

TOWN OF FALMOUTH
BOARD OF SELECTMEN
AGENDA

MONDAY, OCTOBER 21, 2019 – 7:00 P.M.
SELECTMEN'S MEETING ROOM
TOWN HALL
59 TOWN HALL SQUARE, FALMOUTH, MA 02540

JOINT MEETING – BOARD OF SELECTMEN – PLANNING BOARD

7:00 p.m.

OPEN SESSION

1. Call to Order
2. Pledge of Allegiance

BUSINESS

1. Transportation and Traffic
 - a. Who is in charge of transportation policies and decisions?
 - b. Complete Streets
 - c. Truck deliveries on Main Street; diversion of large vehicles from Main Street to Jones Road
 - d. Policies regarding parking: parking lots, shuttles
 - e. Current Status: Falmouth Transportation (Management) Committee
Traffic Advisory Committee
2. Housing
 - a. 40R
 - b. Land use as it effects transportation and housing
3. Other
4. Adjourn

Megan English Braga, Chairman
Board of Selectmen



Town of Falmouth
Planning Department
59 Town Hall Square, Falmouth, MA 02540

To: Falmouth Planning Board
Falmouth Board of Selectmen

From: Thomas Bott, Town Planner

Date: October 16, 2019

RE: Planning Materials for October 21, 2019 Joint Selectmen/Planning Board Meeting

Attached for your information are excerpts from the plans we currently have on file regarding transportation and housing. Included in this packet is the Transportation section in the Falmouth Local Comprehensive Plan (LCP), the Executive Summary as well as Corridor Issues /Deficiencies from the Transportation Master Plan for Route 28; and the Housing section from the LCP. We've also included excerpts from the Cape Cod Regional Policy Plan (CCCRPP) including the Executive Summary, and elements from the plan that address of the Transportation Network, Housing, Key Challenges Facing the Region, and the CCCRPP Goals and Objectives for Transportation and Housing.

The Planning Staff is also putting together some information on 40R and are awaiting information from the DHCD to complete that part of your packet.

Attachments: Existing Transportation and Housing Plans

CC: Julian Suso, Town Manager

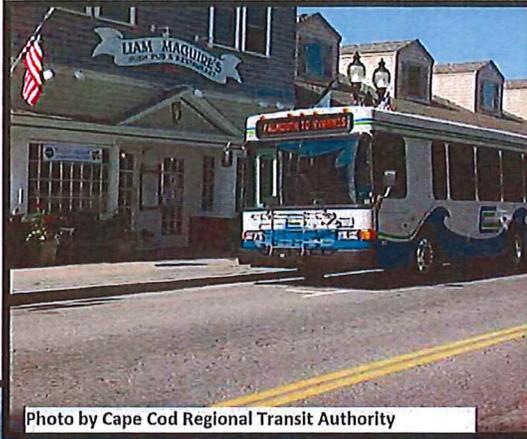


Photo by Cape Cod Regional Transit Authority

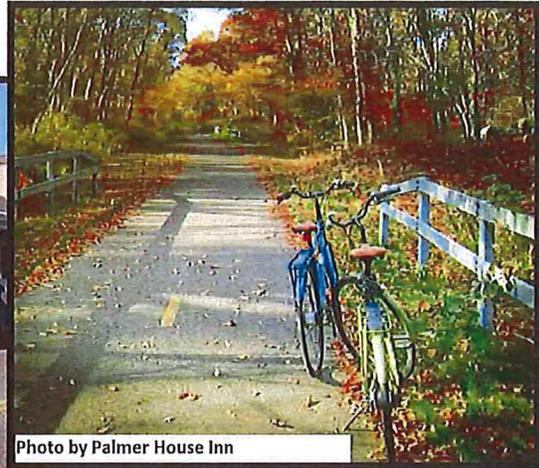


Photo by Palmer House Inn

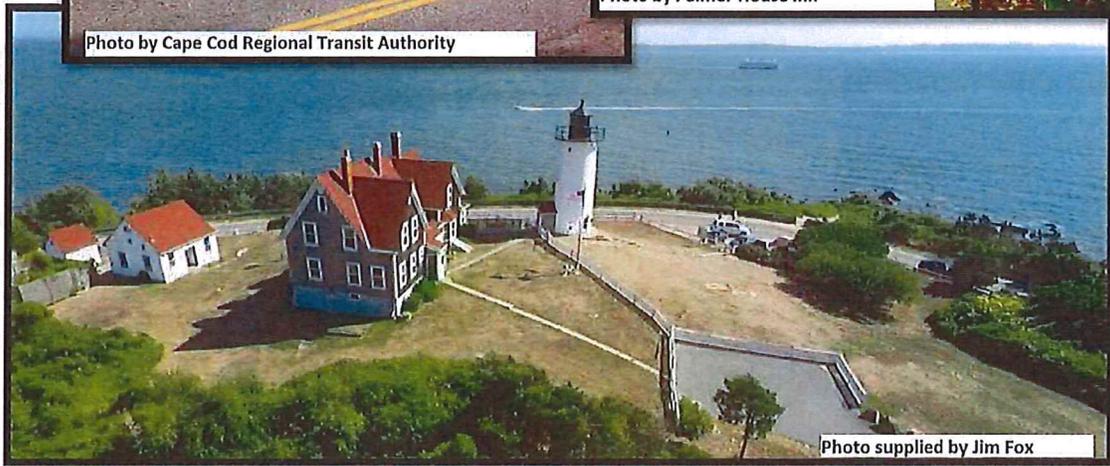


Photo supplied by Jim Fox

TRANSPORTATION

Narrative

Transportation binds our community to the world.

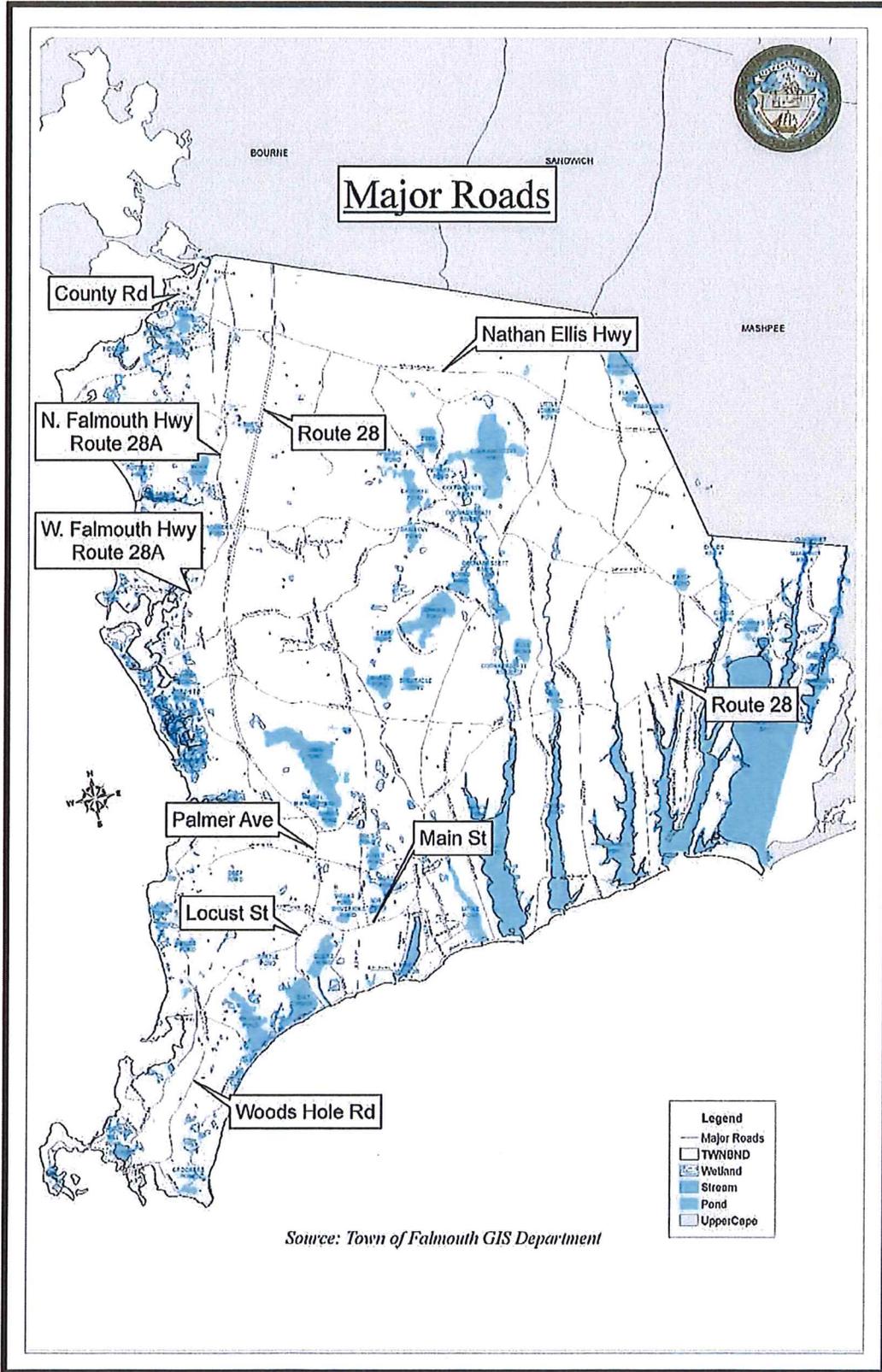
Our mobility is a key component to our economic and social well-being. Freedom to choose how we move about the planet will require some major paradigm shifts in order to provide safe and reliable transportation for all of our citizens. To accomplish this, we support the implementation and evolution of innovative and clean, low-impact transportation technologies.

We need to broaden the transportation choices for our citizens by incorporating the “complete streets” concept of transportation, whereby pedestrian, cyclist, and motorized vehicles can safely use the same transportation corridors.

Our future mobility will also depend on maximizing our regional inter-modal connectivity through cooperation with neighboring communities as we develop roadways, bikeways, and mass transit corridors. Falmouth will need to partner with public and private transit organizations to better utilize all transportation resources to reduce traffic congestion and air pollution.

Falmouth must also be dedicated to the maintenance and re-engineering of the corridors we currently use and others we choose to create in the future.

Transportation is not exclusive to how we move about. Transportation affects our economic development, how our land is utilized, how our town functions, and how it will look in the future.



Community Goal and Public Policies

Falmouth will increase transportation *choices and opportunities*.

Policy #1: Falmouth will increase the local and regional transportation system's efficiency, flexibility and resilience.

Policy #2: Falmouth will budget life-cycle maintenance for transportation infrastructure.

Policy #3: Falmouth will encourage alternate and environmentally sensitive modes of travel and promising emerging Technologies.

