quality in the Falmouth water system meets or exceeds state and federal water quality standards. However, based on a review of historical water quality complaint logs, some areas of the system have experienced water quality issues including discoloration of water, taste, and odor issues. In addition to those water quality issues identified through the customer complaint logs, there are areas with tetrachloroethylene (PCE) concerns due to vinyl lined asbestos cement pipe in the system. Elevated levels of PCE can be observed in this piping due to the vinyl lining, but routine flushing of these water mains and regular water quality sampling by system operators have confirmed PCE levels have been maintained in compliance with drinking water regulations. These areas with water quality concerns and vinyl lined asbestos cement pipe are given a rating of 100 while areas with no known water quality complaints received a rating of zero. Areas where water quality is of concern are highlighted on Figure No. 6-6.

6.4 Asset Management Areas of Concern

Based on the asset management ratings, there are several areas of concern in the system. Water mains with a total rating between zero and 19 are considered to be in good to excellent condition. Mains with a total rating between 20 and 39 are considered to be in fair to good condition, and mains with a total rating of 40 or greater are considered to be in poor to fair condition. This rating system is specific to the Falmouth system and reflects the Town's priorities of replacing older, smaller diameter water mains. Asset management ratings are presented graphically in Appendix E.



Emergency Interconnection with Bourne Water District

UCRWSC Interconnection (MMR Metering Station & Chemical Feed Facility)

Emergency Interconnection with Mashpee Water District

Emergency Interconnection with Mashpee Water District

Technology Park High Service Tank
Capacity: 1.0 MG
Overflow Elevation: 260 feet

Technology Park Low Service Tank
Capacity: 3.0 MG
Overflow Elevation: 205 feet

Mares Pond Tank
Capacity: 2.0 MG
Overflow Elevation: 205 feet

Hayway Road Tank
Capacity: 2.0 MG
Overflow Elevation: 205 feet

Crooked Pond WTP

Coonasset Well

Technology Park Booster Pump Station

Mares Pond Well

Fresh Pond Well

Long Pond WTP

Waggoner Well

Legend

Water Main Soil and Groundwater Conditions

- Identified Corrosive Soil
- Potentially Corrosive Soil
- Contaminated Soil
- High Groundwater
- Gravel/Sand
- Raw Water
- Identified Corrosive Soils
- Potentially Corrosive Soils/Wetlands
- Contaminated Soils
- Landfills
- High Service Area

Figure No. 6-5
Potentially Corrosive Soils
 Falmouth Water Department
 Falmouth, Massachusetts



Approximate Scale: 1" = 1,500'
 April 2020

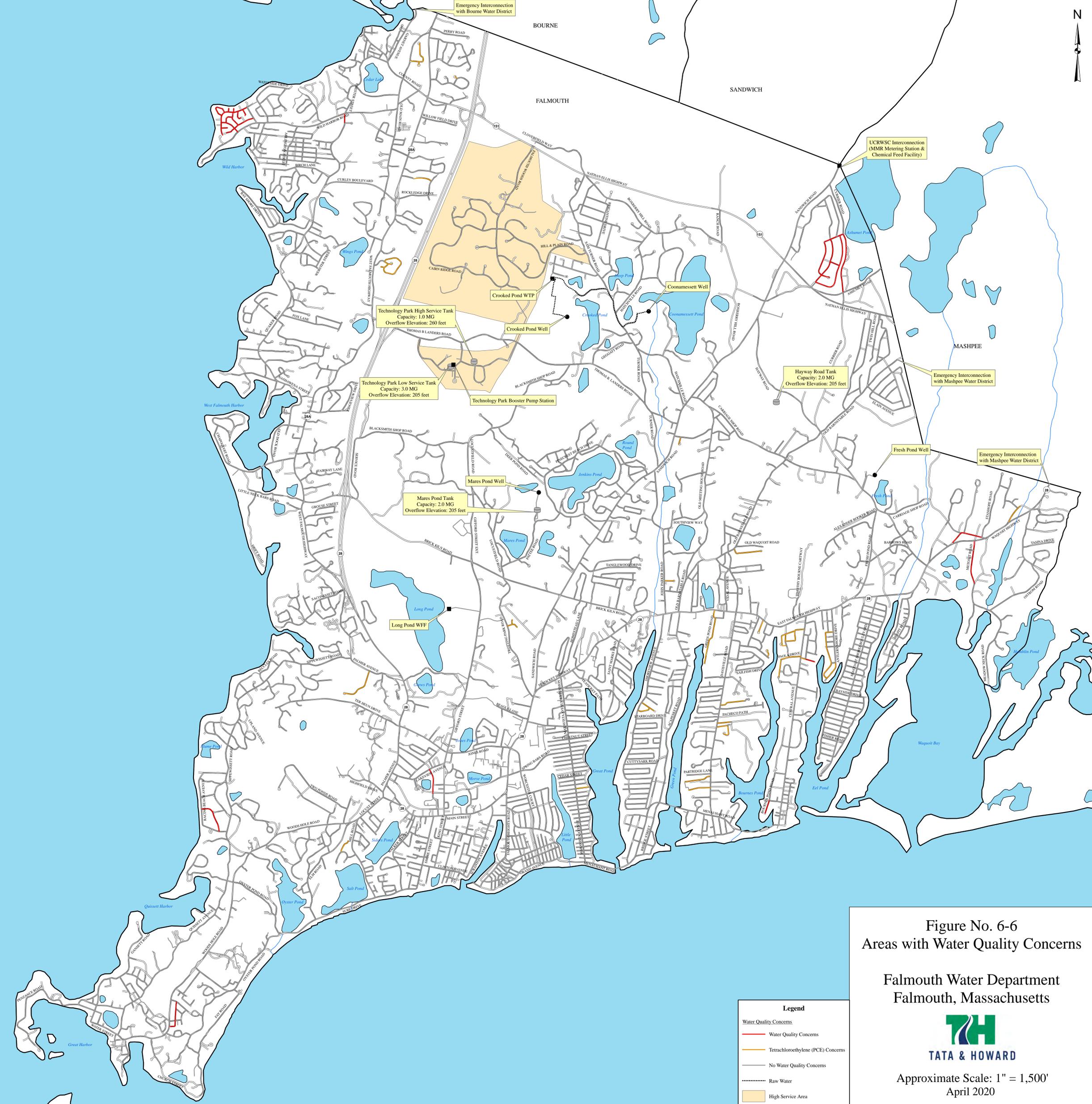


Figure No. 6-6
Areas with Water Quality Concerns

Falmouth Water Department
Falmouth, Massachusetts



Approximate Scale: 1" = 1,500'
April 2020

Legend

- Water Quality Concerns
- Water Quality Concerns
- Tetrachloroethylene (PCE) Concerns
- No Water Quality Concerns
- Raw Water
- High Service Area



Section 7

SECTION 7 – Recommendations and Conclusions

7.1 General

The following section summarizes the findings of the study and presents a prioritized plan for recommended improvements and associated costs. The prioritization of improvements allows for constructing the necessary improvements over an extended period of time as funds allow. Costs are based on 2022 bid tabulations and include costs associated with the water main, valves, fittings, water services, hydrants, and other appurtenances, permanent and temporary trench pavement, and a 25 to 30 percent allowance for engineering and contingencies. The standard allowance for engineering and contingencies is 25 percent, however, for any improvements that are assumed to include a bridge crossing or horizontal directional drilling, the allowance is increased to 30 percent due to the inherent complexities associated with these projects. Water main construction costs observed in 2022 were unusually volatile and unpredictable. Atypical trends in the construction market resulted in significant cost increases on various construction materials. Estimates do not include costs for land acquisition, easements, or legal fees. Unit costs when installing less than 1,000 feet of water main are based on a higher unit rate and are accounted for in each applicable recommendation.

The capital improvement projects considered by this study will provide a direct benefit to the overall level of service to the Town's customers, reduce operation and maintenance costs by reducing the frequency of water main failures and the damage they cause, improve water quality, as well as improve fire protection to homeowners and businesses.

The Water Research Association's (formerly the American Water Works Research Foundation) study on "Cost of Infrastructure Failure," which was completed in 2002, found that in addition to direct costs paid by water utility ratepayers for water main failures, there are also societal costs which are paid by the public. Examples of direct costs include outside contractor costs, engineering costs, police assistance, fire department assistance, electrical, telephone, and gas utility damage costs, landscaping restoration costs, and laboratory costs. Examples of societal costs include the cost of traffic impacts, business customer outage impacts, public health impacts (including loss of life), property damage not covered by direct costs, and the cost of reduced fire fighting capability during a water main failure event.

Rehabilitation and replacement of one percent of a system each year (a 100 year replacement cycle) is a reasonable guideline based on industry experience and analysis. For the Falmouth distribution system, this would equate to approximately four miles of water main replacement each year as a guideline. Regular rehabilitation of water mains reduces main failures, leakage, and water quality issues. Water main rehabilitation can also provide socio-economic benefits by reducing operational costs associated with chemical and energy usage. Additionally, rehabilitation or replacement of water mains that are inadequately sized to provide needed fire protection will improve public safety.

7.2 General Recommendations

To maintain a comprehensive database of the condition of the system, it is recommended that the Town of Falmouth continue to regularly provide break data to Tata & Howard to update the water main database. Currently, the Town maintains documentation of breaks with the nearest street address and date. In addition, the Town should record joint type, type of lining, and type of failure such as ring crack, lateral split, hole in the pipe, “punky” AC pipe failure, or joint leak, and how the pipe was repaired. If possible, the Town should include the apparent cause of the failure such as frost load, traffic load, direct contractor damage, settlement, water hammer, or external soil corrosion. The documentation should also be filed electronically following each event. This data can be used to create a Water Main Failure Map for identifying areas of concern in the system on an ongoing basis. The map can be used to easily identify break locations, determine if streets or areas have a higher frequency of failures, and to view any patterns in the location, type, pipe manufacturer, or other characteristics in occurrences of failure. The water main failure database will aid the Town in making water main rehabilitation and replacement decisions in the future.

In general, it is recommended along streets with parallel water mains that the Town connect all hydrants to the larger of the water mains. It is recommended that prior to installation of all new ductile iron water main, the Town should test the soils in the area of the new main to determine corrosion potential. If the soil is found to be potentially corrosive, the Town should consider installing HDPE or PVC water main, wrapping ductile iron water main with polyethylene, or installing zinc coated ductile iron piping to protect against external corrosion. Polyethylene wrapping is a relatively inexpensive practice that can extend the life of new ductile iron pipe, but proper installation is necessary to properly isolate and protect the piping. Zinc coated ductile iron piping is more expensive than polyethylene wrapping, but installation is less sensitive to properly protect the piping. If HDPE or PVC water main is to be installed, the Town should verify groundwater elevations in the project area and review any history of oil or hazardous material (OHM) release as these types of contaminants can penetrate the permeable HDPE or PVC piping. Polyethylene wrapped or zinc coated ductile iron are better options in areas where OHM may be present.

The Town should continue to perform regularly scheduled maintenance programs, including unidirectional hydrant flushing and meter testing/calibration. It is also recommended that the Town evaluate the feasibility of providing a booster pump station or extending the existing High Service Area to accommodate the properties in the Telegraph Hill Road neighborhood which do not have individual booster pumps and experience low pressures during certain periods of high demand.

7.3 Prioritization of Water Distribution System Improvements

Based on the Three Circles Approach including the hydraulic, critical component, and asset management circles, a prioritized list of improvements was created for the buried infrastructure. Improvements were separated into three phases. The Phase I and Phase II improvements are prioritized based on hydraulic needs, location in the distribution system (critical component), the condition of the water main (asset rating), and the professional opinion of Tata & Howard of how

to best impact the distribution system. The Phase I improvements include water mains that fall into all three circles. Phase II improvements include water mains that fall into any two circles.

Phase III improvements fall into one circle. These improvements include the remaining hydraulic recommendations from Section 4 not included in the Phase I or Phase II improvements and remaining areas with a poor asset management rating. The hydraulically deficient areas, critical component considerations, and asset management ratings are combined on one Three Circles Integration Map included in Appendix F.

The list of water main improvements is extensive due to the nature of this report. The prioritization of the recommended improvements based on the Three Circle Approach serves as a guide for implementation of the infrastructure improvements with the greatest to least benefit. The implementation of these improvements is intended to be completed over several years based on available funding sources.

Table No. 8-1, at the end of this section, includes a prioritized list of Phase I improvements and the hydraulic, critical component, and asset management status of each improvement. Table No. 8-2 includes the linear feet and estimated cost of each Phase I improvement. Table No. 8-3 includes a prioritized list of Phase II improvements and the hydraulic, critical component, and asset management status of each improvement, and Table No. 8-4 includes the linear feet and estimated cost of each Phase II improvement.

Phase III improvements have been divided into two sections (Phase IIIA and IIIB). Phase IIIA improvements represent the remaining hydraulic improvements from Section 4 not included in any Phase I or Phase II improvements. Phase IIIB improvements include the water mains that have high asset management ratings that are not included in any Phase I or Phase II improvements, and should be replaced when funding becomes available. Table No. 8-5 includes a list of Phase IIIA improvements and the hydraulic, critical, and asset management status of each improvement. Table No. 8-6 includes the linear feet and estimated cost of each Phase IIIA improvement. The total length of water main by pipe diameter recommended for Phase IIIB improvements is summarized in Table No. 8-7. The estimated cost to replace these water mains is also included in Table No. 8-7. The recommended improvements maps are included in Appendix G. It should be noted that paving schedules and other improvements to roadways were not evaluated as part of this study.

