FALMOUTH RECONAISSANCE REPORT
HERITAGE LANDSCAPE INVENTORY PROGRAM

Boston University
Town of Falmouth
Cape Cod Commission
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ACKNOWLEDGMENTS

We would like to extend thanks to all Falmouth residents that attended our community meeting on February 26, 2013. The production of this inventory would not have been possible without their participation and contributions. In addition, a very special thank you to our local project coordinators, Heidi Walz and Jessica Whritenour, who generously provided encouragement, offered advice, and exhibited patience throughout the research process. Lastly, we are grateful to the Cape Cod Commission, and specifically Sarah Korjeff and Gary Prahm, for their continued support of the Heritage Landscape Inventory Program.

INTRODUCTION

Heritage Landscapes are places and spaces within a community created by human interaction with the natural environment, reflecting a community's development over time. These are the places that reflect a community's history, culture, and collective identity. Like the community, Heritage Landscapes are constantly evolving, but maintain a feeling of familiarity and comfort: a sense of place. In short, these landscapes define a community through their reflection of its past. Heritage Landscapes can include natural or cultural resources; the town green, the first meetinghouse, a harbor, working farmland, or an old, distinct neighborhood.

Because these landscapes are constantly evolving, be it by human interaction or natural causes, planning for their preservation is crucial. The Heritage Landscape Inventory (HLI) Program, originally managed by the Massachusetts Department of Conservation & Recreation (DCR), is an initiative to identify and document Heritage Landscapes vital to the history and character of communities in the Commonwealth. Using tools based in both preservation and conservation, the HLI Program can inform future planning decisions in a community.

To this end, the Cape Cod Commission and Boston University have worked with the community to create the Heritage Landscape Inventory for the Town of Falmouth. This document identifies Priority Heritage Landscapes, their history and significance, strategies for the mitigation of threats, and tools for their ongoing preservation and conservation.

Town of Falmouth, Barnstable County Atlas, 1880
Image courtesy of The Book of Falmouth

METHODOLOGY

The methodology for Falmouth's Heritage Landscape Inventory was designed in accordance with the procedure outlined within the Massachusetts Department of Conservation and Recreation (DCR) program guide, *Reading the Land*. The team, consisting of Boston University Graduate Students, preservation planner Eric Dray, and the Cape Cod Commission (CCC) worked closely with Local Project Coordinators Heidi Walz of the Falmouth Historical Commission and Jessica Whritenour of The 300 Committee. On February 26, 2013, the team organized a community meeting at the Falmouth Public Library to introduce the project to local residents and officials.

Following a presentation outlining the Heritage Landscape Inventory Program and its potential for facilitating future town planning, meeting attendees were invited to compile a list of their community's heritage landscapes. Lists were generated for each of Falmouth's eight villages to ensure that each village was appropriately represented. In total, the public identified 131 heritage landscapes. Once a general list had been compiled, participants were asked to select priority landscapes, meaning those landscapes that stand most vulnerable in the community.

With the help of our local project coordinators 22 sites were identified as priority heritage landscapes. Decisions were based on several factors: number of votes, existing regulatory and protection measures, and geographic diversity ensuring representation from each village. Of note, many sites were immediately eliminated because they are already protected by a local historic district regulations or conservation or preservation restrictions. Sites with shared characteristics, threats, and recommendations were grouped as thematic concerns. As such, the priority landscapes can be broken down into 8 individual sites, 7 seasonal communities, 4 agricultural sites, and 3 cranberry bogs. Next, the project team conducted fieldwork, visiting each site at least twice. Special attention was paid to each landscape's historical significance, current appearance, and boundaries. With the help of the Cape Cod Commission, each site was further documented via GIS mapping.