(Voted at November 2016 Town Meeting)

Action Items for Implementation:

- Strengthen partnerships with regional and state transportation agencies, private institutions and service providers to increase communication, share information and resources, and coordinate scheduling and programming.
 - Short-term: begin immediately and continue indefinitely.
 - Responsible Parties: DPW, Planning Department, Town Manager.
- Design and implement the improvements recommended in the Main Street/Rt-28 Transportation Master Plan" prepared by McMahan Associates, 2015.
 - Short-term: begin within the next 6 months.
 - Responsible Parties: DPW, Board of Selectmen, Planning Board, Town Meeting.
- Collaborate to develop multiple proposals to better manage Falmouth's transportation network, including wayfinding, a parking management plan, as well as the Commonwealth's Safe Routes to Schools Initiative.
 - Short-term: complete within the next year.
 - Responsible Parties: Board of Selectmen, DPW, Planning Board.
- Review subdivision design and construction standards for infrastructure investments and streetscape design considerations to further transportation goals.
 - Short-term: begin within the next year.
 - Responsible Parties: Planning Board.
- Strategically invest Ch. 90 funds to strengthen network connectivity.
 - Short-term and ongoing: begin within the next year.

- Responsible Parties: DPW& Planning Board.
- Begin to implement improvements recommended in the “Bike Plan” prepared by the Cape Cod Commission.
 - Short-term: begin within the next year.
 - Responsible Parties: Board of Selectmen, DPW, Bikeways Committee
- Comprehensively evaluate Falmouth’s existing public transportation infrastructure, including: age, quality, and maintenance needs. Identify future needs and gaps in service to develop a long-term plan for maintenance and strategic expansion. Pay particular attention to intermodal connections, accessibility, and safety improvements. Compile a baseline data inventory of resources.
 - Short-term: begin within the next year.
 - Long term: non-ending
 - Responsible Parties: DPW, Board of Selectmen.
- Develop a robust capital improvement planning process and corresponding capital budget to assess the entire infrastructure, facilities and equipment needs of the town and appropriately schedule maintenance and expansion projects.
 - Short-term: complete within the next 2 years.
 - Responsible Parties: DPW, Town Manager, Finance Director, Finance Committee, Board of Selectmen, Town Meeting.
- Replace vehicles in the Town fleet with low-emission vehicles.
 - Short-term: begin within the next year and continue thereafter as replacement is scheduled.
 - Responsible Parties: DPW, Town Manager, Board of Selectmen, School Committee.
- Recommend zoning changes to allow alternative re-fueling stations.
 - Mid-term: complete within the next 5 years.
 - Responsible Parties: Planning Board, Town Meeting.
- Advocate for preservation and enhancement of rail capabilities.
 - Long-term: start immediately and continue indefinitely
 - Responsible Parties: DPW, Board of Selectmen, Planning Board

Executive Summary

The Town of Falmouth Transportation Master Plan is a comprehensive study that provides short-term and long-term improvements for several intersections on the Route 28 corridor and surrounding areas. The study area that has been reviewed lies between Palmer Avenue (Route 28) to the west and Maravista Avenue Extension to the east, including Main Street, downtown Falmouth and the commercial areas adjacent to the Falmouth Mall, as well as other nearby intersections that may affect operations on Route 28. In total, there are ten intersections that were specifically analyzed as part of this project.

Existing conditions within the study area were reviewed and included roadway conditions for all modes of transportation, traffic operations, wayfinding, an inventory of parking availability, transit, and crash analysis. A list of deficiencies and issues was compiled following the existing conditions review including the following issues:

- Traffic Operations
- Pedestrian Accommodations
- Bicycle Accommodations
- Sight Distance
- Roadway Geometry
- Signage and Pavement Markings
- Missing Wayfinding

The existing traffic volumes were projected to future year traffic volumes through coordination with the Town of Falmouth Planning Department and the Cape Cod Commission. Future year analysis was performed to determine expected operational deficiencies. This report summarizes the findings of these analyses.

In a review of the existing conditions and operations within the study area, several alternatives to improve the corridor as a whole and the study area intersections within the corridor were reviewed. These alternatives are discussed in greater detail for each location in the report and include alternatives that experienced fatal flaws, short term improvements, and preferred long term improvements, including:

- Traffic Signal Improvements
- Geometric Improvements
- Improved Pedestrian/Bicycle Connections
- Safety Improvements
- Wayfinding Improvements
- Parking Strategy

In conclusion, the report provides short-term and long-term mitigation to address the deficiencies and issues identified within the report. The Transportation Master Plan is a tool that can be utilized by the Town to implement improvements to this corridor.

Corridor Issues/Deficiencies

Several deficiencies were identified within the corridor both at the study area intersections and within the segments of Route 28. It was observed that there is a corridor wide issue with congestion and queuing, particularly due to the large number of curb cuts and stop controlled minor streets feeding into Route 28. Route 28 is generally congested through the corridor causing high delays and queuing on side streets. There are also aspects corridor wide that aid in driver confusion such as outdated or poorly placed signage and unmarked lanes. Advanced warning signage is often clustered with wayfinding/guide signage. This sign clutter can make it difficult for drivers to absorb the information presented. In several locations, the pavement markings that are present are faded.

Pedestrians/Bicycles

Corridor wide, sidewalk connectivity is generally good, particularly within the downtown corridor. There are, however, several missing sidewalk segments on Route 28:

- Western side of Route 28 between Falmouth Heights Road and the Stop & Shop Plaza
- Western side of Route 28 from Sandwich Road to the School Administration Building
- Southern portion of Palmer Avenue from North Main Street to Main Street (near Queens Byway)

In addition there are several areas where the existing sidewalk is not compliant with the Americans with Disabilities Act (ADA).

- Route 28 segment between Sandwich Road and Maravista Avenue Extension on both sides of the roadway
- Route 28 at Maravista Avenue Extension handicap ramps
- Route 28 at Maravista Avenue handicap ramps
- Route 28 at Dillingham Road handicap ramps
- Route 28 at Palmer Avenue handicap ramps (Queens Byway)

Within the downtown area, it was observed that there are inconsistencies in the advanced warning signage for pedestrians as well as the type of crosswalk and handicap ramps. Additionally, there are few crossings that have bump-outs available to shorten the pedestrian crossing. As previously mentioned, there are three parking lots that serve the public in the downtown area. While the exact destination of each pedestrian varies, there are generally pedestrian desire lines to/from these parking areas to Main Street, however there are some missing or misplaced connections to facilitate pedestrian traffic to these areas.





Generally, there is sufficient sidewalk space to accommodate pedestrians on Main Street in the downtown area, however it should be noted that in some locations abutting restaurants use adjacent sidewalk space for outdoor seating, limiting the available sidewalk width.

A previous study was conducted by the Cape Cod Commission to analyze pedestrian and bicycle levels of service (LOS) in several downtown areas on Cape Cod including downtown Falmouth. Pedestrian levels of service are dependent upon the availability of sidewalk and the capacity of the sidewalk to service the volume of pedestrians utilizing it. Data was collected on Main Street east of King Street and the study revealed that the level of service for pedestrians traveling eastbound at this location is LOS F and westbound is LOS E.

There are also deficiencies within the downtown corridor in terms of bicycle accommodations. While the Town of Falmouth provides a bicycle map to help users navigate bicycle tolerant roadways, Main Street is not included as a bicycle route. While an alternative is provided via adjacent roadways, Main Street is often the destination of this traffic and will continue to be used by bicyclists. On Main Street, there are currently no bicycle accommodations. It is also a difficult roadway for bicycle traffic due to the on-street parking conflicts and congested roadway through this segment.

On the other roadways that are identified on the bicycle route map, the only bicycle accommodations provided are “sharrows” in the roadway to indicate the road must be shared between vehicular and bicycle traffic. On some of these roadways, there may be available space to further protect bicyclists by means of an exclusive bicycle lane or other accommodations.

The Cape Cod Commission has recently finalized a report titled a “Plan for an Improved Transportation Network for Bicycling” for the Town of Falmouth. The plan identified routes that are rideable and desirable, as well as problem areas. Recommendations from the Cape Cod Commission include installation of improved bicycle wayfinding signage, installation of “shared use” bicycle signage and pavement markings on bike routes, upgrade of crosswalks to “piano key” style, additional bike racks and several key projects at some of our study area intersections which will be discussed further.

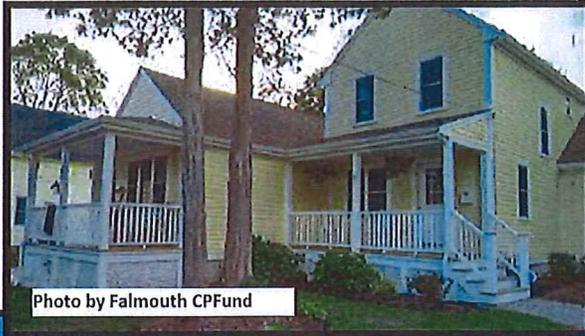


Photo by Falmouth CPFund



Photo by Falmouth Housing Trust



Photo by Atria Woodbriar

HOUSING

Narrative

Falmouth will have attractive, desirable, and affordable housing and residential amenities for people at all stages of life, for all abilities and life-styles, and for all incomes.

Falmouth's buildings and housing stock have reflected the cumulative needs of its residents from the 1600s to the present; this historical depth provides part of the charm that draws people to live in the town. Providing for future housing needs should not negate that which makes Falmouth an exceptional place to live. However, rising prices and demographic changes have created a disparity between what is available and what is needed. To provide housing diversity for today and the future, in both style and price-point, Falmouth needs to develop more flexible housing options.

The dominant housing form in Falmouth has long been the single family residence. However a sense of neighborhood should be strengthened by supporting innovative housing concepts, such as courtyard living, micro-housing, community housing with communal spaces, multigenerational dwellings that accommodate modern and variable family structures. Achieving more diversity in housing options will require zoning changes, along with community acceptance.

Falmouth can improve on its housing affordability by addressing land use regulations and density, construction methods and materials, and the permitting process. Mixed use development and adaptive re-use should be encouraged to promote smaller, more versatile units. An important goal is a higher percentage of rental opportunities. Private-public partnerships should be encouraged to meet the Town's needs, particularly for the young and elderly. Unless these and other opportunities are considered, Falmouth may have to look at economic constraints to create balance in the market.

In order to solve the housing problem in Falmouth, we need to change zoning to allow greater density in existing neighborhoods wherever appropriate, while respecting a balance of housing and open space. Locations for future housing options should be determined by available infrastructure, walkability, schools, and services. The form of the neighborhoods should be considered in any infill design. Increased density, including mixed-use development and innovative design, will promote diverse neighborhoods and vibrant social interaction, all signs of a healthy community.