Phase I Improvements

1. New 8-inch diameter main is recommended to replace the existing 2-inch to 6-inch diameter water mains on Saconeset Road from Palmer Avenue to the existing 8-inch diameter water main at the end of the road, Arnold Gifford Road from Saconeset Road to Peace Pipe Road, Peace Pipe Road from Arnold Gifford Road to the end, Wigwam Road from Peace Pipe Road to the end, Indian Ridge Road from Saconeset Road to the end, and Salt Works Way from Indian Ridge Road to Indian Ridge Road. The existing mains are considered to be in fair to poor condition with asset management ratings ranging from 31 to 66. The poor ratings are due to the age, material, and size of the mains. The main along Saconeset Road from Palmer Avenue to Daniels Road is considered critical because a break here would cause at least one percent of the system to lose water. The section of

main along Saconesset Road between Bumblebee Hill Road and Arnold Gifford Road is considered critical because it includes a bridge crossing over the Shining Sea Bikeway. The upgrade will improve the hydraulic capacity of the water mains and provide residential fire flow in the area. The estimated probable construction cost of approximately 7,900 linear feet of 8-inch diameter ductile iron water main is \$3,465,000. This total estimated cost includes additional costs associated with the under-deck bridge crossing over the Shining Sea Bikeway.

2. New 8-inch diameter main is recommended along County Road from Old Main Road to the end. In addition, new 8-inch diameter water main is recommended on Pine Bank Road from County Road to the end, Riverway from Pine Bank Road to the end, and on Circle Drive from County Road to the end. The existing main on County Road is considered critical because of its proximity to the Royal Megansett Nursing Home. The mains have asset management ratings ranging from 21 to 63 and are considered to be in fair to poor condition. The poor condition is due to age and material of the mains along with poor soil conditions. The upgrade will improve the hydraulic capacity of the water main and provide residential fire flow in the area. The estimated probable construction cost of approximately 4,700 linear feet of 8-inch diameter water main is \$1,640,000.
3. A new 8-inch diameter main is recommended on Carriage Shop Road from Fresh Pond Road to Bonnie Lane. The existing 6-inch main on Carriage Shop Road is considered to be in poor condition with an asset management rating of 53. The poor rating is due to the age and material of the main. Installing new water main on Carriage Shop Road from Bonnie Lane to the existing water main will connect two dead ends, and also provide a redundant connection to the portion of the distribution system east of Barrows Road. Currently, the only connection to this part of the system is via the 12-inch diameter water main on Waquoit Highway, which is considered critical because it serves at least one percent of the system. This improvement will eliminate the section of critical pipe on Waquoit Highway, and therefore, falls under all three circles. The estimated probable construction cost of approximately 4,200 linear feet of 8-inch diameter ductile iron water main is \$1,635,000. This total estimated cost includes additional costs associated with horizontal directional drilling at the Childs River.

Phase II Improvements

4. A new 16-inch diameter main is recommended to be installed along Nathan Ellis Highway from Sam Turner Road to Willow Nest. This improvement will connect two dead ends on Nathan Ellis Highway and provide a redundant connection to the northern portion of the distribution system. Currently, the only connection between the Crooked Pond Water Treatment Plant and the rest of the distribution system is via the 16-inch diameter water main on Turner Road. This improvement will eliminate the section of critical pipe on Turner Road. Based on discussions with the Town, there is an existing portion of relatively new water main installed under the Route 28 interchange with Nathan Ellis Highway. The water main is currently inactive but can be incorporated as part of this improvement. The estimated probable construction cost of approximately 5,800 linear feet of new 16-inch diameter ductile iron water main is \$3,360,000. This total estimated cost includes

additional costs associated with the under-deck bridge crossing over the railroad serving Joint Base Cape Cod.

5. New 12-inch diameter main is recommended on Falmouth Heights Road from the existing 12-inch diameter water main to Grand Avenue and on Grand Avenue from Falmouth Heights Road to the existing 8-inch diameter water main. This improvement will provide the estimated needed fire flow of 2,000 gpm at the Mariner's Point Resort. The mains have asset management ratings ranging from 11 to 58 and are considered to be in good to poor condition. The poor condition is due to the number of breaks, installation year, and material. The estimated probable construction cost of approximately 2,600 linear feet of 12-inch diameter water main is \$1,110,000.
6. A new 8-inch diameter main is recommended to be installed on Edgewater Drive W from Route 28 to Marshall Drive. This improvement will eliminate a dead end and provide a redundant connection to the Seacoast Shores Boulevard peninsula of the distribution system. Currently, the only connection to this part of the system is via the 12-inch diameter water main on Seacoast Shores Boulevard, which is considered critical because it serves at least one percent of the system. This improvement will eliminate the section of critical pipe on Seacoast Shores Boulevard. The estimated probable construction cost of approximately 400 linear feet of 8-inch diameter ductile iron water main is \$165,000.
7. A new 8-inch diameter main is recommended to replace the existing 8-inch diameter main on Wild Harbor Road from Old Main Road to Quaker Road and on Wild Harbor Road and Point Road from the existing 8-inch diameter water main at Loren Road to the end. In addition, it is recommended to replace the existing water main on Wild Harbor Road from Quaker Road to Loren Road with new 12-inch diameter water main and abandon the parallel water main along this stretch. The existing mains are considered to be in poor condition with asset management ratings ranging from 48 to 60 due to their age, material, history of breaks, poor soil conditions, and water quality concerns. This improvement will eliminate an existing bottleneck on Wild Harbor Road and provide the needed residential fire flow along Wild Harbor Road and Point Road. The estimated probable construction cost of approximately 5,500 linear feet of 12-inch diameter ductile iron water main and 5,100 linear feet of 8-inch diameter ductile iron water main is \$4,165,000.
8. A new 8-inch diameter main is recommended to be installed on Thatchers Lane and Lewis Street from Route 28 to Acapesket Road. The existing 2-inch water main on Thatchers Lane is considered to be in poor condition with an asset management rating of 70 due to the diameter, material, and location in contaminated soil. The improvement will eliminate the existing dead ends on Thatchers Lane and Acapesket Road. The estimated probable construction cost of approximately 1,500 linear feet of 8-inch diameter ductile iron water main is \$520,000.
9. A new 8-inch diameter main is recommended to replace the existing 2-inch and 6-inch diameter water mains on Homer Avenue from County Road to the end. The existing mains are considered to be in poor condition with asset management ratings of 54 and 63 due to the age, diameter, and material of the mains. The upgrade will provide the needed

residential fire flow along Homer Avenue. The estimated probable construction cost of approximately 1,100 linear feet of 8-inch diameter ductile iron water main is \$380,000.

10. A new 8-inch diameter main is recommended to replace the existing 6-inch diameter main along Waquoit Landing Road from Route 28 to Childs River Road. The existing main is hydraulically deficient and is considered to be in poor condition with an asset management rating of 59 due to age and material of the main. The upgrade will improve hydraulic capacity of the water main and provide residential fire flow to residences along Seapit Road and surrounding streets. The estimated probable construction cost of approximately 500 linear feet of 8-inch diameter ductile iron water main is \$205,000.
11. A new 8-inch diameter main is recommended to replace the existing 6-inch diameter main along Nobska Road from Larches Way to the end of existing 6-inch water main. The existing main is hydraulically deficient and is considered to be in poor condition with an asset management rating of 43 to 56 due to age, material, and soil conditions. The upgrade will improve hydraulic capacity of the water main and provide residential fire flow along Nobska Road. The estimated probable construction cost of approximately 2,600 linear feet of 8-inch diameter ductile iron water main is \$895,000.
12. New 8-inch diameter main is recommended to replace existing 6-inch diameter main on Whitman Road, Gardiner Road, and Gansett Road. The existing mains are hydraulically deficient and are considered to be in poor condition with asset management ratings ranging from 53 to 54 due to age and material of the mains. The upgrade will provide the needed residential fire flows in the area. The estimated probable construction cost of approximately 3,900 linear feet of 8-inch diameter ductile iron water main is \$1,345,000.
13. A new 8-inch diameter main is recommended to replace the existing 6-inch diameter main along Little Island Road from Quaker Road to the end. The existing 6-inch diameter water main is considered to be in poor condition with an asset management rating of 54 due to age and material of the main. The upgrade will provide the needed residential fire flows to residences along Little Island Road. The estimated probable construction cost of approximately 2,300 linear feet of 8-inch diameter ductile iron water main is \$795,000.
14. It is recommended to reconnect the following streets to the existing 12-inch diameter water main on Davisville Road and abandon the existing parallel 6-inch diameter water main on Davisville Road: Shaker Lane, Elizabeth Jean Drive, Pheasant Lane, Karyn Jane Avenue, Sandcastle Drive, and Marsh View Road. The existing 6-inch diameter water main on Davisville Road has an asset management rating of 53 due to age and material. Connecting the side streets to the existing 12-inch diameter water main will improve the hydraulic capacity of the residential water mains. In addition, it is recommended to replace the existing 6-inch diameter water main on Captains Road with new 8-inch diameter water main. The new 8-inch diameter water main, which should be connected to the existing 12-inch diameter water main on Davisville Road, will provide the necessary residential fire flow along Captains Road. The estimated probable construction cost of reconnecting the seven streets to the 12-inch diameter water main on Davisville Road and installing approximately 1,300 linear feet of 8-inch diameter ductile iron water main on Captains

Road is \$600,000. This total estimated cost includes additional costs associated with reconnecting eight water services and six fire hydrants to the existing 12-inch diameter water main on Davisville Road.

15. A new 8-inch diameter main is recommended to replace the existing 6-inch diameter main on Longfellow Road from Alcott Road to Shoreview Avenue. The existing 6-inch diameter water main is considered to be in poor condition with an asset management rating of 52 due to age and material of the main. The existing 6-inch diameter water main on Longfellow Road does not currently connect to the existing 8-inch diameter water main on Alcott Road. This improvement will eliminate a dead end by making the connection and provide the needed residential fire flow along Longfellow Road. The estimated probable construction cost of approximately 1,100 linear feet of 8-inch diameter ductile iron water main is \$380,000.
16. New 8-inch diameter water main is recommended to replace the existing water main on Uncatena N, Cliff Road, Naushon N, Naushon Rd S, and Naushon Circle. The existing 2-inch to 6-inch diameter water mains along these streets are considered fair to poor, with asset management ratings ranging from 29 to 44 due to age and material. This improvement will provide the necessary residential fire flows in the area. The estimated probable construction cost of approximately 5,100 linear feet of 8-inch diameter ductile iron water main is \$1,755,000.
17. New 8-inch diameter water main is recommended to replace the existing 1.5-inch to 2-inch diameter water mains on Cypress Street, Philadelphia Street, and Bourne Street. The existing 1.5-inch to 2-inch diameter water mains are considered poor with asset management scores ranging from 42 to 68 due to age, material, and size. These streets do not currently have adequate fire hydrant coverage and are considered hydraulically deficient. Installing new 8-inch water main with hydrants will provide the recommended residential fire flow in the area. The estimated probable construction cost of approximately 2,000 linear feet of 8-inch diameter ductile iron water main is \$690,000.
18. New 8-inch diameter water main is recommended to replace the existing 1.25-inch to 2-inch diameter water mains on Providence Street, Great Bay Street, and Hiawatha Street. The existing 1.25-inch to 2-inch diameter water mains are considered poor with asset management scores ranging from 65 to 67 due to age, material, size, and a break. These streets do not currently have adequate fire hydrant coverage and are considered hydraulically deficient. Installing new 8-inch water main with hydrants will provide the recommended residential fire flow in the area. The estimated probable construction cost of approximately 1,300 linear feet of 8-inch diameter ductile iron water main is \$450,000.
19. New 8-inch diameter water main is recommended to replace the existing 1.5-inch to 2-inch diameter water main on Brockton Street. The existing 1.5-inch to 2-inch diameter water mains are considered fair to poor with asset management scores ranging from 29 to 59 due to age, material, and size. This street does not currently have adequate fire hydrant coverage and is considered hydraulically deficient. Installing new 8-inch water main with a hydrant will provide the recommended residential fire flow in the area. The estimated

probable construction cost of approximately 500 linear feet of 8-inch diameter ductile iron water main is \$205,000.

20. New 8-inch diameter water main is recommended to replace the existing 1-inch to 2-inch diameter water main on Cape Codder Road from Beccles Road to the existing 8-inch diameter water main. The existing 1-inch to 2-inch diameter water mains are considered poor with asset management scores ranging from 64 to 66 due to age, material, and size. This street does not currently have adequate fire hydrant coverage and is considered hydraulically deficient. Installing new 8-inch water main with a hydrant will provide the recommended residential fire flow in the area. The estimated probable construction cost of approximately 1,100 linear feet of 8-inch diameter ductile iron water main is \$380,000.
21. New 8-inch diameter water main is recommended to replace the existing 2-inch diameter water main on Hamilton Street. The existing 2-inch diameter water main is considered poor with an asset management score of 66 due to age, material, and size. This street does not currently have adequate fire hydrant coverage and is considered hydraulically deficient. Installing new 8-inch water main with a hydrant will provide the recommended residential fire flow in the area. The estimated probable construction cost of approximately 600 linear feet of 8-inch diameter ductile iron water main is \$245,000.
22. New 8-inch diameter water main is recommended to replace the existing 2-inch to 6-inch diameter water main on Ransom Road. The existing 2-inch to 6-inch diameter water mains are considered fair to poor with asset management scores ranging from 31 to 66 due to age, material, and size. This street does not currently have adequate fire hydrant coverage and is considered hydraulically deficient. Installing new 8-inch water main with hydrants will provide the recommended residential fire flow in the area. The estimated probable construction cost of approximately 2,200 linear feet of 8-inch diameter ductile iron water main is \$760,000.
23. New 8-inch diameter water main is recommended to replace the existing 2-inch diameter water main on Pires Way and on Cinroc Circle from Pires Way to the existing 8-inch diameter water main. The existing 2-inch diameter water mains are considered fair to poor with asset management scores ranging from 29 to 66 due to age, material, and size. These streets do not currently have adequate fire hydrant coverage and are considered hydraulically deficient. Installing new 8-inch water main with hydrants will provide the recommended residential fire flow in the area. The estimated probable construction cost of approximately 1,900 linear feet of 8-inch diameter ductile iron water main is \$655,000.
24. New 8-inch diameter water main is recommended to replace the existing 2-inch to 8-inch diameter water main on English Street and on Maravista Avenue Extension from Maravista Avenue to English Street. The existing 2-inch to 8-inch diameter water mains are considered poor with asset management scores ranging from 47 to 53 due to age, material, and size. These streets do not currently have adequate fire hydrant coverage and are considered hydraulically deficient. Installing new 8-inch water main with hydrants will provide the recommended residential fire flow in the area. The estimated probable

construction cost of approximately 1,600 linear feet of 8-inch diameter ductile iron water main is \$555,000.