Adequate and diverse housing is inextricably bound to the economic health and diversity of the community. Without housing for all, the viability of the town will be challenged.

Community Goal and Public Policies:

Falmouth will meet the *housing needs* of the *entire community*.

Policy #1: Falmouth will allow for greater infill residential density where appropriate.

Policy #2: Falmouth will allow and encourage the market to create multiple housing opportunities that allow for more choices.

Policy #3: Falmouth will accept responsibility for providing housing for people at all stages of life and all levels of income, separate from mandatory state statutory requirements.

(Voted at April 2015 Town Meeting)

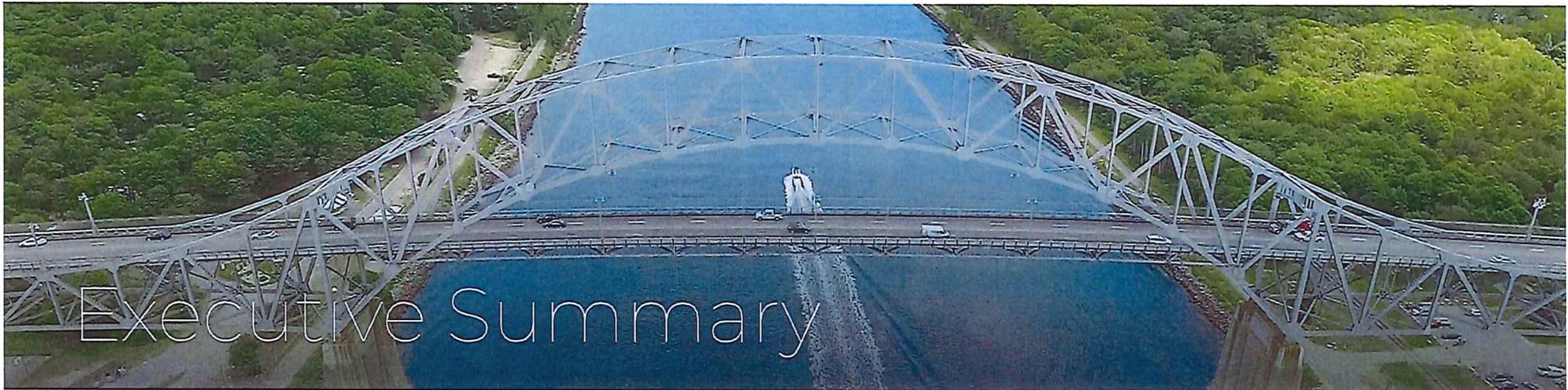
Action Items for Implementation:

- Prioritize the options and ideas found in the “Falmouth Housing Demand Study,” dated October 1, 2014, prepared by RKG, Associates, and determine how they may be implemented.
 - Short-term: begin immediately.
 - Responsible Parties: Board of Selectmen, Planning Board, Town Manager, Planning Department.
- Institute a program to monitor existing housing units, and enforce current conditions. Consider consolidating the number of monitoring agents active in the town.
 - Short-term: begin immediately.
 - Responsible Parties: Board of Selectmen, ZBA, Town Manager, Town Counsel.
- Strengthen public private partnerships to create more housing for vulnerable residents.
 - Short-term: begin immediately.
 - Responsible Parties: Human Services Department, private non-profit developers.
- Explore the creation of innovative zoning tools that will increase housing choices, including: a by-right accessory apartment overlay district; new districts that allow for multifamily housing, cottage courts, and other types of housing; revision to the “conversion” bylaw found at §§240-23.B, 240-28.B, 240-33.B, and 240-51.A (2).
 - Short-term: begin within the next 6-months.
 - Responsible Parties: Planning Board, Planning Department, Town Meeting.
- Explore innovative financing programs used to fund housing elsewhere and adapt them to fit Falmouth’s needs.
 - Short-term: begin within the next 2-years.
 - Responsible Parties: EDIC, private development partners, local banking community.

- Design an expedited permitting process for affordable housing projects requiring local permits.
 - Mid-term: complete within the next 5-years.
 - Responsible Parties: ZBA, Planning Board, Board of Health, Conservation Commission, Town Manager, Building Commissioner.

- Create a strategy based on redevelopment and adaptive reuse of existing structures leading to new, innovative housing types.
 - Mid-term: complete within the next 5-years.
 - Responsible Parties: EDIC, Redevelopment Authority, Planning Board, private development partners.

- Organize a “housing summit” to create a strategic plan for implementing tasks and increasing cooperation and communication between parties interested in housing issues.
 - Mid-term: complete within the next 5-years.
 - Responsible Parties: Planning Board, ZBA, local for-profit, and non-profit development partners, Affordable Housing Committee.



Cape Cod's intrinsic wealth stems from its natural beauty, historic community character, and healthy coastal and freshwater environments. The features that make Cape Cod attractive are also the cause of the forces that threaten to overwhelm the environment and erode its character. The challenge Cape Cod continues to face is balancing the protection of the environment while supporting the residents, workers, and visitors with the necessary services and infrastructure to thrive over the long term. The 2018 Regional Policy Plan helps provide a framework for guiding how and where the region will grow while protecting those unique Cape assets that cannot be replaced.

As described in Section 1, the Cape Cod Commission is Barnstable County's regional planning and regulatory agency. Through the Cape Cod Commission Act, the Commission is responsible for balancing the protection of the region's resources with appropriate development and economic

progress, and one of the ways the Commission does this is preparing and overseeing the implementation of a regional land use policy plan for the region.

The 2018 Regional Policy Plan is the fifth Regional Policy Plan prepared by the Cape Cod Commission. The first was adopted on September 6, 1991, with updated plans in 1996, 2002, and 2009. The 2018 Regional Policy Plan is an evolution of these previous plans, building on the goals and policies set forth and integrating stakeholder input to better define and characterize current challenges and solutions, as described in Section 2. Stakeholder engagement and two surveys helped identify key areas of concern, such as climate change, affordable housing, preserving the area's natural resources, and protecting regional character, and has helped to shape the regional vision, growth policy, and goals.

A GROWTH POLICY FOR CAPE COD

The Cape Cod Regional Policy Plan provides a growth policy (Section 3) that supports the vision for the future of Cape Cod as a place of vibrant, sustainable, and healthy communities and a protected natural environment.

Growth should be focused in centers of activity and areas supported by adequate infrastructure and guided away from areas that must be protected for ecological, historical or other reasons. Development should be responsive to context allowing for the restoration, preservation and protection of the Cape's unique resources while promoting economic and community resilience.



CAPE COD SYSTEMS

This plan is focused around a suite of interrelated systems that comprise Cape Cod: natural, built, and community (Section 4). High quality natural systems, including groundwater, marine water, freshwater, wetlands, open space, and habitat areas, are part of Cape Cod's attraction for residents and visitors. The quality of the environment is intimately linked with the quality of life on Cape Cod, the vibrancy of the regional economy, and the health of the Cape's community systems.

Protecting and enhancing the built environment, including providing infrastructure that supports the region and vibrant activity centers and protects the natural environment, is vital to supporting the Cape's population. The needs of the built environment must be balanced with maintaining the integrity of the region's natural environment.

Cape Cod's community systems, which include the culture, people, and economic activity of the area, are critical for fostering and maintaining vibrant communities and social networks that serve and support the people who live, work, and play in the region.

KEY CHALLENGES FACING THE REGION

In many cases the natural, built, and community systems augment one another and contribute to what makes the Cape a special place, but they also have conflicting needs or functions that must be balanced. The following briefly characterizes the key challenges (Section 5) that help to form the basis for the policies in this Plan:

- Between 2001 and 2011, the Cape lost more than 2,300 acres of forest cover, with 70% of the loss replaced by development (buildings, driveways, parking lots, etc.). This broad loss of forest cover, and related forest fragmentation,

negatively affects regional character, as well as the natural functions of cooling, habitat, and carbon storage that tree cover provides, and results in additional stormwater runoff.

- Surface water quality in Cape Cod ponds has been significantly impacted by surrounding development.
- Nearly all development on Cape Cod continues to utilize on-site septic systems that release nitrogen to groundwater, which eventually travels to coastal embayments and results in degraded water quality.
- Cape Cod faces threats due to climate change. The region's 586 miles of vulnerable, tidal shoreline is already at risk due to flooding and erosion. Sea level rise and climate change will further exacerbate these challenges, as well as impact how Cape Cod's ecosystems function.
- More than 40% of the region's inventoried historic buildings over 100 years old have no protection from demolition or alteration of their character-defining features. Archaeological sites and historically open landscapes are similarly unprotected.



- The Cape Cod housing market does not meet the region's diverse needs. Lower than average wages, higher than average costs, a lack of choice, limited supply, and the demand for seasonal and retiree housing makes housing for the current and future year-round population a high priority. Rental housing is even more limited.
- Existing infrastructure fundamentally limits the region's ability to grow in a way that balances economic and social wellbeing with the protection of natural and cultural resources. The region's rural and suburban development patterns increase the cost of providing infrastructure to these areas and increase the amount of disturbance to the natural environment.

The long-term challenge is to maintain and improve the quality of the environment in the face of ongoing development pressure and environmental and social change to ensure a stable and robust economy into the future.

GOALS AND OBJECTIVES

To meet these challenges, this Regional Policy Plan adopts 14 goals (Section 6) to guide and plan for the future of the region in a manner consistent with the vision and growth policy. The goals and objectives derive from the values and purposes of the Cape Cod Commission Act, preserving and enhancing the region's assets.

Organized around the region's natural, built, and community systems, these goals and objectives form the structure upon which the region's planning work relies, serve as touchstones to guide implementation actions, and set the measures by which the regulatory review process takes place.

COORDINATED REGIONAL AND LOCAL PLANNING

While the Regional Policy Plan is comprehensive in its vision and growth policy and serves as an overarching policy framework, there are certain resources or issues facing the region that require more focused planning efforts. As discussed in Section 7, these more specialized regional plans and programs work in conjunction with the Regional Policy Plan to accomplish local and regional goals. Examples of existing regional plans include the Cape Cod Section 208 Area Wide Water Quality Management Plan, the Comprehensive Economic Development Strategy, the Regional Economic Strategy Executive Team Program, the Regional Transportation Plan, and the Cape Cod Ocean Management Plan.

In addition to coordinating issue-specific plans across the region, the Commission works to coordinate local comprehensive plans with the Regional Policy Plan. The 2018



Regional Policy Plan, along with subsequent revisions to the local comprehensive plan regulations, seeks to encourage adoption of local comprehensive plans consistent with the Cape Cod Commission Act, streamline, accelerate and coordinate the planning and approval process, stimulate the production of more diverse housing types, coordinate public infrastructure investment in centers of activity, and ensure local bylaws are consistent with the Regional Policy Plan.

The Commission is charged under the Cape Cod Commission Act with anticipating, guiding and coordinating the rate and location of development with the capital facilities necessary to support development. To carry out this charge, the Commission proposes to develop a regional framework to characterize, quantify, plan, and advocate for regional infrastructure and facilities. The Regional Capital Plan will focus on the planning, forecasting, decision making and financial tools to help communities take advantage of opportunities for local and regional coordination and collaboration on

capital infrastructure and facilities. Typically, a local capital infrastructure plan is a short-range plan (five to seven years) that lists specific capital projects and purchases needed by the town. At the regional scale, a Regional Capital Plan's objective is to have towns include a broader, more policy-oriented capital infrastructure plan within their local comprehensive plan that is consistent with the Regional Policy Plan and the goals of the Regional Capital Plan. Regional capital planning must be consistent with protecting the region's natural and historic resources, and advancing a balanced economy, housing mix, and social diversity.

There are a number of tools and resources available through the Cape Cod Commission Act that can assist in local and regional planning. Districts of Critical Planning Concern, Development Agreements, Chapter H, and Growth Incentive Zones are all powerful planning tools that provide a community or communities with focused opportunities to address specific planning goals.

CAPE COD PLACETYPES

In addition to different systems, Cape Cod is comprised of many different and unique places. To recognize and support these unique areas, this Regional Policy Plan identifies areas with similar natural and built characteristics as distinct "Placetypes," which serve as a conceptual framework for regional planning and regulation. Eight Placetypes have been identified in Section 8, each with a vision consistent with the region's growth policy, as well as strategies for creating and enhancing their unique characteristics. Following are brief descriptions of the Placetypes.

Natural Areas are generally the region's least developed and most sensitive areas. The vision for these areas is to minimize adverse development impacts to sensitive resource areas, to preserve lands that define Cape Cod's natural landscape and contribute to its scenic character, and to improve the Cape's resilience to severe storms and the effects of climate change.



Rural Development Areas are defined by a high percentage of open lands and sparse building development patterns that contribute to the unique rural and scenic character of the region. The vision for these areas is to ensure that development is located, sited, and scaled appropriately to avoid impacts on scenic and/or cultural resources, and to help maintain the economic diversity that agriculture can provide for the region including opportunities for the continuation of traditional agricultural occupations, and for the availability of locally-grown food.

Suburban Development Areas include residential neighborhoods built primarily between the 1950s and 1990s as well as automobile-oriented commercial and light industrial development established during the same time period. The vision for these areas is to redevelop commercial and industrial Suburban Development Areas consistent with the community's vision to create more concentrated nodes of development,

and to improve their design and function so that they are better integrated into surrounding neighborhoods. The vision for residential Suburban Development Areas is to cluster residential development to reduce the development footprint and provide high-quality open space.

Historic Areas consist of concentrations of historic structures, including local and/or National Register districts located in a small-scale village setting. The vision for these areas is to protect historic resources and to support infill development that respects the form, scale, and character of existing historic areas.

Maritime Areas are clusters of commercial and mixed-use development that contribute to Cape Cod's working waterfronts and harbors. The vision for these areas is to support the fin- and shell-fishing industry as well as other commercial, recreational, educational, and research activities associated with the marine environment, and to protect water dependent trades.

Community Activity Centers are areas with a concentration of business activity, community activity, and a compact built environment. The vision for these areas is to accommodate mixed-use and multifamily residential development in a walkable, vibrant area, to preserve historic buildings, and to provide diverse services, shopping, recreation, civic spaces, housing, and job opportunities at a scale of growth and development desired by the community, with adequate infrastructure and pedestrian amenities to support development.

Industrial Activity Centers are lands containing industrial uses that are suitable for future industrial activity as well as emerging industries. Industrial Activity Centers are lands without significant resource constraints, areas with access to major highway corridors, and areas with adequate size to



support industrial uses. The vision for these areas is to support their development as significant employment centers with adequate infrastructure.

Military and Transportation Areas consist of large land areas developed with and devoted to infrastructure such as airports, transfer stations, waste disposal facilities, and Joint Base Cape Cod. The vision for these areas is to support comprehensive master planning with community input, encourage growth of industries appropriate to the diversification of the regional economy, and encourage partnerships for use of shared infrastructure.

REGIONAL REGULATORY REVIEW

The Cape Cod Commission Act charges the Cape Cod Commission with reviewing certain proposed developments which, because of their size or other characteristics, are presumed to have development effects beyond their local communities. These

proposed developments are called Developments of Regional Impact. As Section 9 details, this Regional Policy Plan focuses on the review of developments in relation to their surroundings and the 14 goals and objectives. The Placetype for a given project is established at the outset of regulatory review and provides the lens through which the Commission will review the project. The applicability of goals and objectives may vary based on how projects are classified by Placetype.

The Commission has developed Technical Guidance that contains Placetype Maps, resource areas and Technical Bulletins. There is a Technical Bulletin for each of the goals. These Bulletins set forth the methods by which the goals and objectives may be met. The Cape Cod Commission will use these Technical Bulletins, Placetype Maps and resource areas to determine if a Development of Regional Impact is consistent with the Regional Policy Plan.

REGIONAL PERFORMANCE MEASURES

This Regional Policy Plan identifies nine performance measures in Section 10 to be tracked over time to help illustrate whether the region is moving toward the regional vision articulated in this plan. Though ideally these measures will show positive progress over time, tracking them can also identify areas where additional resources are needed to make progress.

The performance measures that will be tracked include:

- Number of acres of protected BioMap2 Core habitat
- Nitrogen concentration in public drinking water wells
- Parcels connected to the sidewalk network
- Nitrogen concentrations in embayments
- Number of additional or updated historic structure inventory forms



- Activity center evolution
- Share of employment within high-wage industries
- Housing diversity
- Changes in floodplain development

RECOMMENDED ACTIONS

Section 11 of the Plan includes recommended actions that the Commission commits to undertake over the next five years, including both planning and regulatory efforts to address the region's major challenges. These actions are organized around the natural systems, built systems, and community systems identified in this Plan.

Recommended planning actions for natural systems include identifying and prioritizing land for water supply and supporting local water quality planning. Actions

recommended for built systems include development of a Regional Capital Plan, updating the Cape Cod Regional Transportation Plan, and continuing to support and engage communities around coastal hazard mitigation and climate change adaptation planning, including developing an inventory of greenhouse gas emissions. Actions recommended for community systems include development of a regional housing plan, updating the Comprehensive Economic Development Strategy, updating the local comprehensive plan regulations, improving and updating historic inventories, and continuing to support communities through development of land use decision support tools. The Commission also commits to continuing to coordinate and facilitate information sharing, education and collaboration by hosting the annual One Cape Summit.

Additionally, recommended priority regulatory actions include potential threshold revisions and other amendments to the Commission's Code of Regulations, revisions to regional design guidelines, and updates to Technical Guidance to address climate change.

The 2018 Regional Policy Plan for Cape Cod provides a path forward for sustainable growth and development and streamlined regulation. Implementing this plan will require collaboration and partnerships at various levels of government and with non-governmental organizations, participation by committees and stakeholders, and communication and coordination with private sector industries and businesses. Together, as One Cape, the region can build environmental and economic resilience, strengthen community relationships, and design regional policies and implementation plans to address its greatest challenges.



in place to handle such new growth. Though these systems are expensive, there are also direct and indirect costs (often unrecognized) to property owners and the region at large associated with owning and maintaining or replacing individual Title 5 septic systems. Continued growth and development on Cape Cod will need to rely on more shared or centralized wastewater treatment. Therefore, new development should be used as a financial and political catalyst for wastewater planning efforts.

STORMWATER MANAGEMENT

Although much of the emphasis on controlling nitrogen loading to coastal embayments focuses on wastewater, stormwater runoff also contributes approximately 8% of the total controllable nitrogen load and impacts other water resources, including freshwater ponds. The same highly permeable soils that allow precipitation to recharge the Cape Cod aquifer also readily allow infiltration of runoff from roofs, parking lots, and roadways. These stormwater flows also recharge the aquifer but can

contain toxic substances (such as petroleum products, pesticides, and heavy metals) as well as nutrients (nitrogen and phosphorus from fertilizers and animal waste). Management of stormwater should include managing its quantity (storing or infiltrating runoff to prevent ponding or flooding) and its quality (treating the runoff to remove suspended solids, nutrients, and toxic substances). Throughout Cape Cod varying levels of stormwater infrastructure exist; from gray infrastructure (systems of curbs, gutters, and conveyances to divert

the flow of stormwater from buildings, streets, and parking areas) to green infrastructure or Low Impact Development (LID) structures that have been designed to mimic natural hydrologic processes and improve the quality of stormwater runoff while still allowing for aquifer recharge. Most towns on Cape Cod are now required under the EPA's MS4 program to inventory existing infrastructure and identify problems such as illicit discharges.

Recent history indicates that storm frequency and intensity are increasing. The quantity

and quality of stormwater and the need for appropriate management strategies is anticipated to require more attention in the future.