25. New 8-inch diameter water main is recommended to replace the existing 2-inch diameter water main on Figuerido Way. The existing 2-inch diameter water main is considered poor with an asset management score of 48 due to age, material, and size. This street does not currently have adequate fire hydrant coverage and is considered hydraulically deficient. Installing new 8-inch water main with a hydrant will provide the recommended residential fire flow in the area. The estimated probable construction cost of approximately 900 linear feet of 8-inch diameter ductile iron water main is \$370,000.
26. New 8-inch diameter water main is recommended to replace the existing 2-inch diameter water main on Langley Road. The existing 2-inch diameter water main is considered poor with an asset management score of 66 due to age, material, and size. This street does not currently have adequate fire hydrant coverage and is considered hydraulically deficient. Installing new 8-inch water main with hydrants will provide the recommended residential fire flow in the area. The estimated probable construction cost of approximately 900 linear feet of 8-inch diameter ductile iron water main is \$370,000.
27. New 8-inch diameter water main is recommended to replace the existing 2-inch to 8-inch diameter water main on Little Neck Bars Road from West Falmouth Highway to Black Beach Hills Road and on Black Beach Hills Road. The existing 2-inch to 8-inch diameter water mains are considered poor with asset management scores ranging from 51 to 72 due to age, material, size, and identified corrosive soil. These streets do not currently have adequate fire hydrant coverage and are considered hydraulically deficient. Installing new 8-inch water main with hydrants will provide the recommended residential fire flow in the area. The estimated probable construction cost of approximately 3,800 linear feet of 8-inch diameter ductile iron water main is \$1,310,000.
28. New 8-inch diameter water main is recommended to replace the existing 2-inch to 4-inch diameter water main on Quonset Road and Onawa Lane. The existing 2-inch to 4-inch diameter water mains are considered poor with asset management scores ranging from 58 to 59 due to age, material, and size. These streets do not currently have adequate fire hydrant coverage and are considered hydraulically deficient. Installing new 8-inch water main with hydrants will provide the recommended residential fire flow in the area. The estimated probable construction cost of approximately 1,300 linear feet of 8-inch diameter ductile iron water main is \$450,000.
29. New 8-inch diameter water main is recommended to replace the existing 2-inch to 6-inch diameter water main on Virtue Circle. The existing 2-inch to 6-inch diameter water mains are considered fair to poor with asset management scores ranging from 39 to 53 due to age, material, and size. This street does not currently have adequate fire hydrant coverage and is considered hydraulically deficient. Installing new 8-inch water main with a hydrant will provide the recommended residential fire flow in the area. The estimated probable construction cost of approximately 600 linear feet of 8-inch diameter ductile iron water main is \$245,000.

30. New 8-inch diameter water main is recommended to replace the existing 2-inch diameter water main on Greengate Road. The existing 2-inch diameter water main is considered poor with an asset management score of 53 due to age, material, and size. This street does not currently have adequate fire hydrant coverage and is considered hydraulically deficient. Installing new 8-inch water main with a hydrant will provide the recommended residential fire flow in the area. The estimated probable construction cost of approximately 400 linear feet of 8-inch diameter ductile iron water main is \$165,000.
31. New 8-inch diameter water main is recommended to replace the existing 6-inch diameter water main on Loren Road from Wild Harbor Road to Downer Road and on Downer Road from Loren Road to Westwood Road. The existing 6-inch diameter water main is considered poor, with asset management ratings ranging from 59 to 73 due to age, material, and water quality concerns. The improvement will eliminate two dead ends and improve the hydraulic capacity in the area. The estimated probable construction cost of approximately 1,000 linear feet of 8-inch diameter ductile iron water main is \$410,000.
32. A new 8-inch diameter water main is recommended to replace the existing 2-inch diameter water main on Spring Bars Road from Route 28 to the existing 8-inch diameter water main. The existing 2-inch diameter water main is considered poor, with an asset management rating of 66. The high asset management rating is due to size, material, and age. The improvement will eliminate the existing bottleneck on Spring Bars Road. The estimated probable construction cost of approximately 500 linear feet of 8-inch diameter ductile iron water main is \$205,000.
33. A new 8-inch diameter water main is recommended to replace the existing 6-inch diameter water main on Gosnold Road from Spencer Baird Road to Gardiner Road. The existing 6-inch diameter water main is considered poor with an asset management rating of 54 due to age and material. The improvement will eliminate a dead on Gosnold Road. The estimated probable construction cost of approximately 800 linear feet of 8-inch diameter ductile iron water main is \$325,000.
34. New 8-inch diameter water main is recommended to be installed to connect the existing portions of 8-inch diameter water main on Nauset Avenue E. In addition, new 8-inch diameter water main is recommended to replace existing 6-inch diameter water main on Nauset Avenue E from the existing 8-inch diameter water main to Shaume Road, and on Shaume Road from Nauset Avenue E to Quaker Road. Installing new 8-inch diameter water main on Nauset Avenue E will eliminate two dead ends. In addition, the existing 6-inch diameter water main on Shaume Road is considered poor with an asset management rating of 52 due to size, material, and installation year. The estimated probable construction cost of approximately 1,400 linear feet of 8-inch diameter ductile iron water main is \$485,000.
35. A new 12-inch diameter water main is recommended to be installed along Old Barnstable Road from the existing 12-inch water main at Old Meeting House Road to Pine Ridge Road. The portion of existing 12-inch water main along this stretch is considered in poor

condition with an asset management rating of 40 due to age and material. This improvement will eliminate a dead end on Old Barnstable Road and improve transmission capabilities in the area. The estimated probable construction cost of approximately 1,000 linear feet of 12-inch diameter ductile iron water main is \$585,000. This total estimated cost includes additional cost associated with horizontal directional drilling on Old Barnstable Road.

36. A new 12-inch diameter water main is recommended to replace existing 8-inch to 10-inch diameter water main along Water Street from Albatross Street to Church Street, not including the existing 12-inch diameter water main bridge crossing over Eel Pond. In addition, new 8-inch diameter water main is recommended to replace existing 1-inch and 8-inch diameter water mains on Luscombe Avenue from Water Street to Railroad Avenue and on Railroad Avenue from Luscombe Avenue to Water Street. Also, new 8-inch diameter water main is recommended to replace existing 6-inch diameter water main on Little Harbor Road from Water Street to the existing 8-inch diameter water main. With the exception of the Eel Pond bridge crossing, the existing water mains are considered poor, with asset management ratings ranging from 45 to 60 due to material, installation year, and size. Water mains along these streets are considered critical due to their proximity to several critical customers including the National Marine Fisheries Services, the Marine Biological Laboratory, the Woods Hole Oceanographic Institution, the Steamship Authority, and the US Coast Guard. The estimated probable construction cost of approximately 3,200 linear feet of 12-inch diameter ductile iron water main and approximately 1,200 linear feet of 8-inch diameter ductile iron water main is \$1,840,000.
37. New 8-inch diameter water main is recommended to replace the existing 8-inch diameter Lawrence School water main connection from Lakeview Avenue to the school. The existing water main is considered poor with an asset management score of 47 due to age and material. The connection is also considered critical as it serves the Lawrence School. The estimated probable construction cost of approximately 600 linear feet of 8-inch diameter ductile iron water main is \$245,000.
38. New 8-inch diameter water main is recommended to replace existing 6-inch diameter water main on Haddon Avenue from Route 28 to Katharine Lee Bates Road and on Katharine Lee Bates Road from Haddon Avenue to Route 28. The existing 6-inch diameter water main is considered fair to poor with asset management ratings ranging from 39 to 60 due to age and material. These water mains are also considered critical due to their proximity to the Mullen-Hall School. The estimated probable construction cost of approximately 1,100 linear feet of 8-inch diameter ductile iron water main is \$380,000.
39. New 12-inch diameter water main is recommended to replace existing 10-inch diameter water main on Old Main Road from the existing 12-inch diameter water main at Curley Boulevard to County Road. In addition, new 8-inch diameter water main is recommended to replace existing 6-inch diameter water main on Old Main Road from County Road to the existing 8-inch diameter water main. The existing 10-inch and 6-inch diameter water mains are considered poor with asset management ratings ranging from 43 to 54 due to age and material. The existing 10-inch diameter water main is also considered critical because

it serves the North Falmouth Elementary School. The estimated probable construction cost of approximately 5,500 linear feet of 12-inch diameter ductile iron water main and approximately 1,600 linear feet of 8-inch diameter ductile iron water main is \$2,785,000.

40. New 12-inch diameter water main is recommended to replace the existing 12-inch diameter water main on Quaker Road from Curley Boulevard to the Sea Crest Hotel. In addition, new 16-inch diameter water main is recommended to replace the existing 16-inch diameter water main on Quaker Road from the Sea Crest Hotel to the existing 16-inch HDPE water main. The existing section of 12-inch diameter water main running parallel to the 16-inch diameter water main from the Sea Crest Hotel to the existing 16-inch HDPE water main should be abandoned. The existing 12-inch diameter water main is considered poor with an asset management rating ranging from 40 to 47 due to age, material, a history of breaks, and poor soil. The existing 16-inch diameter water main is considered poor with an asset management rating of 43 due to age, material, and poor soil. This portion of water main is also considered critical because of its proximity to the Sea Crest Hotel. The estimated probable construction cost of approximately 600 linear feet of 16-inch diameter ductile iron water main and approximately 4,200 linear feet of 12-inch diameter ductile iron water main is \$2,070,000.
41. New 12-inch diameter water main is recommended to replace the existing 10-inch and 12-inch diameter water main on Gifford Street from Jones Road to the existing 16-inch diameter water main. The existing 12-inch diameter water main is considered poor with an asset management rating of 40 due to material, installation year, and a main break. The water main on Gifford Street is also considered critical because of its proximity to the Atria Woodbriar assisted living facility. The estimated probable construction cost of approximately 2,900 linear feet of 12-inch diameter ductile iron water main is \$1,240,000.
42. New 8-inch diameter water main is recommended to replace existing 8-inch and 10-inch diameter water mains along Surf Drive from Oyster Pond Road to Shore Street. The existing water mains are considered poor, with asset management ratings ranging from 43 to 59 due to age, material, a break, and identified corrosive soil. Portions of the water main along this stretch are also considered critical because they cross rivers from Oyster Pond, Salt Pond, and Siders Pond. The estimated probable construction cost of approximately 7,400 linear feet of 8-inch diameter ductile iron water main is \$3,040,000. This total estimated cost includes additional cost associated with horizontal directional drilling at the outlets from Oyster Pond, Salt Pond, and Siders Pond.
43. New 12-inch diameter water main is recommended to replace existing 8-inch and 12-inch water main on Menauhant Road from the existing 12-inch diameter water main over the Little Pond bridge crossing to Davisville Road. The existing water mains are considered poor with asset management ratings ranging from 40 to 52 due to age, material, a history of breaks, and poor soil. The existing water mains crossing over Great Pond and Green Pond are also considered critical. The estimated probable construction cost of approximately 9,100 linear feet of 12-inch diameter ductile iron water main is \$6,180,000. This total estimated cost includes additional cost associated with the under-deck bridge crossings over Great Pond and Green Pond.

Phase IIIA Improvements – Hydraulic

44. A new 8-inch diameter water main is recommended on Anchorage Road from Waterside Drive to the existing 6-inch diameter water main. This improvement will eliminate a dead end and improve system redundancy. The estimated probable construction cost for approximately 200 linear feet of 8-inch diameter water main is \$85,000.
45. A new 12-inch diameter water main is recommended to replace the existing 8-inch diameter water main on Depot Avenue from North Main Street to the existing 12-inch diameter water main. This improvement will eliminate the bottleneck between the 12-inch diameter main connecting to Bramble Bush Drive and the 12-inch diameter main on North Main Street. The estimated probable construction cost for approximately 900 linear feet of 12-inch diameter water main is \$395,000.
46. A new 8-inch diameter water main is recommended on Sandpiper Circle from Shorewood Drive to the existing 6-inch diameter water main. This improvement will eliminate a dead end and improve system redundancy. The estimated probable construction cost for approximately 200 linear feet of 8-inch diameter water main is \$85,000.
47. A new 8-inch diameter water main is recommended on Hillside Avenue and Norma Road from the existing 6-inch diameter water main to the existing 8-inch diameter water main. This improvement will eliminate two dead ends and improve flow in the area. The estimated probable construction cost for approximately 300 linear feet of 8-inch diameter water main is \$125,000.
48. A new 8-inch diameter water main is recommended on Riddle Hill Road from Stonewall Lane to Two Ponds Road. This improvement will eliminate a dead end and improve system redundancy. The estimated probable construction cost for approximately 1,000 linear feet of 8-inch diameter water main is \$410,000.
49. A new 8-inch diameter water main is recommended on Shoreview Avenue from the existing 6-inch diameter main just north of Whittier Road to the existing 6-inch diameter main just south of Kilmer Road. The new 8-inch diameter water main should connect into the existing 6-inch diameter water mains on Whittier Road and Kilmer Road. The new main will eliminate four dead ends and improve flow throughout the area. The estimated probable construction cost for approximately 500 linear feet of 8-inch diameter water main is \$205,000.
50. A new 8-inch diameter water main is recommended on Dillingham Avenue to connect the existing 8-inch diameter water mains. The new 8-inch diameter water main should connect into the existing 8-inch diameter water main at Lantern Lane and the existing 8-inch diameter water main on Morse Pond Road. The new main will eliminate four dead ends and improve flow throughout the area. The estimated probable construction cost for approximately 1,900 linear feet of 8-inch diameter water main is \$655,000.
51. A new 8-inch diameter water main is recommended on Parker Mills Road from Sandwich Road to Green Acres Road. This improvement will eliminate a dead end and improve

system redundancy. The estimated probable construction cost for approximately 400 linear feet of 8-inch diameter water main is \$165,000.