TRANSPORTATION NETWORK

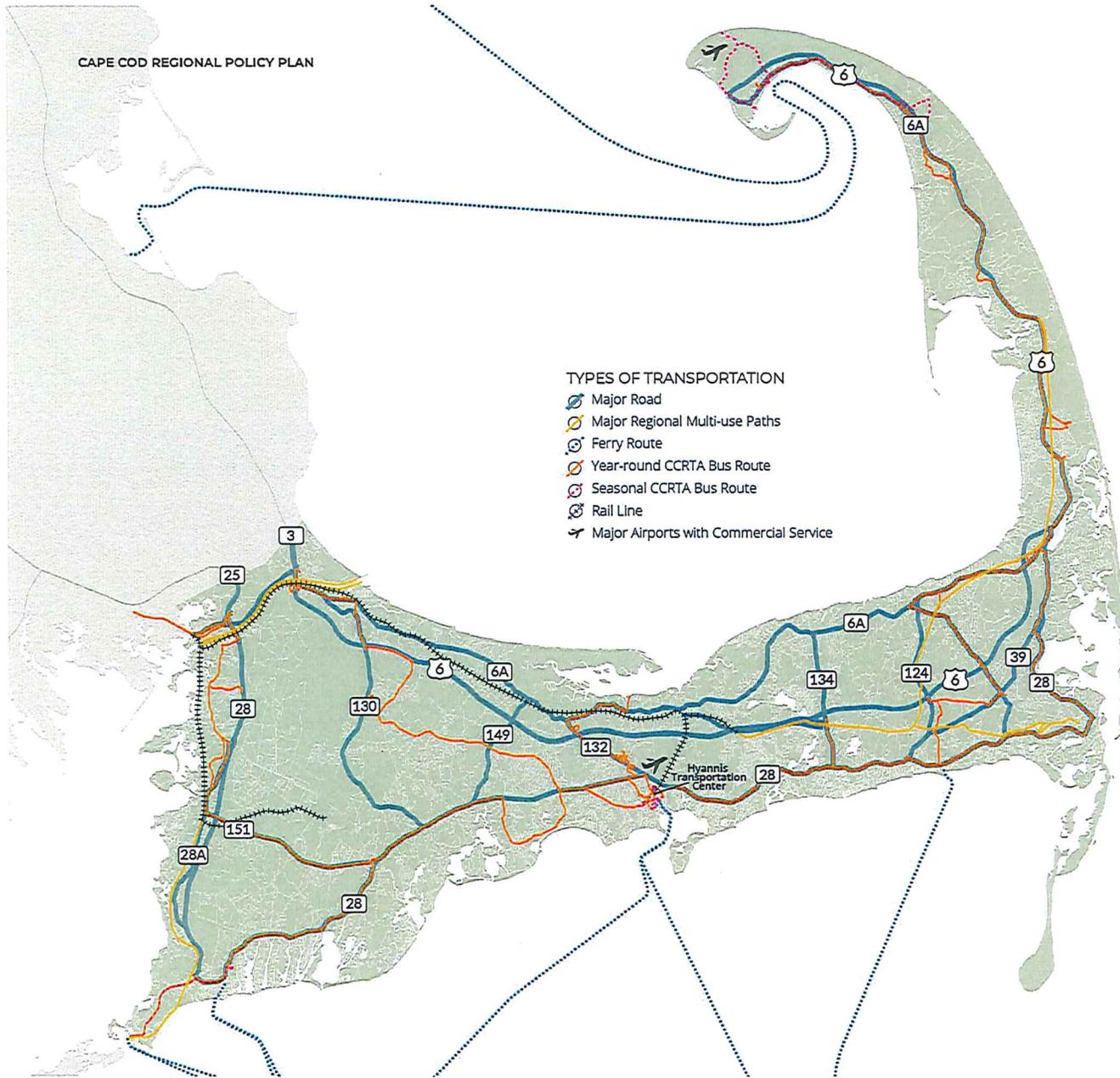
Numerous subsystems make up Cape Cod's transportation network including vehicular roadways, railways, public transportation, air travel, marine transportation, and pedestrian and bicyclist accommodations and networks. These systems are responsible for safely and effectively moving the people of the region and

the goods they rely on. Additionally, these systems must serve not only the year-round population but must also effectively handle the movements of the more than doubled seasonal population, which requires building and maintaining a transportation system that functions under the strain of the peak season, without negatively impacting the character that defines this unique place.

Central to Cape Cod's transportation system is its over 3,800 miles of roadways, 80% of which are smaller, local roads. Route 6, Route

28, and Route 6A—the three major arteries of the Cape—only account for 6% of the region's roadways. The remaining 14% of roadways are medium-sized local or state roads. The roadways meet in 129 signalized intersections and 25 roundabouts and rotaries. Cape Cod has over 100 vehicular crossings over roadways, railways, and water bodies including the Bourne and Sagamore Bridges over the Cape Cod Canal. The Bourne and Sagamore Bridges are critical to the long-term viability of the region.

- TYPES OF TRANSPORTATION**
-  Major Road
 -  Major Regional Multi-use Paths
 -  Ferry Route
 -  Year-round CCRTA Bus Route
 -  Seasonal CCRTA Bus Route
 -  Rail Line
 -  Major Airports with Commercial Service



ROADWAYS
3,800 miles of roadways
80% local roads,
20% regional roads



BIKE & PEDESTRIAN
90 miles of multi-use paths
provide safe, separate mode for
bicyclist and pedestrians



MARINE
9 ferry routes link Cape Cod to
Boston, Plymouth, Nantucket,
and Martha's Vineyard



PUBLIC TRANSPORTATION
Year-round and seasonal Cape
Cod Regional Transit Authority
bus routes and inter-city bus
connections to Boston and
Providence



RAILROADS
Single line for seasonal
passenger service to Boston,
freight, and excursions



AIRPORTS
2 airports with commercial
service to Boston, New York,
Nantucket and Martha's Vineyard

Source: MassDOT; Cape Cod Commission; Cape Cod Regional Transit Authority



Rail service and infrastructure ultimately extended the entire length of Cape Cod, from Bourne to Provincetown, and points between, beginning in the mid-1800s through the first half of the 1900s. Today the extent and usage of rail is reduced to a single rail line, the Cape Cod Line, which travels through Bourne before branching off to termini in Hyannis, Yarmouth, and Joint Base Cape Cod. Together, these branches and the single line form a network of rail infrastructure for the freight services,

scenic rail excursions, and CapeFlyer seasonal, weekend passenger service.

While personal vehicle travel is the predominant transportation mode on Cape Cod, the Cape also hosts a number of transit-dependent residents who do not have access to a private automobile. Data from the U.S. Census Bureau, 2011-2015 American Community Survey (ACS) 5-year Estimates indicates that 5.7% of Cape residents do not have access to a vehicle. These residents are dependent on public transport, bicycle or other modes of transportation.

The Cape Cod Regional Transit Authority (CCRTA) provides public transit throughout the region and connects Cape Cod to neighboring communities and regions. The CCRTA offers several types of services, including fixed route service, flexible route service, and demand-response or paratransit service. Six of the CCRTA's fixed routes run year-round, primarily through the Upper, Mid, and Lower Cape regions. Demand-response service includes Dial-A-Ride Transportation (DART) and ADA Paratransit Service. The Greater Attleboro-Taunton Regional Transit Authority

(GATRA) also operates one line, the Onset-Wareham Link (OWL), with stops in Bourne. There are also several private bus companies connecting Cape Cod to other regional destinations such as Boston and New York City. Six airfields and airports also link Cape Cod residents and visitors to Boston, New York, and the islands of Martha's Vineyard and Nantucket.

Water also plays a large role in the transportation network of Cape Cod. Harbors and channels provide connections between marine transportation and land

transportation routes and nine ferry routes connect Cape Cod to Martha's Vineyard, Nantucket, Boston, and Plymouth.

Destinations and pathways for bicyclists and pedestrians to use on Cape Cod are abundant, however, bicyclists and pedestrians face numerous challenges on Cape Cod roadways. Cape Cod has over 90 miles of multi-use paths, including the Cape Cod Rail Trail and Extension, Cape Cod Canal Bike Paths, Shining Sea Bike Path and Extension, and numerous paths in the Cape Cod National Seashore

and Nickerson State Park. These pathways provide safe, separate accommodations for bicyclists and pedestrians, but frequently do not connect to one another, inhibiting bicyclists' and pedestrians' abilities to use them to travel throughout the region. A more comprehensive regional path network is envisioned with a spine that runs from one end of Cape Cod to the other with connections into villages and destinations in each of the communities. In addition to the separate paths, several bicycle routes exist, allowing bicyclists a wide network of travel across the region,

but on roadways rather than dedicated paths separated from motor vehicle traffic.

Sidewalks provide not only pedestrian accommodations but encourage travelers to walk instead of drive, thereby supporting village centers and local businesses. However, significant gaps in the regional sidewalk network exist in many communities across Cape Cod. Furthermore, auto-oriented site design, including large parking lots without appropriate pedestrian accommodation, can make travel as a pedestrian challenging.



The mixture of narrow roadways, high seasonal and locational traffic volumes, and inconsistent pedestrian and bicyclist accommodations create a great deal of conflict between vehicles and people walking and biking.

UTILITIES

The Cape's population and economic and social activities depend on reliable and affordable access to electricity, natural gas, and telecommunications.

Eversource is the local distribution company and is responsible for distributing electricity to the region. The Cape Light Compact Joint Powers Entity (JPE) is the largest single energy supplier for residents and businesses on the Cape; however, electric customers may choose their competitive supplier. Electricity is primarily distributed through overhead wires.

Electricity supply to the Cape comes from many fuel sources. Massachusetts generates 68% of its electricity from natural gas, 10% from nuclear sources, and 0.3% from petroleum. The state generates 1,867 MW of electricity by solar photovoltaics, surpassing its goal of generating 1,600 MW by 2020. There are additional sources from other renewables and hydroelectric power.

Microgrids, which have the ability to disconnect from the traditional electric

grid in order to operate autonomously, are not prevalent on Cape Cod; however, the Department of Defense operates a wind-powered microgrid at Joint Base Cape Cod and in 2019 another is anticipated at Dennis Yarmouth Regional High School.

Approximately 100,000 customers get natural gas from National Grid—the sole natural gas service provider on Cape Cod. Natural gas lines

are not provided everywhere on Cape Cod, and there are no lines north of Eastham.

Education, government, healthcare, and other service and innovation sectors of the economy rely on effective and reliable access to broadband and telecommunications. Residential internet service is available virtually throughout the region and is primarily served by a single provider (Comcast). Depending on where a business is located, it may have a choice of

internet service providers with OpenCape's continual expansion of its fiber-optic internet services infrastructure. As more people choose to work from their homes, and more services such as doctor visits are conducted virtually, fast and reliable internet service will become even more important. Most of the region is served by multiple wireless communications providers, but there remain some places without service.

Maintaining and enhancing the wireless communications infrastructure is increasingly critical to the region's need for emergency and non-emergency communications while also ensuring protection of the region's scenic and historic character.



As a retirement community, over 43% of resident incomes come from non-wage income sources such as real estate, social security, and investments.

The Cape Cod economy is aptly characterized as a “Blue Economy” driven by the extensive shoreline and direct access to open water. Historically, the Cape’s blue economy was based on extracting resources from the sea, such as fish, whales, salt, or shellfish. Some of these activities continue today along with new ventures around enjoying and understanding

the region’s blue resources. Tourism is a blue sector focused on bringing people here to directly enjoy the Cape’s blue resources. Marine sciences is a blue sector focused on understanding marine resources, making new discoveries to help improve human wellbeing and protecting marine ecosystems. New economic sectors will continue to emerge that are directly dependent on marine resources and Cape Cod is in a strong position to embrace these new ventures and thus progress towards a balanced and sustainable economy. Seeing the region’s economy

through this Blue Economy lens reinforces understanding of the interdependencies of the economy and environment.