52. A new 8-inch diameter water main is recommended on Brick Kiln Road from Service Road to the existing 8-inch diameter water main. This improvement will eliminate a dead end and improve transmission capabilities in the system. The estimated probable construction cost for approximately 5,200 linear feet of 8-inch diameter water main is \$1,880,000.
53. A new 8-inch diameter water main is recommended on Woodrise Road from Palmer Avenue to the existing 8-inch diameter water main. This improvement will eliminate a dead end and improve system redundancy. The estimated probable construction cost for approximately 900 linear feet of 8-inch diameter water main is \$370,000.
54. A new 8-inch diameter water main is recommended on Ipswich Drive from the existing 8-inch diameter water main to Seacoast Shores Boulevard. This improvement will eliminate a dead end and improve system redundancy. The estimated probable construction cost for approximately 200 linear feet of 8-inch diameter water main is \$85,000.
55. A new 8-inch diameter water main is recommended to replace the existing 2-inch diameter water main on Pina Lane. This street does not currently have adequate fire hydrant coverage and is considered hydraulically deficient. Installing new 8-inch water main with a hydrant will provide the recommended residential fire flow in the area. The estimated probable construction cost for approximately 500 linear feet of 8-inch diameter water main is \$205,000.
56. A new 12-inch diameter water main is recommended on Hayway Road from the existing 12-inch diameter water main at Monhegan Road to Old Barnstable Road. The new 12-inch diameter water main should connect into the existing 6-inch diameter water main on Mello Street and the existing 8-inch diameter water main on Seneca Road. The new main will eliminate four dead ends and improve flow throughout the area. The estimated probable construction cost for approximately 2,100 linear feet of 12-inch diameter water main is \$855,000.
57. A new 8-inch diameter water main is recommended on Lakewood Drive from Sandwich Road to the existing 6-inch diameter water main. This improvement will eliminate a dead end and improve system redundancy. The estimated probable construction cost for approximately 200 linear feet of 8-inch diameter water main is \$85,000.
58. A new 8-inch diameter water main is recommended to connect the existing 12-inch diameter water main on Twin Hill Road to the existing 8-inch diameter water main on Doran Drive, and connect the existing 8-inch diameter water mains on Doran Drive and Edmar Road. This improvement will create redundancy and help improve flows in the area. The estimated probable construction cost for approximately 700 linear feet of 8-inch diameter water main is \$285,000.

59. A new 8-inch diameter water main is recommended on Standish Avenue from Sippewissett Road to the existing 8-inch diameter water main. This improvement will eliminate a dead end and improve system redundancy. The estimated probable construction cost for approximately 600 linear feet of 8-inch diameter water main is \$245,000.
60. A new 8-inch diameter water main is recommended to connect the existing 8-inch diameter water mains on Childs River Road. This improvement will eliminate two dead end and improve system redundancy. The estimated probable construction cost for approximately 200 linear feet of 8-inch diameter water main is \$85,000.
61. A new 8-inch diameter water main is recommended on Owls Nest Road from Pinecrest Beach Drive to the existing 8-inch diameter water main. This improvement will eliminate a dead end and improve system redundancy. The estimated probable construction cost for approximately 300 linear feet of 8-inch diameter water main is \$125,000.
62. A new 8-inch diameter water main is recommended to connect the existing 8-inch diameter water mains on Theroux Drive. This improvement will eliminate two dead ends and improve system redundancy. The estimated probable construction cost for approximately 200 linear feet of 8-inch diameter water main is \$85,000.

Phase IIIB Improvements – Asset Management

63. Based on the asset management ratings, the water mains with asset management ratings equal to or greater than 40 are considered poor. This represents approximately 27 percent of the water distribution system. Some of these water mains are included in Phase I and Phase II improvements. There are approximately 83 miles of main with high asset management ratings that have not been included as Phase I or II improvements. In general, the water mains with the highest asset management rating should be replaced first. These mains should be completed as funds become available. Also, these mains should be considered when reviewing road paving schedules and stormwater work. It should be noted that on some streets with parallel water mains, it may be possible to abandon one water main with a poor asset management rating by transferring services, hydrants, and side street connections to a parallel water main with a better asset management rating.

The water mains with high asset management ratings are identified on the Phase III Improvements Map found in Appendix G. The total length of Phase IIIB recommended water main improvements by existing and proposed diameter is summarized in Table No. 7-7. The estimated probable construction cost to replace these water mains is also included in Table No. 7-7. These water mains were not considered to be hydraulically deficient, however, while estimating costs, it was assumed that all water mains with diameter 8-inch or less would be replaced with an 8-inch diameter main. It was also assumed that all 10-inch and 12-inch diameter water mains would be replaced with 12-inch diameter water main, and all 16-inch and 18-inch diameter water mains would be replaced with 16-inch diameter water main. The location of the water main being replaced should be evaluated to determine if a smaller diameter main would be appropriate.

**Table No. 7-1
Prioritization of Improvements – Phase I**

Item No.	Location	From	To	Hydraulic Priority	Asset Management Rating	Critical
1	Saconesset Road	Palmer Avenue	Existing 8-inch water main	2A	43	Y
	Arnold Gifford Road	Saconesset Road	Peace Pipe Road		52	
	Peace Pipe Road	Arnold Gifford Road	end		34 - 39	
	Wigwam Road	Peace Pipe Road	end		31	
	Indian Ridge Road	Saconesset Road	end		39 - 66	
	Salt Works Way	Indian Ridge Road	Indian Ridge Road		34 - 66	
2	County Road	Old Main Road	Chester Street	2A	43	Y
	County Road	Chester Street	End		49 - 58	
	Pine Bank Road	County Road	End		21 - 63	
	Riverway	Pine Bank Road	End		33	
	Circle Drive	County Road	End		58	
3	Carriage Shop Road	Fresh Pond Road	Bonnie Lane	3	53	Y

**Table No. 7-2
Estimated Improvement Cost – Phase I**

Item No.	Location	From	To	Proposed Diameter (in)	Length (LF)	Estimated Cost
1	Saconesset Road	Palmer Avenue	Existing 8-inch water main	8	3,600	\$3,465,000
	Arnold Gifford Road	Saconesset Road	Peace Pipe Road	8	600	
	Peace Pipe Road	Arnold Gifford Road	End	8	900	
	Wigwam Road	Peace Pipe Road	End	8	300	
	Indian Ridge Road	Saconesset Road	End	8	1,500	
	Salt Works Way	Indian Ridge Road	Indian Ridge Road	8	1,000	
2	County Road	Old Main Road	Chester Street	8	1,200	\$1,640,000
	County Road	Chester Street	End	8	2,100	
	Pine Bank Road	County Road	End	8	700	
	Riverway	Pine Bank Road	End	8	400	
	Circle Drive	County Road	End	8	300	
3	Carriage Shop Road	Fresh Pond Road	Bonnie Lane	8	4,200	\$1,635,000
Total Estimated Phase I Cost:						\$6,740,000

**Table No. 7-3
Prioritization of Improvements – Phase II**

Item No.	Location	From	To	Hydraulic Priority	Asset Management Rating	Critical
4	Nathan Ellis Highway	Sam Turner Road	Old County Road	1	-	Y
5	Falmouth Heights Road	Existing 12-inch water main	Grand Avenue	1	50 - 53	N
	Grand Avenue	Falmouth Heights Road	Existing 8-inch water main		11 - 58	
6	Edgewater Drive W	Route 28	Marshall Drive	3	-	Y
7	Wild Harbor Road	Old Main Road	Quaker Road	2A	48	N
	Wild Harbor Road	Quaker Road	Loren Road		48-60	
	Wild Harbor Road	Existing 8-inch water main at Loren Road	Point Road		60	
	Point Road	Wild Harbor Road	End		60	
8	Thatchers Lane	Route 28	Lewis Street	2A & 3	35 - 70	N
	Lewis Street	Thatchers Lane	Acapeskett Road		39	
9	Homer Avenue	County Road	End	2A	54 – 63	N
10	Waquoit Landing Road	Route 28	Childs River Road	2A	59	N
11	Nobska Road	Larches Way	End of existing 6-inch water main	2A	43 - 56	N
12	Whitman Road	Quissett Avenue	Gardiner Road	2A	54	N
	Gardiner Road	Whitman Road	Gansett Road		53	
	Gansett Road	Gardiner Road	End		53	
13	Little Island Road	Quaker Road	End	2A	54	N

Item No.	Location	From	To	Hydraulic Priority	Asset Management Rating	Critical
14	Captains Road	Davisville Road	End	2A	39	N
	Shaker Lane	Connection at Davisville Road			34	
	Elizabeth Jean Drive	Connection at Davisville Road			53	
	Pheasant Lane	Connection at Davisville Road			53	
	Karyn Jane Avenue	Connection at Davisville Road			53	
	Sandcastle Drive	Connection at Davisville Road			53	
	Marsh View Road	Connection at Davisville Road			53	
15	Longfellow Road	Alcott Road	Shoreview Avenue	2A	52	N
16	Uncatena N	Cliff Road	End	2A	34 - 44	N
	Cliff Road	Quaker Road	Uncatena N		44	
	Naushon N	Cliff Road	End		32 - 34	
	Naushon Road S	Cliff Road	Nonamesset Road		44	
	Naushon Circle	Nonamesset Road	Nonamesset Road		29 - 44	
17	Cypress Street	Maravista Avenue	End	2B	42	N
	Philadelphia Street	Maravista Avenue	End		68	
	Bourne Street	Maravista Avenue	End		59	
18	Providence Street	Maravista Avenue	Great Bay Street	2B	67	N
	Great Bay Street	Providence Street	Hiawatha Street		65 - 67	
	Hiawatha Street	Great Bay Street	Maravista Avenue		65 - 67	
19	Brockton Street	Maravista Avenue	End	2B	29 - 59	N
20	Cape Codder Road	Beccles Road	Existing 8-inch water main	2B	64 - 66	N
21	Hamilton Street	Maravista Avenue	End	2B	66	N
22	Ransom Road	Woods Hole Road	End	2B	31 – 66	N

Item No.	Location	From	To	Hydraulic Priority	Asset Management Rating	Critical
23	Pires Way	Route 28	End	2B	29 – 66	N
	Cinroc Circle	Pires Way	Existing 8-inch water main		66	
24	English Street	Maravista Avenue Ext.	End	2B	52 - 53	N
	Maravista Avenue Ext.	Maravista Avenue	English Street		47	
25	Figuerido Way	Teaticket Highway	End	2B	48	N
26	Langley Road	Sippewissett Road	Gunning Point Road	2B	66	N
27	Little Neck Bars Road	West Falmouth Highway	Black Beach Hills Road	2B	51	N
	Black Beach Hills Road	Little Neck Bars Road	End		52 - 72	
28	Quonset Road	Elm Road	Elm Road	2B	58	N
	Onawa Lane	Quonset Road	End		59	
29	Virtue Circle	W Falmouth Highway	End	2B	39 – 53	N
30	Greengate Road	Existing 8-inch water main	End	2B	53	N
31	Loren Road	Wild Harbor Road	Downer Road	3	73	N
	Downer Road	Loren Road	Westwood Road		59 - 72	
32	Spring Bars Road	Route 28	Existing 8-inch water main	3	66	N
33	Gosnold Road	Spencer Baird Road	Gardiner Road	3	54	N
34	Nauset Avenue E	Cummaquid Road	Shaume Road	3	14 - 52	N
	Shaume Road	Nauset Avenue E	Quaker Road		52	
35	Old Barnstable Road	Existing 12-inch water main at Old Meeting House Road	Pine Ridge Road	3	40	N

Item No.	Location	From	To	Hydraulic Priority	Asset Management Rating	Critical
36	Water Street	Existing 8-inch water main at Albatross Street	Existing 12-inch DI water main	-	45 - 51	Y
	Water Street	Existing 12-inch DI water main	Church Street		45	
	Luscombe Avenue	Water Street	Railroad Avenue		51	
	Railroad Avenue	Luscombe Avenue	Water Street		60	
	Little Harbor Road	Water Street	Existing 8-inch water main		56	
37	Lawrence School connection	Lakeview Avenue	End	-	47	Y
38	Haddon Avenue	Route 28	Katharine Lee Bates Road	-	39 – 60	Y
	Katharine Lee Bates Road	Haddon Avenue	Route 28			
39	Old Main Road	Existing 12-inch water main at Curley Boulevard	County Road	-	43	Y
	Old Main Road	County Road	Existing 8-inch water main		54	
40	Quaker Road	Curley Boulevard	Sea Crest Hotel connection	-	40 - 47	Y
	Quaker Road	Sea Crest Hotel connection	Existing 16-inch HDPE main		43	
41	Gifford Street	Jones Road	Existing 16-inch water main	-	40	Y
42	Surf Drive	Oyster Pond Road	Shore Street	-	43 - 59	Y
43	Menauhant Road	Existing 12-inch water main over Little Pond river crossing	Davisville Road	-	40 - 52	Y

**Table No. 7-4
Estimated Improvement Cost – Phase II**

Item No.	Location	From	To	Proposed Diameter (in)	Length (LF)	Estimated Cost
4	Nathan Ellis Highway	Sam Turner Road	Old County Road	16	5,800	\$3,360,000
5	Falmouth Heights Road	Existing 12-inch water main	Grand Avenue	12	1,100	\$1,110,000
	Grand Avenue	Falmouth Heights Road	Existing 8-inch water main	12	1,500	
6	Edgewater Drive W	Route 28	Marshall Drive	8	400	\$165,000
7	Wild Harbor Road	Old Main Road	Quaker Road	8	2,600	\$4,165,000
	Wild Harbor Road	Quaker Road	Loren Road	12	5,500	
	Wild Harbor Road	Existing 8-inch water main at Loren Road	Point Road	8	1,000	
	Point Road	Wild Harbor Road	End	8	1,500	
8	Thatchers Lane	Route 28	Lewis Street	8	1,100	\$520,000
	Lewis Street	Thatchers Lane	Acapesket Road	8	400	
9	Homer Avenue	County Road	End	8	1,100	\$380,000
10	Waquoit Landing Road	Route 28	Childs River Road	8	500	\$205,000
11	Nobska Road	Larches Way	End of existing 6-inch water main	8	2,600	\$895,000
12	Whitman Road	Quissett Avenue	Gardiner Road	8	1,300	\$1,345,000
	Gardiner Road	Whitman Road	Gansett Road	8	800	
	Gansett Road	Gardiner Road	End	8	1,800	
13	Little Island Road	Quaker Road	End	8	2,300	\$795,000