The marine environment, unique historic character of the region, and vibrant arts and culture scene attract both residents and visitors to the region. Most of the businesses on the Cape are small and independent, with fewer than 10 employees. Only 1% of the employers on Cape Cod have workforces greater than 100 employees. Because the tourism industry is most active in the summer months

and many tourism-related businesses close during the winter, unemployment fluctuates drastically throughout the year, especially in Lower and Outer Cape towns. In the summer and fall, businesses typically import labor to fill seasonal jobs.

Cape Cod second-home owners actively support the Cape Cod community and economy. Nearly 75% of the 2017 Second Homeowner Survey respondents support arts, cultural, and other nonprofit organizations on the Cape through donations and purchases and about

70% reported attending or visiting museums, concerts, galleries, or theater productions. In addition to contributions to community organizations, second-home owners contribute to the local economy as nearly all respondents report purchasing groceries, hardware/building supplies, and garden supplies on Cape Cod for their second home. However, few respondents expressed the need to have used local financial or medical services and specialists while on the Cape and have already-established providers off-Cape.

HOUSING

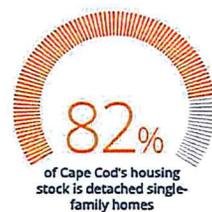
Cape Cod’s housing supply lacks diversity. Today, detached, single-family homes comprise more than 80% of the region’s housing stock, compared with just over 50% for Massachusetts as a whole and 62% nationwide (ACS 2016 data). This means there are few housing options for those people who either cannot afford or do not want a detached single-family home. Given the high land value in the region, detached single-family homes are typically the most expensive housing option, driving up the cost of living in the region.

High demand for housing, by both year-round residents and second-home owners, and low average wages on Cape Cod results in a housing market that is unaffordable for many year-round residents. In all but one of the 15 towns on the Cape, the median home value exceeds the affordable home price for residents at or below 100% of the Median Household Income (MHI), and for seven of the eight Lower and Outer Cape towns, the median home value far exceeds the affordable home price for a household earning even 120% MHI.



The June 2017 Regional Housing Market Analysis finds that about 22,000 Barnstable County households that earn \$90,000 or less experience housing-cost stress, meaning they spend more than the recommended 30% of their income on housing costs. The lack of diverse housing options on the Cape, such as townhouses and apartments, also contributes significantly to the high cost of housing. Younger families starting out lack housing options that are often a building block to long-term financial stability. Similarly, older individuals looking to downsize struggle

to find suitable options and often stay in single-family homes that are large, further constraining the housing market. Chapter 40B, also known as the Comprehensive Permit Law in Massachusetts, was enacted in 1969 to help address the shortage of

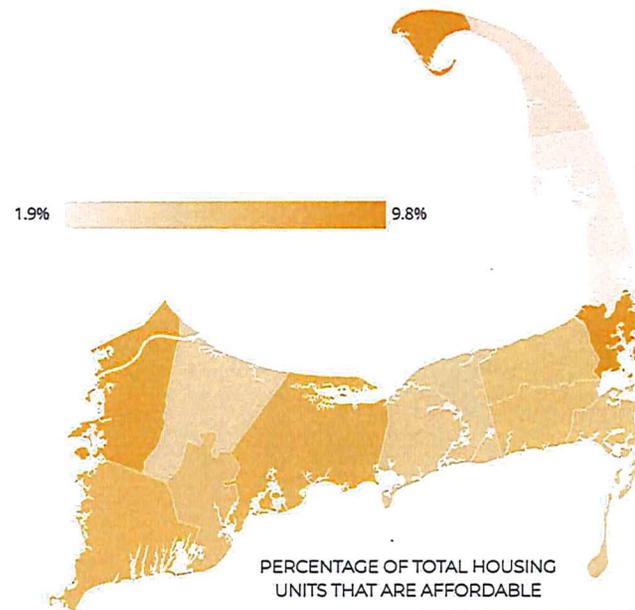


Source: 2012-2016 American Community Survey

affordable housing statewide by reducing unnecessary barriers created by local approval processes, local zoning, and other restrictions. The goal of Chapter 40B is to encourage the production of affordable housing in all cities and towns throughout the Commonwealth. The standard is for communities

to provide a minimum of 10% of their housing inventory as affordable. Despite the enactment of Chapter 40B, on average, only 5.3% of the Cape's housing inventory is affordable.

Regional housing challenges are discussed further in the next section of this plan.



Source: MA Dept. of Housing and Community Development (2016)



Key
Challenges
Facing the
Region



As illustrated by the region's systems in the previous section, Cape Cod is a special place, but one that also faces significant challenges. Though in many cases the natural, built, and community systems augment one another and contribute to what makes the Cape a special place, they can also have conflicting needs or functions. At the regional scale, ensuring that the environment is protected will generally have positive effects on sustaining the economy since these areas of interest are so closely linked.

MORE DEVELOPMENT, FEWER NATURAL AREAS

Between 2001 and 2011, the Cape lost more than 2,300 acres of forest cover, with 70% of the loss replaced by development (buildings, driveways, parking lots, etc.). Losses vary in size from full lot clearing for individual development projects and subdivisions to more selective discrete tree removal on individual lots. Approximately

84% of the clearing is associated with residential use and development.

The broad loss of forest cover, and related forest fragmentation, negatively affects regional character as well as the natural functions tree cover provides such as wildlife habitat, carbon sequestration, nutrient uptake, and stormwater and flood water management and filtration. At the same time, with the increase in impervious surfaces occasioned by forest loss, stormwater run-off has

increased and with it the need for natural systems to recharge such run-off.

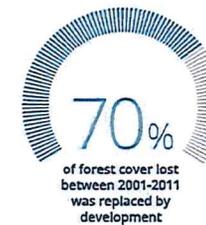
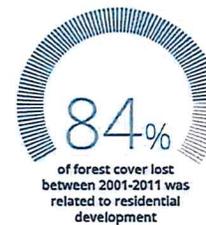
Land use policy and regulation in the region, though intended to better protect the natural environment by reducing the overall density of development, has resulted in larger minimum required building lot sizes, and other lot requirements under prevailing policies and regulations have contributed to more impervious cover that is more spread out across the region.

SOURCES OF FOREST COVER LOSS 2001-2011



● Residential ● Business ● Conservation/Recreation
● Industrial ● Institutional/Highway

Residential development accounts for the vast majority of forest cover lost in recent years.



Source: Cape Cod Commission



DEVELOPMENT IMPACTS ON WATER QUALITY

Surface water quality in Cape Cod ponds has been significantly impacted by surrounding development. A comparison of 1948 and 2001 dissolved oxygen concentrations suggest that many of these pond ecosystems are not only impacted, but seriously impaired.

The fresh water ponds of Cape Cod provide a significant benefit in removing nitrogen as it moves through the

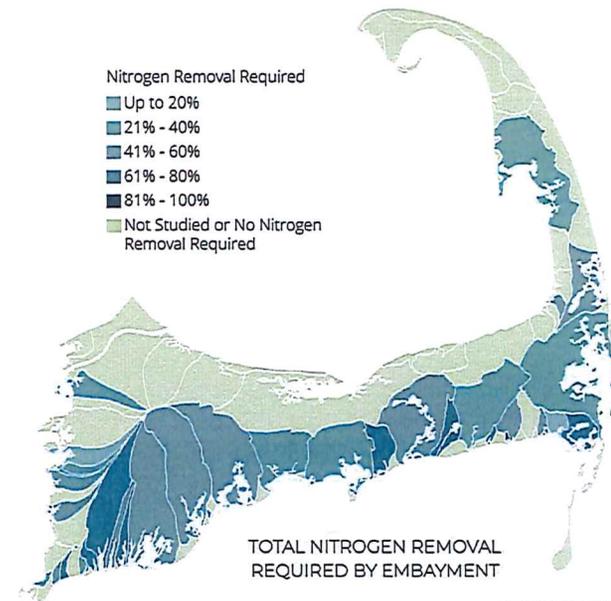
watershed. Ponds provide natural attenuation of nitrogen in groundwater and are an important consideration in watershed planning, as they act as “nitrogen filters.” However, Cape Cod soils lack the geological buffering to neutralize acid rain and allow pollutants to drain rapidly into the aquifer. The anticipated increase in storm frequency and intensity due to climate change has the potential to exacerbate impacts.

The Cape Cod Aquifer is extremely susceptible to contamination from various

land uses and activities. The aquifer has been seriously impacted in the past from military activities, gas stations, landfills, and development generally. The quality of Cape Cod’s community public drinking water supply is generally very good, but the cumulative impact of development has resulted in a trend toward degradation in areas that contribute to certain wells. The presence of contaminants of emerging concern also present a threat to drinking water.

EXCESS NITROGEN IN COASTAL WATERS

Nearly all development on Cape Cod continues to utilize on-site septic systems that release nitrogen to groundwater, which eventually travels to coastal embayments and results in degraded water quality. Cape Cod is home to 53 embayment watersheds with physical characteristics that make them susceptible to nitrogen impacts. Thirty-two of these watersheds cross town boundaries and 34 have



SOURCE: MASSACHUSETTS ESTUARIES PROJECT



been found to be impaired and require nitrogen reduction to meet water quality goals.

Nitrogen is impacting coastal water quality. About 80% of the nitrogen that enters Cape Cod's watersheds is from septic systems. Excess nitrogen destroys animal habitat and results in fish kills and diminished shellfisheries. Climate change threatens to increase nitrogen loading to coastal waters and increases in temperature have the potential to increase the risk of algal blooms.

The Cape Cod seasonal economy relies on the water that surrounds the region and degraded water quality negatively impacts important economic drivers including coastal property values. Initial findings from a recent Cape Cod Commission study evaluating home prices in the Three Bays area in the Town of Barnstable indicate a 1% increase in nitrogen is associated with a decrease in single-family home sale prices in the range of 0.407% to 0.807% (average 0.61%), with a 95% confidence level.

Environmental quality (clean air and water) is a primary reason people bought a house on the Cape, according to the 2014 homeowner survey.

There have been significant efforts towards implementing solutions aimed at restoring the health of bays and estuaries since the approval of the Section 208 Area Wide Water Quality Management Plan Update in 2015. Communities are working across town boundaries to solve watershed-based problems and exploring the use of non-traditional technologies in areas where

traditional collection and treatment is too expensive or not feasible.

Barriers to implementation of wastewater infrastructure and potential alternatives for restoring coastal water quality remain. Funding for infrastructure design and construction and comprehensive monitoring to support the use of non-traditional approaches is needed. The challenge moving forward is to create a regional strategy around capital infrastructure needs that can reduce costs for municipalities and ensure that the

remaining burden is shared appropriately. The solution to the financial threat facing the region must be one that supports innovative ideas that communities have embraced through the 208 Plan Update and its process.