Item No.	Location	From	To	Proposed Diameter (in)	Length (LF)	Estimated Cost
14	Captains Road	Davisville Road	End	8	1,300	\$600,000
	Shaker Lane	Connection at Davisville Road		-	-	
	Elizabeth Jean Drive	Connection at Davisville Road		-	-	
	Pheasant Lane	Connection at Davisville Road		-	-	
	Karyn Jane Avenue	Connection at Davisville Road		-	-	
	Sandcastle Drive	Connection at Davisville Road		-	-	
	Marsh View Road	Connection at Davisville Road		-	-	
15	Longfellow Road	Alcott Road	Shoreview Avenue	8	1,100	\$380,000
16	Uncatena N	Cliff Road	End	8	1,300	\$1,755,000
	Cliff Road	Quaker Road	Uncatena N	8	1,500	
	Naushon N	Cliff Road	End	8	600	
	Naushon Road S	Cliff Road	Nonamesset Road	8	600	
	Naushon Circle	Nonamesset Road	Nonamesset Road	8	1,100	
17	Cypress Street	Maravista Avenue	End	8	600	\$690,000
	Philadelphia Street	Maravista Avenue	End	8	700	
	Bourne Street	Maravista Avenue	End	8	700	
18	Providence Street	Maravista Avenue	Great Bay Street	8	600	\$450,000
	Great Bay Street	Providence Street	Hiawatha Street	8	200	
	Hiawatha Street	Great Bay Street	Maravista Avenue	8	500	
19	Brockton Street	Maravista Avenue	End	8	500	\$205,000
20	Cape Codder Road	Beccles Road	Existing 8-inch water main	8	1,100	\$380,000
21	Hamilton Street	Maravista Avenue	End	8	600	\$245,000
22	Ransom Road	Woods Hole Road	End	8	2,200	\$760,000

Item No.	Location	From	To	Proposed Diameter (in)	Length (LF)	Estimated Cost
23	Pires Way	Route 28	End	8	1,400	\$655,000
	Cinroc Circle	Pires Way	Existing 8-inch water main	8	500	
24	English Street	Maravista Avenue Ext.	End	8	1,300	\$555,000
	Maravista Avenue Ext.	Maravista Avenue	English Street	8	300	
25	Figuerido Way	Teaticket Highway	End	8	900	\$370,000
26	Langley Road	Sippewissett Road	Gunning Point Road	8	900	\$370,000
27	Little Neck Bars Road	West Falmouth Highway	Black Beach Hills Road	8	2,500	\$1,310,000
	Black Beach Hills Road	Little Neck Bars Road	End	8	1,300	
28	Quonset Road	Elm Road	Elm Road	8	1,000	\$450,000
	Onawa Lane	Quonset Road	End	8	300	
29	Virtue Circle	W Falmouth Highway	End	8	600	\$245,000
30	Greengate Road	Existing 8-inch water main	End	8	400	\$165,000
31	Loren Road	Wild Harbor Road	Downer Road	8	300	\$410,000
	Downer Road	Loren Road	Westwood Road	8	700	
32	Spring Bars Road	Route 28	Existing 8-inch water main	8	500	\$205,000
33	Gosnold Road	Spencer Baird Road	Gardiner Road	8	800	\$325,000
34	Nauset Avenue E	Cummaquid Road	Shaume Road	8	1,100	\$485,000
	Shaume Road	Nauset Avenue E	Quaker Road	8	300	
35	Old Barnstable Road	Existing 12-inch water main at Old Meeting House Road	Pine Ridge Road	12	1,000	\$585,000

Item No.	Location	From	To	Proposed Diameter (in)	Length (LF)	Estimated Cost
36	Water Street	Existing 8-inch water main at Albatross Street	Existing 12-inch DI water main	12	1,100	\$1,840,000
	Water Street	Existing 12-inch DI water main	Church Street	12	2,100	
	Luscombe Avenue	Water Street	Railroad Avenue	8	400	
	Railroad Avenue	Luscombe Avenue	Water Street	8	500	
	Little Harbor Road	Water Street	Existing 8-inch water main	8	300	
37	Lawrence School connection	Lakeview Avenue	End	8	600	\$245,000
38	Haddon Avenue	Route 28	Katharine Lee Bates Road	8	300	\$380,000
	Katharine Lee Bates Road	Haddon Avenue	Route 28	8	800	
39	Old Main Road	Existing 12-inch water main at Curley Boulevard	County Road	12	5,500	\$2,785,000
	Old Main Road	County Road	Existing 8-inch water main	8	1,600	
40	Quaker Road	Curley Boulevard	Sea Crest Hotel connection	12	4,200	\$2,070,000
	Quaker Road	Sea Crest Hotel connection	Existing 16-inch HDPE main	16	600	
41	Gifford Street	Jones Road	Existing 16-inch water main	12	2,900	\$1,240,000
42	Surf Drive	Oyster Pond Road	Shore Street	8	7,400	\$3,040,000
43	Menauhant Road	Existing 12-inch water main over Little Pond river crossing	Davisville Road	12	9,100	\$6,180,000
Total Estimated Phase II Cost:						\$42,315,000

**Table No. 7-5
Prioritization of Improvements – Phase IIIA**

Item No.	Location	From	To	Hydraulic Priority	Asset Management Rating	Critical
44	Anchorage Road	Waterside Drive	Existing 6-inch water main	3	34 - 39	N
45	Depot Avenue	N Main Street	Existing 12-inch water main	3	39	N
46	Sandpiper Circle	Shorewood Drive	Existing 6-inch water main	3	39	N
47	Hillside Avenue and Norma Road	Existing 6-inch main	Existing 8-inch main	3	29 - 34	N
48	Riddle Hill Road	Stonewall Lane	Two Ponds Road	3	34	N
49	Shoreview Avenue	Existing 6-inch water main	Existing 6-inch water main	3	34	N
50	Dillingham Avenue	Existing 8-inch water main	Existing 8-inch water main	3	11 - 34	N
51	Parker Mills Road	Sandwich Road	Green Acres Road	3	34	N
52	Brick Kiln Road	Service Road	Existing 8-inch water main	3	7 - 29	N
53	Woodrise Road	Palmer Avenue	Existing 8-inch water main	3	29	N
54	Ipswich Drive	Existing 8-inch water main	Seacoast Shores Boulevard	3	27	N
55	Pina Lane	Sandwich Road	End	2B	26	N
56	Hayway Road	Existing 12-inch water main at Monhegan Road	Old Barnstable Road	3	20	N
57	Lakewood Drive	Sandwich Road	Existing 6-inch water main	3	19	N
58	Cross-country	Twin Hill Road	Doran Drive	3	7 - 14	N
	Cross-country	Doran Drive	Edmar Road		14	
59	Standish Avenue	Sippewissett Road	Existing 8-inch water main	3	14	N
60	Childs River Road	Existing 8-inch water main	Existing 8-inch water main	3	12 - 14	N
61	Owls Nest Road	Pinecrest Beach Drive	Existing 8-inch water main	3	12	N
62	Theroux Drive	Existing 8-inch water main	Existing 8-inch water main	3	11	N

**Table No. 7-6
Estimated Improvement Cost – Phase IIIA**

Item No.	Location	From	To	Proposed Diameter (in)	Length (LF)	Estimated Cost
44	Anchorage Road	Waterside Drive	Existing 6-inch water main	8	200	\$85,000
45	Depot Avenue	N Main Street	Existing 12-inch water main	12	900	\$395,000
46	Sandpiper Circle	Shorewood Drive	Existing 6-inch water main	8	200	\$85,000
47	Hillside Avenue and Norma Road	Existing 6-inch main	Existing 8-inch main	8	300	\$125,000
48	Riddle Hill Road	Stonewall Lane	Two Ponds Road	8	1,000	\$410,000
49	Shoreview Avenue	Existing 6-inch water main	Existing 6-inch water main	8	500	\$205,000
50	Dillingham Avenue	Existing 8-inch water main	Existing 8-inch water main	8	1,900	\$655,000
51	Parker Mills Road	Sandwich Road	Green Acres Road	8	400	\$165,000
52	Brick Kiln Road	Service Road	Existing 8-inch water main	8	5,200	\$1,880,000
53	Woodrise Road	Palmer Avenue	Existing 8-inch water main	8	900	\$370,000
54	Ipswich Drive	Existing 8-inch water main	Seacoast Shores Boulevard	8	200	\$85,000
55	Pina Lane	Sandwich Road	End	8	500	\$205,000
56	Hayway Road	Existing 12-inch water main at Monhegan Road	Old Barnstable Road	12	2,100	\$855,000
57	Lakewood Drive	Sandwich Road	Existing 6-inch water main	8	200	\$85,000
58	Cross-country	Twin Hill Road	Doran Drive	8	400	\$285,000
	Cross-country	Doran Drive	Edmar Road	8	300	
59	Standish Avenue	Sippewissett Road	Existing 8-inch water main	8	600	\$245,000
60	Childs River Road	Existing 8-inch water main	Existing 8-inch water main	8	200	\$85,000
61	Owls Nest Road	Pinecrest Beach Drive	Existing 8-inch water main	8	300	\$125,000
62	Theroux Drive	Existing 8-inch water main	Existing 8-inch water main	8	200	\$85,000
Total Estimated Phase IIIA Cost:						\$6,430,000

**Table No. 7-7
Summary of Improvement and Estimated Costs – Phase IIB**

Item No.	Existing Diameter (in)	Length (LF)	Proposed Diameter (in)	Estimated Cost
63	4-inch or smaller	127,800	8-inch	\$45,125,000
	6-inch	188,900	8-inch	\$66,325,000
	8-inch	112,300	8-inch	\$39,225,000
	10-inch	13,900	12-inch	\$5,450,000
	12-inch	49,900	12-inch	\$19,215,000
	16-inch	1,200	16-inch	\$445,000
	18-inch	1,500	16-inch	\$575,000
Total Estimated Phase IIB Cost:				\$176,360,000

7.4 10-Year Improvement Plan

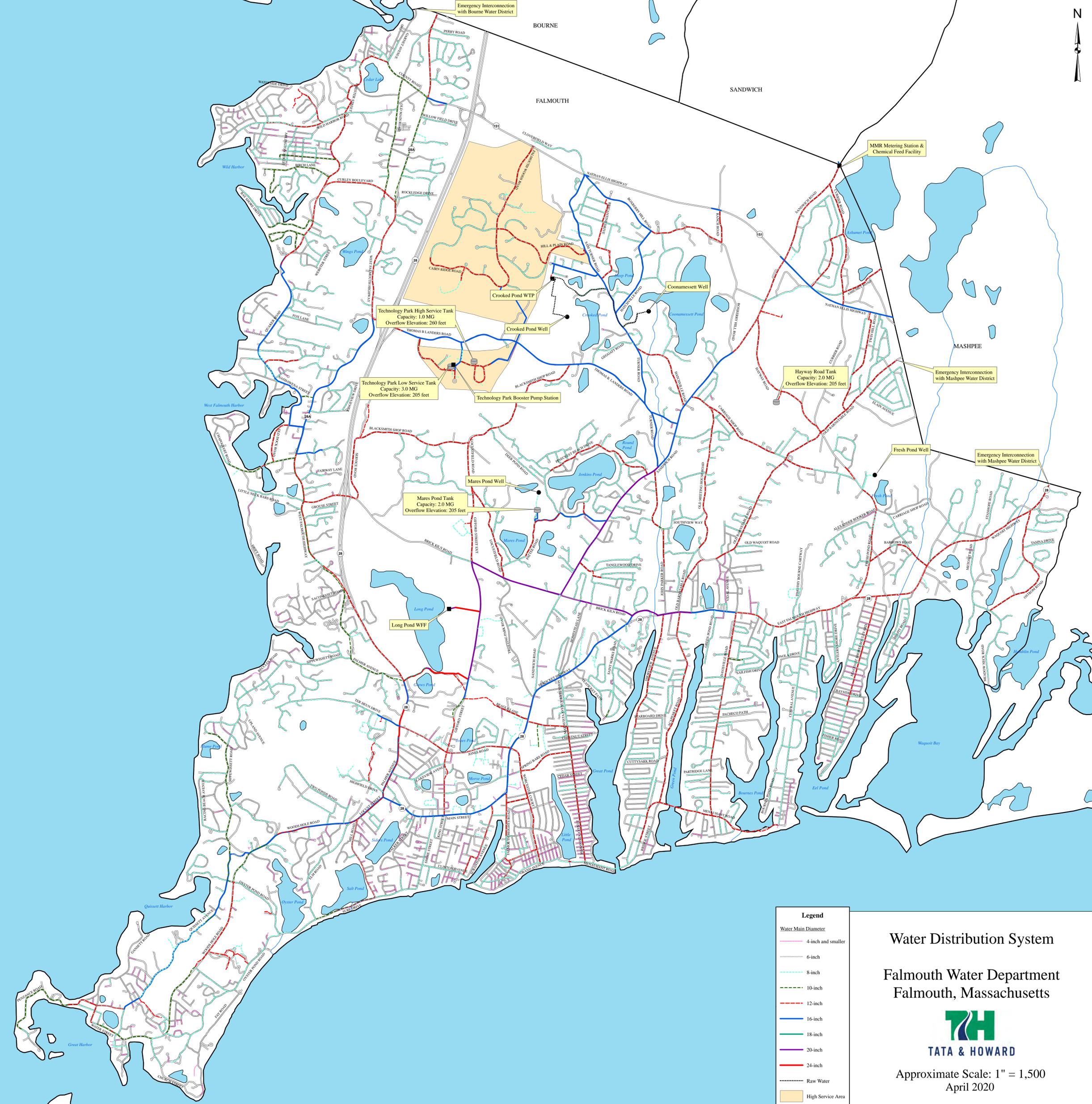
In addition to the prioritized recommended improvements outlined in Section 7.3, it is beneficial for the Town of Falmouth to have an annual plan for construction of improvements. Based on discussions with the Town, it is recommended that Phase I and II improvements be completed over the first 10-year interval since these improvements will provide the greatest benefit to the system. The three Phase I improvements represent approximately one percent of the total length of the Town’s water distribution system, and the 40 Phase II improvements represent approximately five percent of the total length. In total, the estimated cost for all Phase I and II improvements is approximately \$49,055,000. To complete all 43 improvements over a 10-year interval, the Town of Falmouth should budget approximately \$4,910,000 per year. Table No. 7-8 indicates the total estimated value and total length for Phase I and II improvements, as well as the annual cost and length of improvements over the initial 10-year improvement plan.

**Table No. 7-8
10-Year Improvement Plan**

Recommended Improvements	Total Estimated Value	Total Length (mi)
Phase I	\$6,740,000	3
Phase II	\$42,315,000	18
Total	\$49,055,000	21
Annual Improvements over 10-Year Interval	\$4,910,000	2.14



Appendix A



Legend

Water Main Diameter	
	4-inch and smaller
	6-inch
	8-inch
	10-inch
	12-inch
	16-inch
	18-inch
	20-inch
	24-inch
	Raw Water
	High Service Area

Water Distribution System
Falmouth Water Department
Falmouth, Massachusetts

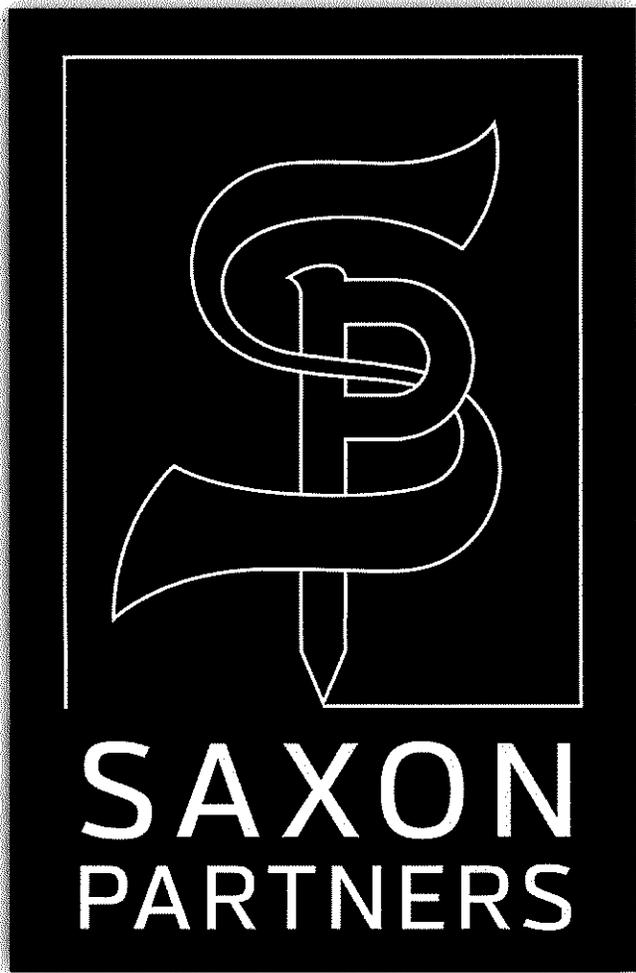


Approximate Scale: 1" = 1,500
 April 2020

OPEN SESSION

BUSINESS

3. Presentation – Affordable housing proposal – 375 Sandwich Road – Saxon Partners **(15 minutes)**



*A Solution to the Housing
Shortage in Falmouth*

SAXON PARTNERS

EXPERIENCED

Formed over 20 years ago by real estate professionals with decades of experience in real estate investment, development, and management

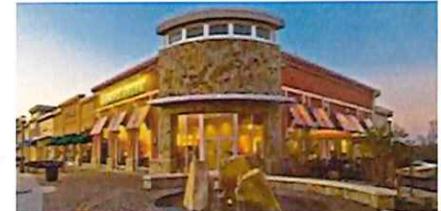
- The company and its affiliates currently own or manage properties with a value in excess of \$1 billion
- The Saxon team has over 100 years of combined multifamily experience



BEST-IN-CLASS

Saxon prides itself on delivering best-in-class real estate developments that are designed for the long-term. Recent projects include:

- ***Colony Place – Plymouth, MA:*** A dominant regional mixed-use campus master-planned for over one million square feet. The region's largest "hybrid" shopping center, offering everything from major national anchor tenants to a collection of smaller "lifestyle" shops and restaurants together with automotive, hotel, and residential uses
- ***Oak Point – Middleboro, MA:*** The largest active-adult community in New England. This master-planned community (1,100 homes) offers residents a wide range of activities and resort-style amenities



SAXON PARTNERS - MULTIFAMILY TEAM

The Saxon team has over 100 years of combined multifamily experience

GARY DARMAN

- Managing Partner - Over 40 years of multifamily experience

DON SMITH

- Managing Partner - Over 25 years of residential and multifamily experience
- BA from University of Pennsylvania and an MBA from University of Chicago

DAVID CALHOUN

- Director of Acquisitions - Over 35 years of development and construction
- Oversaw the development and construction of over \$3 billion in real estate
- BS in Management Engineering, Worcester Polytechnic Institute

THOMAS GRECO

- Director of Multifamily Investment – Over 14 years of multifamily experience
- Ran a \$2.3 billion national multifamily portfolio for a pension fund with over 5,600 apartment units and 17 developments
- BA from Middlebury College and an MBA from Emory University

CLIFF RAHAIM

- CFO and Controller - Over 25 years of real estate experience
- Oversees all of Saxon's financing and accounting activities
- BBA from University of Massachusetts School of Management

BRENDEN GILMORE

- Director of Construction- Over 15 years of real estate experience
- Oversees all of construction activities
- B.A. from University of Maine and an MBA from Babson College

JACK LEFFEL

- Analyst responsible for identifying and researching target markets
- B.A. from The College of Charleston

RECENT 40B: 320 UNITS IN PLYMOUTH, MA



VIEW FROM ENTRY

SMOOK
ARCHITECTURE & INTERIORS
Plymouth, Massachusetts
10/13/2011

ZBA Submission


The Walk
at Colony Place
Live Work Play

PERSPECTIVE 1



A10



This is a conceptual site plan. It is not intended to be used for construction purposes. It is intended to provide a general overview of the project and to illustrate the proposed layout of the site. It is not intended to be used for any other purpose. It is not intended to be used for any other purpose. It is not intended to be used for any other purpose.



ZBA Submission

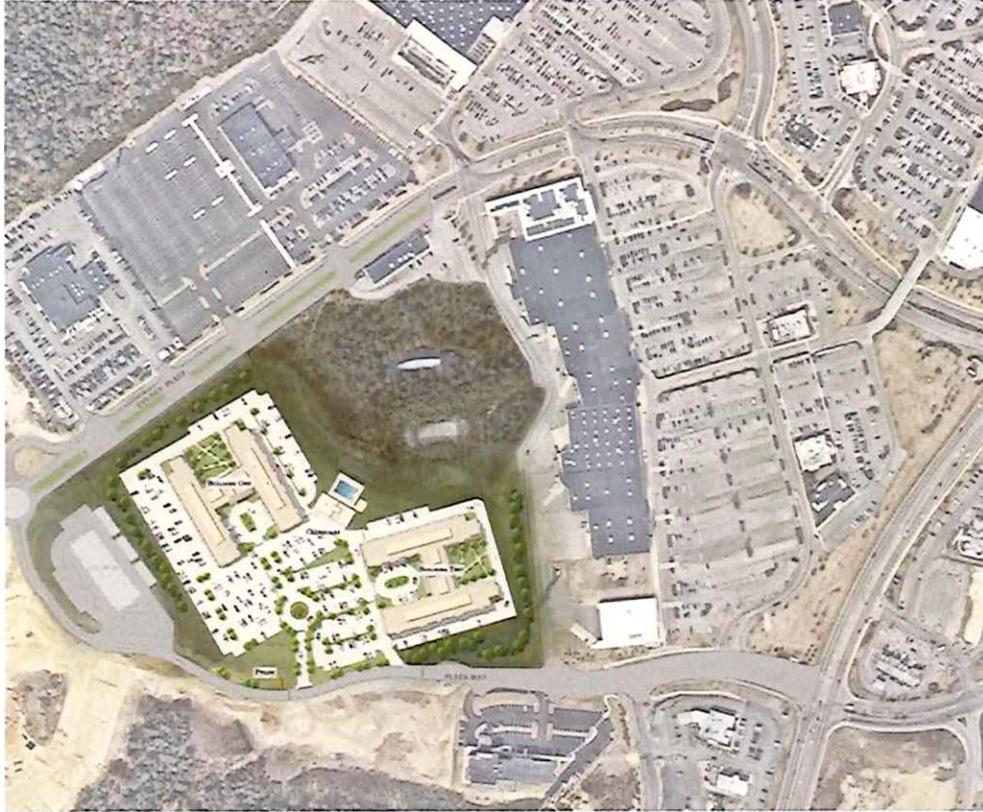
The Walk
at Colony Place
Live. Work. Play.
Plymouth, MA

ISSUED FOR
COMPREHENSIVE
PERMIT
08.14.2019

LOCATION
PLAN

NOT TO SCALE

C2



ILLUSTRATIVE MASTER PLAN
SCALE: 1" = 100'-0"

SMOOK
ARCHITECTURAL & INTERIOR DESIGN
10000 N. CENTRAL EXPRESSWAY, SUITE 100
DALLAS, TEXAS 75243
972.350.1234

ZBA Submission



ILLUSTRATIVE
MASTER PLAN



MP1

TYPICAL MA 40B RENT COMP



Unit Information			Market Rate Unit Info		80% AMI Unit Info		
Unit Type	Description	Unit Sq. Ft.	Number of Market Rate Units	Monthly Rent for Market Rate Units	Number of Units @80% AMI	Monthly Rent @80% AMI2	Utility Allowance
A1	1 Bed - 1 Bath	796	130	\$2,150	36	\$1,657	\$128
B1	2 Bed - 2 Bath	910	86	\$2,500	36	\$1,820	\$188
C1	3 Bed - 3 Bath	1490	24	\$2,800	8	\$1,989	\$241
Total			240		80		

***All unit rental rates are subject to change.*

Note: 100% of the apartments will count towards Town Subsidized Housing Inventory

STRONGLY ENDORSED BY BOTH AREA CHAMBERS



LWP Plymouth, LLC has proposed a residential component, The Walk, to Colony Place. This is the type of housing that the South Shore Chamber of Commerce and South Shore Economic Development Corporation have identified as necessary to make the South Shore more competitive in economic development. The region needs to attract a younger workforce. A large piece of that need is met by building more housing options that reflect what the market is looking for. There is increasing market demand for multi-family options throughout the greater metropolitan market.



The Plymouth Area
CHAMBER OF COMMERCE

LEARN • CONNECT • SUCCEED

The Plymouth Area Chamber of Commerce enthusiastically supports Saxon Partners proposal and stands ready to assist in any way we can. We are urging the town to think differently about shopping centers and residential developments and compare the success that other towns have had with this model to keep things active.

RECENT LOCAL LETTERS OF SUPPORT – LEWISTON & AUGUSTA, MAINE PROJECTS

Maine Veteran's Homes



July 8, 2020

The Honorable David Rollins
Mayor of Augusta
16 Cony Street
Augusta, Maine 04330

Dear Mayor Rollins,

I am writing on behalf of the Maine Veterans' Homes staff and Partners' housing project, The Marek.

We believe that the proposed project to develop a 250-apartment will provide needed housing in the area and greatly benefit local deliberate design to integrate into the surrounding community. I attract medical professionals to live near and work at our new 11 nursing and assisted living facility on Old Belgrade Road, which opens in Summer 2021.

MVH strongly supports the project and welcomes Saxon Partners community.

Thank you for your consideration.

Sincerely,

Kelley J. Nash, Colonel, USAF, MSC (Retired)
Chief Executive Officer

Augusta	Bowdoin	Cornwall	Madison	Scarborough
1,000 sq ft				
1,000 sq ft				

WWW.MAINEVETS.ORG

Maine General Health

Augusta Downtown Alliance

Augusta Downtown Alliance
P.O. Box 2066
Augusta, ME 04338



August 3, 2020

Hon. David Rollins
Mayor
City Hall

MaineGeneral Health

35 Medical Center Parkway
Augusta, Maine 04330
Phone: 207.626-1000

www.maine-general.org

June 15, 2020

Hon. David Rollins
Mayor
City of Augusta
16 Cony Street
Augusta, ME 04330

Re: Letter of Support for Proposed Apartments

Dear Mayor Rollins:

Thank you for the opportunity to provide written comments about Saxon Partners' proposed apartment housing development on Civic Center Drive. MaineGeneral strongly supports the project and believes it will benefit the hospital, the local business community and the City of Augusta.

The development of 250 new high-quality apartments within close proximity to the hospital will directly support our efforts to attract and retain the very best health care professionals. The project's modern amenities and thoughtful design will also help create a sense of community which will further support our recruiting efforts.

MaineGeneral welcomes Saxon Partners as a stakeholder in the community and looks forward to working with them in the years ahead.

Sincerely,

Chuck Hays
President & CEO
MaineGeneral Health and MaineGeneral Medical Center

Augusta Downtown Alliance, I w
d apartment housing developme

ntown Alliance is a community of
apartment project will not be loc
to the city's housing stock will
because of this, we're excited to v
downtown, and see a real chance

located outside Hallowell's busines
ral core, the potential economic b
is not understated. We therefore w

www.augustadowntown.com

Sincerely,

Jeffrey L. Brickman, FACHE
President and CEO
Central Maine Healthcare Corporation

Central Maine Healthcare

Kennebec VC of Commerce



Kennebec Valley Chamber of Commerce
269 Western Avenue
Augusta, ME 04330
June 17, 2020

Chamber of Commerce staff and board, we write this letter in
support of the project, The Marek at Augusta, ME.