CLIMATE CHANGE

Cape Cod faces threats due to climate change. Flooding and erosion will be exacerbated by sea level rise and changing storm frequency and intensity. These threats can cause loss of life, damage buildings and infrastructure, impair coastal

environments, and otherwise impact a community's economic, social, and environmental well-being. The 2018 Intergovernmental Panel on Climate Change Special Report projects continued sea level rise into the next century, with the rate of rise depending on how future greenhouse gas emissions are managed. Bringing emissions under control sooner than later will provide more time to plan for and respond to the Cape's changing shoreline. The report calls on the global community to act collectively to reduce emissions to achieve a net zero CO2 emission rate

as soon as possible in order to allow time for adaptation to the inevitable changes. While the problems posed by climate change appear unstoppable, there are actions the Cape community can take to reduce emissions and participate in the effort to slow the rate of change. Increasing the region's resilience to climatic changes and a rising sea level means thinking into the future and adjusting behaviors that put people and property at risk. Mitigating the causes of climate change and adapting to its effects on Cape Cod involves making



policy decisions with both environmental and economic considerations.

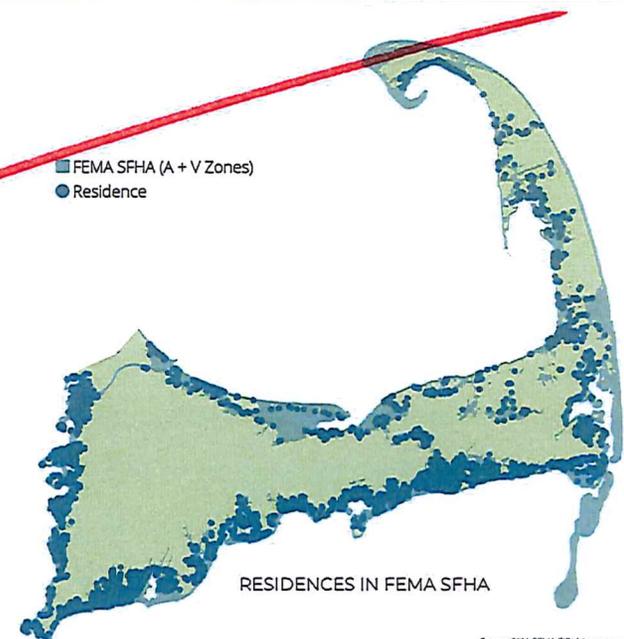
It is likely that the region's vulnerability will increase in the future as sea levels continue to rise, climate change intensifies, and the region experiences an increase in storm activity and severity. Scientists anticipate that climate change will bring stronger storms with more precipitation and the threat of more frequent and extensive flooding to the region. Storms have resulted in power outages, limiting access to necessary services,

and increased storm activity is likely to further impact the region's power resources. In addition, temperatures are anticipated to rise, with related degradation of air quality, strain on local indigenous flora and fauna, increases in foreign pest migration, and more health-related problems, and significantly for Cape Cod, changes in sea surface temperature and the viability of the coastal environments for the region's native wildlife.

Sea level rise poses a major and particular threat to Cape Cod, which has 586 miles of

vulnerable, tidal shoreline. Projected sea level rise will increase flooding, both elevating the height of storm and non-storm surges and flood levels, and exacerbating inundation and storm surge by sending floodwaters further inland, resulting in potential inoperable first response facilities, and substantial loss to property, economic prosperity, and habitat. In addition to structural and economic losses, sea level rise also threatens Cape Cod's groundwater with potential higher groundwater levels and, to a lesser effect, saltwater intrusion.

Even today, without the increased risk of climate change and sea level rise, flooding threatens more than 13,000 single-family homes—worth a combined \$9 billion—located within the FEMA special flood hazard areas.



Source: 2014 FEMA FIRMs, town assessing data



Cape Cod's response to these threats must consider the region's vulnerabilities, priorities and opportunities. The extent of private property development and public assets located within coastal hazard areas poses the greatest challenge to sensitive but meaningful response to climate change. Additionally, in Massachusetts, private ownership of the shoreline to the mean low-water line affects potential responses to coastal impacts of climate change, including what adaptation strategies are feasible and who's responsible for paying for them. The

regulatory environment, particularly along the shoreline, complicates the ability of communities to appropriately plan for and implement actions that benefit the whole community's interest.

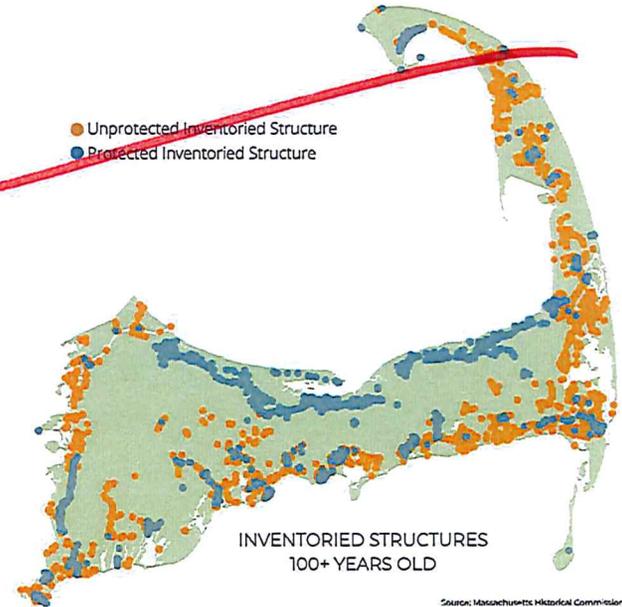
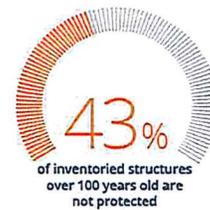
PRESERVING HISTORIC RESOURCES

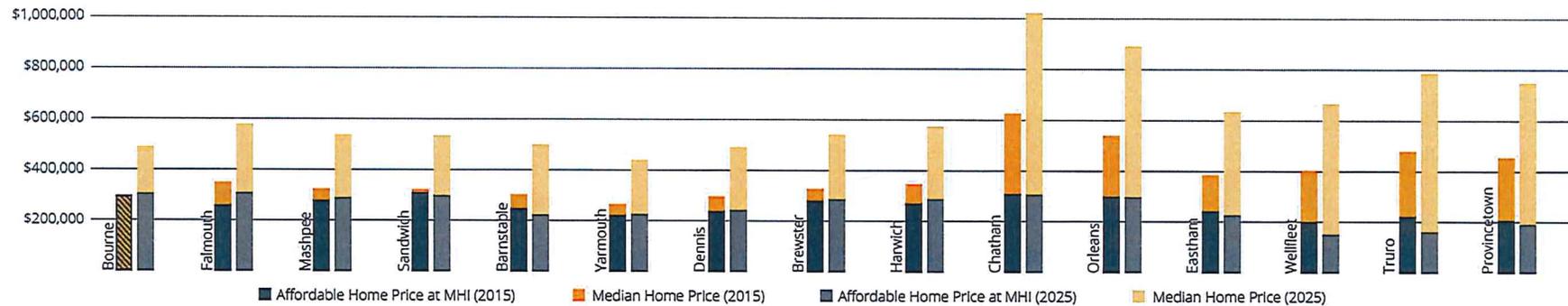
Even with the many National Register and Local Historic Districts, thousands of historically significant buildings on the Cape are not protected. More than 40% of the region's inventoried

historic buildings over 100 years old have no protection from demolition or alteration of their character-defining features. Archaeological sites and historically open landscapes are similarly unprotected. Development pressures in waterfront areas and historic neighborhoods continue to threaten these resources that embody the region's history and character. Demolition of these irreplaceable resources not only destroys the physical elements of the region's cultural heritage, but also negatively impacts community character and the

economy, which are strongly tied to Cape Cod's unique architectural heritage.

Working with Cape towns and other organizations, the Commission seeks to improve and update historic inventories, better integrate cultural resource concerns into development reviews,





In 2015 in all but one town—Bourne—the median home value exceeded the affordable home price for those earning the median household income (MHI) of homeowners. Without changes, this problem is projected to become more acute in the next several years as the median household incomes and related affordable median home prices are only expected to increase minimally, if at all. Source: Crane/EPR 2017

and create new zoning that establishes incentives to re-use historic buildings to help protect the region's distinctive historic character and culture.

EXPENSIVE HOUSING, LIMITED OPTIONS

The Cape Cod housing market does not meet the region's diverse needs. Lower than average wages, higher than

average costs, a lack of choice, limited supply, and the ever-present demand for seasonal and retiree housing by baby boomers makes housing for the current and future year-round population a high priority challenge.

To buy a median priced home on Cape Cod requires an income of at least \$75,000 a year. The median price for a home is over \$350,000 with most of the lower 50% of units closely clustered around

the median. Rental housing is even more limited on Cape Cod given that many property owners can make more money renting their property for six weeks in the summer than renting it year-round, or they choose not to rent out their seasonal homes at all. The 2017 Regional Housing Market Analysis predicts that by 2025, close to half of the region's population will experience housing-cost stress, meaning they will spend more than the recommended 30% of their

income on housing costs. Even those businesses with higher-paying jobs still struggle to fill professional positions in banking, engineering, and medicine because housing options on the Cape are significantly more expensive and limited than other regions.

While achieving the Commonwealth's 10% affordable goal remains an important standard for each Cape Cod community and for the region overall, Cape

Cod's needs exceed 10%. To address housing needs moving forward, the region must recognize that the Cape Cod housing market is not simply fifteen separate economies but represents a single housing market, with sub-regional distinction. A regional strategy is needed to address the structural deficiencies in the regional market. As the "baby boomer" and general population ages, and as single-parent families and single-person households

increase, two-person households over the age of 65 will dominate the Cape in the next 20 years. The decline in the average household size means that more housing units will be required to house the same number of people as 30 years ago. Without increasing housing supply and choices, the Cape's housing affordability problem is likely to worsen.



PROVISION OF ADEQUATE INFRASTRUCTURE

The existing infrastructure fundamentally limits the region's ability to grow in a way that balances economic and social wellbeing with the protection of natural and cultural resources. The region's rural and suburban development patterns make providing adequate infrastructure more expensive on a per-unit or per-user

basis as networks are typically more spread out, with fewer users able to utilize and pay for the same systems or materials. These development patterns also require greater development and disturbances of natural resources. However, directed, improved, and expanded transportation, water, wastewater, electric, and broadband infrastructure that mitigates and adapts to climate change will be necessary to support long-term regional economic

stability. These regional networks must be resilient and provide last-mile connectivity, bringing the benefits of the regional investments to the people, businesses, and institutions that are the backbone of the economy.