Given the state of Maine, and Augusta it woefully underserved,
the rate housing at Augusta will greatly benefit our local
community and create a stronger future for the city and the Kennebec Valley region.

While the project is a great opportunity to live close to work,
the lack of housing often deters qualified
professionals. Additionally, high school and college graduates are
leaving the area for the opportunity to live close to work.

Other growth in Augusta and support a strong economic and
the project is close to our largest employer - healthcare
- shopping, restaurants, and more. The convenient location is
so currently work here as well as those looking to relocate.

Marek at Augusta will help our community on its way to
a more vibrant community.

269 WESTERN AVENUE • AUGUSTA, MAINE 04330
Tel: (207) 626-3455 • Fax: (207) 626-1442
www.kennebecvalleychamber.com

RECENT LOCAL LETTERS OF SUPPORT



To: Mayor Alan Casavant
City Manager James Bennett
Biddeford City Council Members
205 Main St., Biddeford, ME 04005

March 19th,

Letter of Support for Barra Rd. Housing Proposal in Biddeford

The Biddeford & Saco Chamber of Commerce lends its full support for the proposed Workforce Housing development on Barra Rd. in Biddeford, that could bring approximately 250 new 1-bedroom housing units to the area.

The Biddeford area has been growing as of late, with strong ongoing demand for housing, particularly within the younger demographic cohort. Limited availability resulted in rents increasing significantly, making it more challenging for current area residents to find affordable housing. New apartment rental opportunities on Barra near Route 95 would help in building much-needed housing stock inventory supply to meet the burgeoning demand.

The proposed location for this project is particularly ideal, located in the heart of a growing medical industry district. Our main regional hospital along with supporting medical facilities in that general vicinity continue to grow and attract young professionals. This type of 1-bedroom housing with flexible leasing arrangements specifically be attractive for short-to-medium term contract workers in those business establishments in that area.

This proposed commercial development would also result in incremental property revenues for the city with a more limited utilization of municipal resources given the bedroom configuration, which helps keep overall city tax rates in line with current rates. For these reasons, the Chamber is excited about the positive benefits that will accrue to the City of Biddeford with this project moving forward as anticipated.

Sincerely,

James LaBelle
Executive Director, Biddeford & Saco Chamber of Commerce



March 10, 2021

The Honorable Mayor Alan Casavant
Biddeford City Council
205 Main Street
Biddeford, ME 04005

RE: Letter of Support for Proposed Apartments

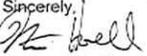
Dear Mayor Casavant and Members of the Biddeford City Council:

We recently spoke at length with Saxon Partners about their 250-unit proposed apartment housing development on Barra Road. Saxon's focus on balancing lifestyle, quality, and value resonated with us. As a result, Southern Maine Health Care supports the project and believes it will benefit the hospital, the local business community, City of Biddeford and its residents.

The development of 250 new high-quality apartments aimed at the Biddeford workforce, and within close proximity to the hospital, will directly support our efforts to attract and retain highly qualified health care professionals. The project's modern amenities and thoughtful design will foster a sense of community which will further support our care team recruitment.

Additionally, we believe that a development of this size, quality, and price point is needed in Biddeford to address the overall housing demands. We believe this will have a significant positive impact on the City and its local businesses, which in turn will support employment and the City's continued growth. To that point, Saxon has agreed to continue to work with SMHC to connect with other local businesses in Biddeford.

Southern Maine Health Care welcomes Saxon Partners as a stakeholder in the community and looks forward to working with them on this important project.

Sincerely,

Nathan Howell
President



James D. Herbert, Ph.D.
President

Biddeford Campus
11 Hill Street Road
Biddeford, ME 04005
U.S.A.

Portland Campus
716 Stevens Avenue
Portland, ME 04103
U.S.A.

Tangier Campus
Rue Ad. Chouaib Doukhal
Tangier 90000
Morocco

T: (207) 602-2300
F: (207) 602-5950

www.une.edu

May 4, 2021

Mayor Alan Casavant
City Manager James Bennett
Biddeford City Hall
205 Main Street
Biddeford, ME 04005

Re: Letter of Support for the Saxon Partners Housing Proposal

Dear Alan and Jim,

My team recently had an opportunity to participate in a presentation from Saxon Partners regarding their exciting plans for a 250-unit efficiency apartment complex proposed to be located on Barra Road in Biddeford.

With the ongoing resurgence in Biddeford, there has been a noticeable increase in demand for affordable housing, which we often hear from students and new employees. The proposal outlined by Saxon Partners appears to address this lack of affordable housing and is especially suited to addressing the needs of higher education and health professions work forces. The community-based amenities of the project, its easy access to public transportation and the highway, and its proximity to campus will make the MAREK a desirable option for many of our faculty, profession staff, and students. I believe the proposed flexible leasing arrangements will be especially appealing to many of our community members.

The University of New England is supportive of this proposed development and looks forward to welcoming the Saxon Partners to the Biddeford Community. As always, please reach out if I can address any questions.

Sincerely,



James Herbert
President

BIDDEFORD AND PORTLAND, MAINE, U.S.A. | TANGIER, MOROCCO | ONLINE

CAPE COD HOUSING SHORTAGE IN THE NEWS

'We are losing the Cape we have always loved': Soaring home prices put the pinch on longtime renters

Year-round residents are struggling with a brutal real estate market

By Andrew Brennan Globe Correspondent Updated July 21, 2022 9:12 a.m.



Erin Zielinska thought she had done everything right.

Fifteen years ago she was struggling, back home on Cape Cod, trying to make ends meet as a waitress, raising her 2-year-old daughter. But at least she could afford to rent a home, thanks in part to housing assistance programs that supplemented her income.

Today, the 41-year-old has degrees in nursing and social work, and a successful career. That 2-year-old, Taylor, is now in a senior high school. Her mother's dream of a starting life on the Cape is now a distant memory.

In a market badly out of kilter, many older residents are stuck in their homes

Some say smaller dwellings in the state are too scarce and costly

By Robert Werman Globe Staff Updated July 21, 2022 3:43 a.m.



Joe Galt is a 60-year-old retiree, now living alone in a four-bedroom Colonial in Shrewsbury. "I want to downsize but it doesn't make economic sense," he says.

They bought their homes when they were young, making money, and raising families. Now they're empty nesters, in or nearing retirement, and living in houses that are too big for them.

But many older residents in Massachusetts who'd like to downsize — and turn over spacious dwellings to younger buyers desperate for room to expand — are finding it difficult, if not impossible. Even though their property values have ballooned, smaller homes or condos are scarce and carry prohibitive price tags in the state's out-of-kilter real estate market.

- *"The Cape's super-hot housing market has made a difficult rental market even tougher including for middle-income people .. Advocates say there's no end in sight."*
- *"Housing stock has reached historic lows."*
- *"The influx of home buyers to Barnstable County has priced Zielinska, who earns around \$83,000 a year, out of the rental market."*
- *"They earn too much to qualify for housing assistance programs and too little to buy a house or afford rents that seem to rise by the week"*
- *"In March, 149 houses were for sale under \$1 million. Two years ago, that number topped 1,000."*



Home About Programs Services Events Volunteer Client Stories Ways To Give News Contact

Cape Cod rental housing shortage leaves middle-income families struggling to find a home

CURRENT SITES



45 PITCH PINE LANE



ACCESS POINTS



CONTACT INFORMATION

Jack Leffel

Analyst

Saxon Partners

25 Recreation Park Drive-Suite 204

Hingham, MA 02043

jleffel@saxon-partners.com

Dave Calhoun

Director of Acquisitions

Saxon Partners

25 Recreation Park Drive-Suite 204

Hingham, MA 02043

dcalhoun@saxon-partners.com

Town of Falmouth
Select Board
NAMING POLICY FOR PUBLIC FACILITIES AND PLACES
Adopted February 13, 2023

Policy:

This policy is adopted pursuant to the naming of public facilities and places in honor and/or in memory of those who served the greater Falmouth community.

Guidelines:

It is the policy of the Town of Falmouth, that the naming of public facilities and places is a significant event and should be done rarely, and only in accordance with the following guidelines:

Public facilities or places shall be considered for naming or renaming by written request, accompanied by background information and rationale, to the Select Board;

The Board shall consider naming based upon:

- Persons who were residents or town employees of excellent character and reputation who made significant contributions to the town. Attributes include:
 - Unusually effective and dedicated service to or on behalf of the town;
 - Efforts to sustain the high quality of life and service within the community;
 - Demonstrated understanding and activities within the essential functions of town government;
 - Service in the defense of freedom or other examples of effective citizenship;
- A geographic or functional name related to the facility or area;
- Names provided as part of trust arrangements, donations, bequests or other related activities;
- Tradition;
- Some combination of the above mentioned attributes.

Procedure:

In order to avoid personal or collective prejudice, favoritism, political pressure and/or temporary popularity, the Board shall take no action on an application to name a public facility or place for a period of at least one (1) year following submission of said application;

After the waiting period has elapsed, a member of the Select Board shall be designated to seek input and advice of whichever department, board, committee, or commission oversees the public facility or place to be named or renamed and report back to the full Board. The Select Board will then advertise and hold a public hearing to seek input from the community.

Following the hearing, the Board may vote to name the public facility or place as requested. A vote of four (4) members of the Select Board shall be required to approve a naming request.

Changing the name of a public facility or place already named shall require a vote of four (4) members of the Select Board AND a two-thirds vote of Town Meeting.

Eligibility:

All public facilities and places under the jurisdiction of the Select Board and/or any of its direct and indirect appointees are eligible to be named. These facilities and places include, but are not limited to: town buildings or parts thereof, undeveloped parcels of land, recreation areas, intersections, streets and roads, and other landmarks.

Exceptions:

Exceptions to this policy shall be made for:

- The Memorial Bench Policy;
- Where state or national laws, or regulations pertaining thereto, require that a facility or place be named in any manner inconsistent with this policy. For example, the Massachusetts LAND grant program requires that property acquired with these funds be named before they will reimburse the town for said purchase;
- Where naming is utilized as part of a capital campaign to raise funds. For example, the capital campaign which supported the 2007 renovation of the main branch of the Falmouth Public Library.

OPEN SESSION

BUSINESS

4. Nomination to name Overlook on the Coonamessett River for Betsy Gladfelter **(5 minutes)**

April 24, 2023 Falmouth Select Board meeting:

Nomination to name Overlook at Coonamessett River Greenway for Betsy Gladfelter



November 2019, Betsy Gladfelter with Stimson Associates representative with 3D model of Coonamessett Greenway Heritage Trail overlook after presentation to Select Board



Coonamessett Greenway Heritage Trail overlook off of John Parker Road

The 300 Committee Land Trust is joining Joe Netto in requesting that the Select Board consider naming the Overlook at the Coonamessett Greenway Gateway Park in honor of Betsy Gladfelter.

The public access components of the Greenway project were supported in part by The 300 Committee Land Trust and Community Preservation Act funds approved by Town Meeting. It was inspiring to witness Betsy's work ethic, vision, and commitment for the river restoration and public access improvements. We request that the Select Board support this naming initiative in honor of Betsy for her extraordinary dedication and effort to see this project through.

OPEN SESSION

BUSINESS

5. Vote to designate a member of the Select Board to review the request to name the connector from the Shining Sea Bikeway to the crossing at Palmer Ave. onto Katharine Lee Bates Rd. as the Kevin Lynch Connector and to place a sign or plaque in his honor **(5 minutes)**

The initial request came before the Select Board during its meeting on Monday, April 25, 2022. The Board voted the one-year waiting period.

Diane Davidson

From: Julian Suso
Sent: Tuesday, April 12, 2022 11:18 AM
To: Diane Davidson
Subject: FW: Suggested proclamation and path naming

> On Apr 9, 2022, at 5:58 PM, Scott Lindell <scott.lindell@falmouthma.gov> wrote:

>

> Dear Doug and Megan,

>

> On behalf of the Shining Sea Bikeway users, both residents and visitors, the current Bicycle and Pedestrian Committee would like to honor two former longtime Bikeway Committee members. As noted in a recent Falmouth Enterprise obituary, among other accomplishments, Kevin Lynch was a founding member of the Falmouth Bikeways Committee and its first and long-time chairman. Through his efforts, the Shining Sea Bikeway was able to grow in well-planned stages toward North Falmouth. As a long-time bicycle commuter, Kevin was instrumental in the acquisition of funding for bicycle parking facilities. A part of his legacy is the bike racks distributed throughout the Town of Falmouth.

>

> For the many contributions to our Town, we would request that the Selectmen name the connector from the Shining Sea Bikeway to the crossing at Palmer Avenue onto K.L. Bates Rd as the Kevin Lynch Connector, and request that an appropriate sign or plaque be placed there in his honor.

>

> Additionally, the Committee would like to honor long-time member Robert Fitzpatrick for his efforts to communicate the Bikeways Committee's ideas to Falmouth Department of Public Works. Bob constantly worked with Town employees and state Department of Transportation employees to facilitate the extension of the Shining Sea Bikeway to North Falmouth. Bob was also instrumental in the expansion of bike parking in the Town of Falmouth, and the foresight to pave the existing connector on the west side of Palmer Ave to Goodwill Park.

>

> For his many contributions to our Town, we would request that the Selectmen name the connector from the Shining Sea Bikeway to the crossing at Palmer Avenue into Goodwill Park as the Bob Fitzpatrick Connector. Again, we and request that an appropriate sign or plaque be placed there in his honor. The Committee and the Friends of Falmouth Bikeways are committed to making the funds available for these naming opportunities. I've attached a news article that captured their youthful energy in the day.

> respectfully,

> Scott Lindell, Chair

> and

>

>

> Ted Rowan, Treasurer

>

> Falmouth, MA 02540

>

> [REDACTED]

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> [REDACTED]

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> Everyone must believe in something, I believe I'll go biking.

>

> Thoreau sort of...

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"http://www.cyclingcapecod.com<https://linkprotect.cudasvc.com/url?a=http%3a%2f%2fwww.cyclingcapecod.com%2f
&c=E,1,bpY2_0BW5TCe1vtnRbkZQ9gqlvzMZ8WybdKdn4DpcFs5KO-D5ALFff0BoZB43HY3thLzwq3R-
dQBYNtJtvjRHJ3BjxVjCJIQOymc4YrF2Uvgt9L5EjMAhABc6Q,,&typo=1>"

> <Lynch and Fitzpatrick contributions LL selected for bikeway extension.pdf>

OPEN SESSION

BUSINESS

6. Vote to designate a member of the Select Board to review the request to name the connector from the Shining Sea Bikeway to the crossing at Palmer Ave. into Goodwill Park as the Bob Fitzpatrick Connector and to place a sign or plaque in his honor **(5 minutes)**

The initial request came before the Select Board during its meeting on Monday, April 25, 2022. The Board voted the one-year waiting period.

Diane Davidson

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> Falmouth, MA 02540

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> <Lynch and Fitzpatrick contributions LL selected for bikeway extension.pdf>

**Board of Selectmen
Fee Waiver Policy
-Adopted February 11, 2016**

I. General Fee Waiver Policy (excluding Special Events Fees)

It is the policy of the Town of Falmouth to consistently and equitably implement the annual schedule of fees; however, there may arise from time-to-time unique circumstances in which fees may be waived.

Fee Waivers shall be granted by the Town Manager only as follows:

- Municipal and School Projects: Town Projects in which the procurement and solicitation documents clearly indicate in the bidding process prior to the opening of the price proposals that fees shall be waived.

Private non-profit agencies presenting a case for a unique public benefit may seek a waiver of fees subject to staff review and approval by the Board of Selectmen. These agencies should contemplate up to a two-month review and approval period. To be eligible for a waiver of fees, the private non-profit shall exhibit that it offers a unique public benefit at no charge to the public or provides a service to the Town Residents, particularly the neediest of our residents. Affordable Housing projects that are required to prepare a development pro forma to receive permits or grants will not be considered unless they provide 100% affordable housing and the development fees and profit are limited to below 20% of the project cost.

Inspection fees and fees associated with direct service or material costs will not be waived.

II. Special Events Fees and Use Charges Policy

Public amenities in the Town of Falmouth such as parks, facilities, special open spaces and public ways have been developed for the use and enjoyment of the public. Special events fees and use charges have been established with an understanding that these fees and charges relate to the cost of supporting the facility for such events. Special events may limit access to the public, may only be available to the public willing to pay a fee for the use and enjoyment of the facility/event, and for some events the general public may be prohibited from accessing the facility during the approved Special event.

BOS Fee Waiver Policy (continued)

Daily Fees:

The daily fee established shall be charged for each day the Special event has been granted use and enjoyment of the facility. Set up and break down days will be charged the daily fee.

Recurring Events:

Recurring one-day events (more often than four times a year) will be charged the full fee for at least the first and the last day of the scheduled event. Any consideration for a waiver is as described below.

Fee Waivers:

The Town will waive daily fees for special events sponsored by established Village associations, the Falmouth Fireworks Committee, the Falmouth Chamber of Commerce, Falmouth VIPS, Falmouth Public Schools, Falmouth Academy, or the Town of Falmouth. With the exception of School or Town events, fees will not be waived for any events that have limited public access or charge an admission fee.

Fee waivers can also be granted, upon request, by the Town Manger^{or} under the following conditions:

- An event providing broad community benefit and sponsored for charitable purposes may request a fee waiver. The Sponsor must present a letter of request including financial documentation verifying that all net event fees collected will be directed to a specific charitable purpose.

Any recurring events may be granted a discount up to 75% of the daily charge (excluding the required first and last days) upon application to the Board of Selectmen. The Board will consider the cost of maintenance of the facility, the public benefit of the event, and the public disruption caused by the event.

All events will carry any necessary insurance and supply bonds as required for the event.

OPEN SESSION

BUSINESS

7. Approve request from Falmouth Farmers Market, Inc. for a waiver/reduction of the special event permit fee for the Falmouth Farmers Market at Marina Park on Thursdays from 5/25/23 – 10/5/23 plus 11/21/23 **(5 minutes)**

Request for Fee Waiver:

Falmouth Farmers Market – Marina Park

Notes:

The applicant is requesting a reduction/waiver of the permit fee.

The Select Board has voted in recent past years to reduce the fee as follows:

2022 \$200 permit fee + \$500 in-kind for upkeep of Harbor Master building garden
2021 \$200 permit fee + \$500 in-kind for upkeep of Harbor Master building garden
2020 Events cancelled
2019 \$200 permit fee + \$500 in-kind for upkeep of Harbor Master building garden
2018 \$200 permit fee + \$500 in-kind for upkeep of Harbor Master building garden
2017 \$200 permit fee + \$500 in-kind for upkeep of Harbor Master building garden
2016 \$200 permit fee + \$500 in-kind for upkeep of Harbor Master building garden

The calculation of the standard reduction in permit fee is as follows:

\$200.00 per day permit fee x 20 days = \$4,000.00

First and last = \$400.00

18 days x \$200.00 = \$3,600.00 - \$2,700.00 (75% reduction) = \$900.00

\$400.00 + \$900.00 = \$1,300.00 permit fee; however,

Background:

Back in 2016, the daily fee for use of town property was \$100 per day

The Board voted as follows:

First and last day = \$200.00

\$2,100.00 - \$1,575.00 (75% reduction) = \$525.00

\$500.00 (in kind donation to take care of the garden in front of the Harbormaster's Office) + \$200.00.

Although the daily use fee has increased, the Board has approved the reduced fee to \$200 + \$500 in-kind annually from 2016 to 2022.



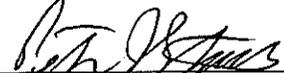
Town of Falmouth

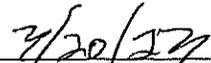
Office of the Town Manager and Select Board
59 Town Hall Square · Falmouth, MA 02540
(508) 495-7320 · townmanager@falmouthma.gov

SPECIAL EVENT PERMIT

Event Name	Falmouth Farmer's Market
Type of Event	Farmer's market
Applicant Name	Falmouth Farmers Market, Lindsey Close
Mailing Address	P.O. Box 179, Falmouth, MA 02541
Event Day & Date	Thursdays, May 25 – October 5, 2023. Holiday market: Tuesday, November 21, 2023.
Rain Date	Thursday, October 12, 2023
Event Location	Marina Park, 180 Scranton Ave., Falmouth, MA 02540
Event Hours	12:00 noon – 5:00 p.m. 11/21/23: 10:00 a.m. – 2:00 p.m.
Set-Up	Same day, 11:00 a.m.
Break Down	Same day, 6:00 p.m.
Number of Attendees	100 – 300
Number of Vehicles	75 – 200
Parking Plan	Parking lot. Vendors/farmers park behind tent.
Signs	Yes. Day of event.
Tents	Yes. 10x10 tents with weights.
Food / Beverages	Yes.
Alcohol	No.
Entertainment	No.
Additional Details	Request use of public restrooms at Harbormaster's Office. Request use of electricity.
Standard Conditions	<ol style="list-style-type: none">Contact the following Town Departments 30 days prior to event:<ul style="list-style-type: none">Fire Department for inspection if any propane or cooking equipment used on site.Inspectional Services for tent in excess of 400 sq. ft., permit and inspection.Health Department for temporary food permit and to schedule inspection.Recreation Department to obtain key for electricity at bandshell.Follow the "Recycling Instructions for Special Events", attached.Check area following event to clean up any litter or debris.
Special Conditions	<ol style="list-style-type: none">Parking Option A (attached) with rotation as recommended by the Parks Superintendent.Parking on the lawn, during or immediately after a rain event, may be prohibited by the Parks Superintendent.The parking area is to be marked off and monitored by the Farmer's Market.Parking placards are to be issued for either Marina Park Lawn or Gus Canty parking.Repair and maintenance requested by the Parks Superintendent shall be undertaken immediately at the expense of the Farmer's Market.
Insurance Certificate	Naming the Town of Falmouth as additional insured.
Fees	Filing: \$10.00 · Permit: \$4,200.00 · Deposit: \$1,000.00 (separate check)

APPROVED:


Town Manager


Date



Town of Falmouth

Office of the Town Manager & Select Board
59 Town Hall Square · Falmouth, MA 02540
Telephone (508) 495-7320 · Email townmanager@falmouthma.gov

PAID
\$10.00 OK #2305



Application for Special Events

CONTACT INFORMATION

Applicant's Name: Falmouth Farmers Market
Mailing Address: PO Box 179 Falmouth MA 02541
Phone: (market) 508-524-1317 Cell Phone: (Lindsay) [REDACTED]
E-Mail: falmouthfarmersmarket@gmail.com

EVENT DETAILS

Name of Event: Falmouth Farmers market
Type of Event: Farmers market
Event Day & Date: Thursdays May 25 - Oct 5, 2023 +
Rain Date: October 12, 2023 Tuesday, Nov. 21 10-2
Event Hours: From: 12 To: 5pm
Setup Date: _____ Time: 11 Breakdown Date: _____ Time: 6pm
Location Requested:
1st Choice: Marina Park, 180 Scranton Ave, Falmouth
2nd Choice: _____
Number of Attendees: 100-300 Number of Vehicles: 75-200
Parking Plan: parking lot, vendors/farmers park behind tent
Solid Waste & Recycling Plan: _____

Note: Please see Solid Waste & Recycling Information, attached.

Check all that apply and provide a description of each:

- Chairs _____
- Tents 10x10 tents with weights (apply for tent permit at Building Department)
- Barriers stanchions to mark parking v. market space
- Signs day of event (apply for sign permit at Building Department)
- Road race _____ (include route map, see attached road race rules and sign)
- Walk/bike _____ (include route map)
- Use of Shining Sea Bike Path _____ (see attached bike path rules and sign)
- Food or beverages _____ (apply for temporary food permit at Health Department)
- Alcoholic beverages _____ (apply for one-day liquor license)
- Entertainment _____ (apply for Sunday entertainment license)

ADDITIONAL INFORMATION: (Use of restroom facilities, electricity, etc.) (Attach a narrative describing the event.)

We request use of Marina Park/HarborMasters building restrooms. We request use of electricity.

Applicant's Signature: Lindsay Date: 1/30/23

- References:
1. Karen Schwalbe Phone: [REDACTED]
 2. Came Richter Phone: [REDACTED]
 3. Susan Zavala Phone: [REDACTED]

OPEN SESSION

BUSINESS

8. Presentation and vote to authorize a grant application for a Massachusetts Public Library Construction Grant for the East Falmouth branch library **(5 minutes)**

Massachusetts Public Library Construction Program

Letter of Intent for

EAST FALMOUTH BRANCH LIBRARY

310 East Falmouth Highway, East Falmouth, MA

PROJECT DESCRIPTION

The Massachusetts Board of Library Commissioners (MBLC) offers grant funding to communities to improve their public library facilities through the Massachusetts Public Library Construction Program (MPLCP). These grants help pay for major library improvement projects from initial planning through construction. The Board of Library Trustees would like to submit a letter of intent to apply for the MPLCP grant to meet community needs at the East Falmouth Branch Library.

WHY IS THIS PROJECT NEEDED?

The provision of basic library services in the current East Falmouth Branch Library building is problematic. Built in 1950 as a residence and serving as a branch library since 1971, the library sits on a 1.4 acre lot and provides 3,372 square feet, not all of which is functional space. The facility is not compliant with the Americans with Disabilities Act. The main level has a sunken living room that is not accessible to patrons with mobility issues. The lower, partially finished level, is not ADA accessible and has chronic problems with dampness. Whether moving forward with a renovation or a rebuild, the East Falmouth Branch Library will continue to be an essential component of the village it has served for the past 52 years.

Many seniors, families, and school children in East Falmouth use this branch exclusively for their Library needs. A user survey was conducted in January 2022 from which data was gathered about the service needs at the East Falmouth Branch Library. The community requested:

- More hours of operation
- Greater use of the outdoor space
- Community meeting space
- Space for adult programs
- Space for larger adult collections

Some of the identified needs were addressed quickly. Hours of operation: the branch is now open 5-days a week including Saturdays, for a total of 30-hours per week. Outdoor space: expanded Children's programs have been offered outdoors in the summer months. Other unmet needs: community meeting space that could be scheduled when the library is closed;

dedicated space for adult and children's programs; and room for expanded collections. All of these unmet needs would be met through this grant application.

The East Falmouth area including Teaticket and Waquoit represent a more underserved population. Half the student enrollment at the East Falmouth and Teaticket Elementary Schools are eligible for free or reduced-price meal benefits. The 2020 population of East Falmouth is 6,163. The poverty rate is listed at 6.28%, which is a 29% increase over the previous year's data. The median household income is \$59,423.

COST and SIZE

According to Gary Street, Falmouth's building commissioner, the current construction cost for a public building is between \$750 and \$850 per square foot bringing current costs for an 7,000 square foot library to approximately \$5,600,000, of which as much as 50% would be eligible for grant funding.

TIMELINE

The timetable for the current MPLCP grant round is as follows:

- | | |
|------------------|---------------------------------|
| • April 28, 2023 | Letter of Intent |
| • May 2023 | Application Workshops |
| • May 31, 2024 | Application Due |
| • Fall 2024 | Acceptance of Projects |
| • Fall 2024 | Hire OPM & Architect |
| • Winter 2025 | Design |
| • Fall 2025 | Construction Phase Award |
| • Spring 2026 | Local Funding Vote |
| • Spring 2026 | MPLCP contracts |
| • 2026-2027 | Full Design & Construction Docs |
| • Summer 2027 | Construction |

Linda Collins
Director
Falmouth Public Library

Judy Fenwick
Chair
Board of Library Trustees