Implementing these large-scale infrastructure improvements requires significant community dialog to determine the most effective, efficient solutions that are consistent with

community values including its plan for growth, equity, cost sharing, climate change response, and environmental benefit. The environmental and public health imperatives requiring timely investment in water quality infrastructure across Cape Cod offer this region an opportunity to reset, change the paradigm, and to develop a coordinated plan to direct growth to areas that can support it.



Built Systems

To protect and enhance the built environment and infrastructure necessary to support the region and healthy activity centers.

COMMUNITY-DESIGN

GOAL | To protect and enhance the unique character of the region's built and natural environment based on the local context.

OBJECTIVES

1. Promote context-sensitive building and site design
2. Minimize the amount of newly disturbed land and impervious surfaces
3. Avoid adverse visual impacts from infrastructure to scenic resources

COASTAL RESILIENCY

GOAL | To prevent or minimize human suffering and loss of life and property or environmental damage resulting from storms, flooding, erosion, and relative sea level rise.

OBJECTIVES

1. Minimize development in the floodplain
2. Plan for sea level rise, erosion, and floods
3. Reduce vulnerability of built environment to coastal hazards

CAPITAL FACILITIES & INFRASTRUCTURE

GOAL | To guide the development of capital facilities and infrastructure necessary to meet the region's needs while protecting regional resources.

OBJECTIVES

1. Ensure capital facilities and infrastructure promote long-term sustainability and resiliency
2. Coordinate the siting of capital facilities and infrastructure to enhance the efficient provision of services and facilities that respond to the needs of the region

TRANSPORTATION

GOAL | To provide and promote a safe, reliable, and multi-modal transportation system.

OBJECTIVES

1. Improve safety and eliminate hazards for all users of Cape Cod's transportation system
2. Provide and promote a balanced and efficient transportation system that includes healthy transportation options and appropriate connections for all users
3. Provide an efficient and reliable transportation system that will serve the current and future needs of the region and its people

ENERGY

GOAL | To provide an adequate, reliable, and diverse supply of energy to serve the communities and economies of Cape Cod.

OBJECTIVES

1. Support renewable energy development that is context-sensitive
2. Increase resiliency of energy generation and delivery
3. Minimize energy consumption through planning and design (including energy efficiency and conservation measures)

WASTE MANAGEMENT

GOAL | To promote a sustainable solid waste management system for the region that protects public health, safety, and the environment and supports the economy.

OBJECTIVES

1. Reduce waste and waste disposal by promoting waste diversion and other Zero Waste initiatives
2. Support an integrated solid waste management system

Community Systems

To protect and enhance the linkages between society, the natural environment, and history vital to the way of life on Cape Cod by supporting development of amenities and life opportunities necessary to support vibrant and diverse communities.



CULTURAL HERITAGE

GOAL | To protect and preserve the significant cultural, historic, and archaeological values and resources of Cape Cod.

OBJECTIVES

1. Protect and preserve forms, layouts, scale, massing, and key character defining features of historic resources, including traditional development patterns of villages and neighborhoods
2. Protect and preserve archaeological resources and assets from alteration or relocation
3. Preserve and enhance public access and rights to and along the shore
4. Protect and preserve traditional agricultural and maritime development and uses

ECONOMY

GOAL | To promote a sustainable regional economy comprised of a broad range of businesses providing employment opportunities to a diverse workforce.

OBJECTIVES

1. Protect and build on the Cape's competitive advantages
2. Use resources and infrastructure efficiently
3. Foster a balanced and diverse mix of business and industry
4. Encourage industries that provide living wage jobs to a diverse workforce
5. Expand economic activity and regional wealth through exports, value added, import substitution, and local ownership

HOUSING

GOAL | To promote the production of an adequate supply of ownership and rental housing that is safe, healthy, and attainable for people with different income levels and diverse needs.

OBJECTIVES

1. Promote an increase in housing diversity and choice
2. Promote an increase in year-round housing supply
3. Protect and improve existing housing stock
4. Increase housing affordability

Committee Members

Traffic Advisory Committee

Chair	Name	Telephone		
<input checked="" type="checkbox"/>	Barbara Pratt - Parking Magistrat 59 Town Hall Square Falmouth	02540	email: First appointed: Current expires:	
<input checked="" type="checkbox"/>	James Porter - Police Rep 750 Main Street Falmouth	508-457-2527 02540	email: jporter@falmouthpolice.us First appointed: Current expires:	
<input type="checkbox"/>	Ahmed A. Mustafa - BOS Rep 530 Carriage Shop Rd. East Falmouth	508-495-7320 02536	email: First appointed: Current expires:	8/1/2004
<input type="checkbox"/>	Nick Croft - Engineering Rep 416 Gifford Street Falmouth	508-457-2543 02540	email: First appointed: Current expires:	
<input type="checkbox"/>	Vacant - Planning Dept. Rep. 59 Town Hall Square Falmouth	508-495-7440 02540	email: First appointed: Current expires:	

Statement of Purpose
Traffic Advisory Committee
March, 2000

The Traffic Advisory Committee is constituted as a Town Administrator appointed committee with those duties relating to identification and recommendation of actions with respect to use of motor vehicles, pedestrians, bus, bicyclists or other forms of transportation within the boundaries and ways of the Town of Falmouth.

The Committee is directed to analyse and make recommendations concerning specific problems related to the following: motor vehicle parking management; traffic circulation; speeding of motor vehicles; regulatory and directional signage; crosswalk identification; intersection configuration; all other similar aspects of specific issues with an impact on overall traffic management.

Of primary importance is the management of those patterns of behavior or circumstances which affect public safety, convenience or necessity on the well being of the people of this community. The committee will respond to individual citizen complaints as appropriate.

The Traffic Advisory Committee will be composed of five members: Chairman of the Committee (Parking Magistrate), Town Engineer, Town Planner, Police Sergeant assigned to traffic supervision; Selectman. Designees of each of these members may be assigned from time to time as necessary.

Committee Members

Transportation Management Commission

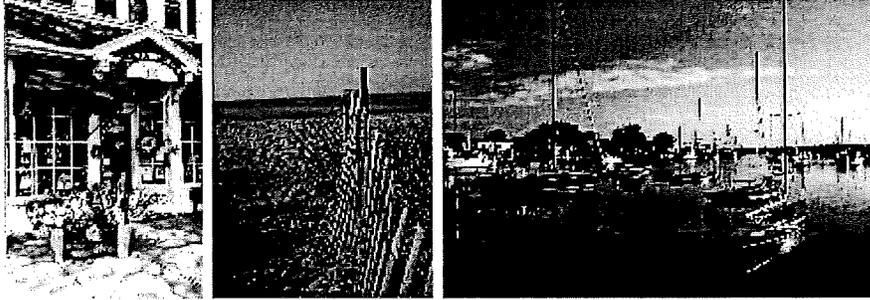
Chair	Name	Telephone
<input type="checkbox"/>	Vacant - At-Large	email: First appointed: Current expires:
<input type="checkbox"/>	Vacant - At-Large	email: First appointed: Current expires:
<input type="checkbox"/>	Vacant - At-Large	email: First appointed: Current expires:
<input type="checkbox"/>	Vacant - At-Large	email: First appointed: Current expires:
<input type="checkbox"/>	Vacant - Bikeways Committee	email: First appointed: Current expires:
<input type="checkbox"/>	Vacant - Historical Commission	email: First appointed: Current expires:

Vacant - Planning Board Rep.

email:

First appointed:

Current expires:



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Mission Statement (TMC)

Transportation Management Commission (TMC)

MISSION STATEMENT

The Transportation Management Commission (TMC) is authorized by the Board of Selectmen and includes in its mission statement:

- Preparation, promotion, and implementation of the transportation element of the Local Comprehensive Plan; (LCP);
- To identify problems, propose solutions and develop opportunities related to transportation affecting the town of Falmouth that will be referred as recommended actions to the Board of Selectmen and the Town Administrator and to promote implementation of recommended actions as Directed by the Board of Selectmen;
- To coordinate the actions of the various Town Boards, Committees and Departments that are concerned with transportation;
- To keep the Board of Selectmen and the Town Administrator informed on transportation policies of the State and Federal government;
- To foster communication among Falmouth, its three (3) bordering towns (Sandwich, Bourne and Mashpee), and the Islands (Martha's Vineyard and Nantucket) concerning Transportation Elements of the LCP and/or transportation planning;
- Membership in the TMC shall consist of seven (7) voting members drawn from the following agencies of the Town; one(1) appointed by the Planning Board, one(1) appointed by the Historical Commission, one(1) appointed by the Bikeways Committee and four(4) appointed as "At-Large Members" by the Board of Selectmen attempting to achieve a good geographical distribution of members. Furthermore, the Board of Selectmen may appoint any number of non-voting members they deem appropriate to achieve breadth of technical expertise and public representation.

Finally, this MISSION STATEMENT may be amended, altered and/or changed as deemed necessary to future conditions by unanimous vote of the members of the TMC, and with concurrence from the Board of Selectmen.

10/2003 - jjf

Town Hall: 59 Town Hall Square, Falmouth, MA 02540. Ph 508-548-7611
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REPORT

TO: Board of Selectmen

FROM: Julian M. Suso

DATE: October 18, 2019

JMSuso

- Selectmen will meet at 7PM in Join Session with the Planning Board on Monday evening. As you know, the two focus topics are: transportation/traffic and housing.
- On Wednesday morning, I was pleased to attend and participate in an important Joint training session involving the Police Department, the Fire Department, the Sheriff's Office and some manpower from collaborating Police Departments as well as some students from Massachusetts Maritime. The training session involved a simulation of multiple potential scenarios involving an armed assailant at the Falmouth Theater Pub. This was an extraordinary exercise in preparedness for scenarios which we all pray will never be needed. We welcomed Superintendent Lori Duerr to observe portions of this training process as well. My compliments to Chief Dunne, Chief Small and all others involved in public safety!
- As you know, we received an early season challenge with the wind/rain storm event which arrived overnight Wednesday/Thursday. Excellent response work by Public Works, Fire and Police moved Falmouth to a return to reasonable normalcy by late in the day on Thursday. Unfortunately, many residents remained without power – although restoration was accelerating. I am advised that the “delay” in that regard was in significant part related to the fact that EverSource power restoration crews are limited in working from an aerial bucket truck when reasonably high winds continue. Public Works cannot remove downed trees/limbs as long as wires remain entangled with them. A collaborative process. Thank you to all our Town crews for their great and responsive work which began during the course of the storm overnight.
- I attended the Finance Committee's final deliberative session prior to the November Town Meeting, which was held on Tuesday evening.
- I have been asked to attend the upcoming ZBA Worksession, scheduled for 9AM this Saturday, October 19 at Town Hall. I appreciate the opportunity to join members of the ZBA for this workshop gathering.