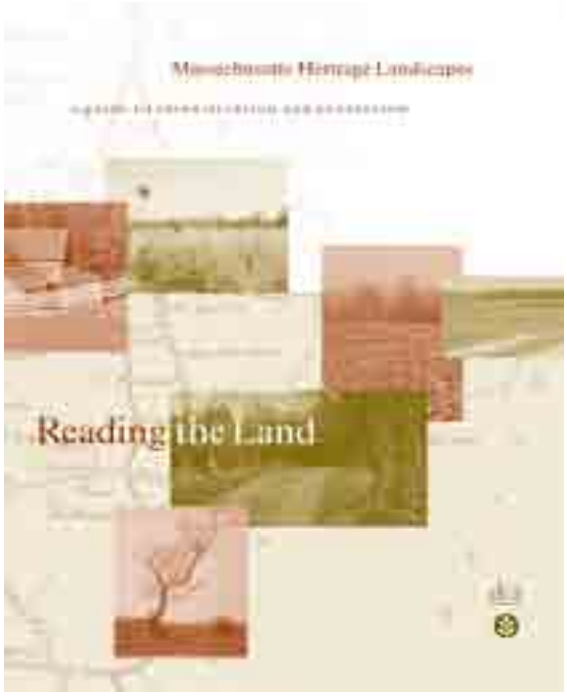


Image courtesy of the Massachusetts Department of Conservation and Recreation

Community meeting held on February 26, 2013
Image courtesy of Eric Dray

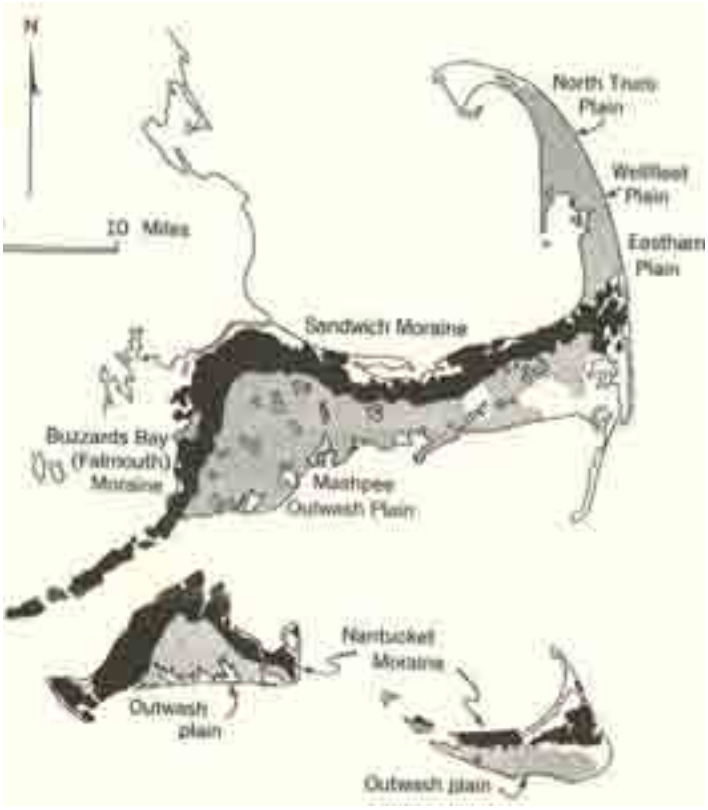
In consultation with the Cape Cod Commission and local project coordinators Heidi Walz and Jessica Whritenour, the project team identified issues and threats to the character-defining characteristics of each priority landscape. Taking into consideration current regulatory and protective measures in place, recommendations were made to protect the unique history, integrity, and sense of place of each priority heritage landscape. The final result is this Reconnaissance Report which will we hope will be used for future preservation and planning activity in Falmouth.

FALMOUTH'S HISTORICAL CONTEXT AND DEVELOPMENT

PREHISTORY AND FORMATION OF THE LANDSCAPE

Falmouth lies on the southwestern portion of the Cape Cod peninsula. Geologically speaking, this peninsula is a relatively recent addition to the state's landmass. Cape Cod was formed during the last ice-age stage of the Pleistocene Epoch, known as the Wisconsin Stage, which began approximately 50,000 to 70,000 years ago. Lying within the region of the ice margin of the Laurentide ice sheet, Cape Cod was formed by large deposits of sand, gravel, clay, and boulders that accumulated at the point where ice was expanding and melting at the same rate. Ice lobes, or ice sheets with curved fronts, contributed to the hook-like formation of the peninsula. Glacial movement and their subsequent melts shaped Cape Cod and made it into the coastal feature it is today.

Many natural and distinctive features within Falmouth are the result of these glaciers. High concentrations of glacial till formed the belt of hills that run along the length of the Cape, known as a moraine. A large portion of these hills run right through Falmouth, beginning in Woods Hole and running easterly of West Falmouth and North Falmouth before extending eastward out of the town. The southern portion of Falmouth is part of the Cape's network of outwash plains formed by glacial melt. Deep valleys formed small bodies of water, which today make up many former and current cranberry bogs. Inland bodies of water are also found in Falmouth and throughout Cape Cod, many present within the geological knob-and-kettle landscape formed by glaciers. The vast array of diverse and delicate ecosystems found in Falmouth and on Cape Cod attest to the unique character of the landscape. These distinctive natural features of Falmouth have contributed to patterns of settlement and development throughout the town.



Morraines (solid black) and outwash plains (shaded) on Cape Cod, Marthas Vineyard, and Nantucket Island
Image courtesy of A Geologist's View of Cape Cod

NATIVE AMERICAN ORIGINS AND EUROPEAN CONTACT AND SETTLEMENT (PRE-1660 – 1675)

Falmouth was in some ways a seasonal community dating back to Native American habitation. The first seasonal resident of Falmouth is said to have been Queen Awashonks of the Narragansett Indians, who is believed to have left Rhode Island in the early 1600s to summer in the area that is now Falmouth Heights. Prior to European settlement, Wampanoag tribes mainly inhabited areas of southeastern Massachusetts, including Cape Cod. Native American travel routes typically followed the natural curves of the coast. The Wampanoag named the region "Suckanesset," or "the place where the black wampum is found," a phrase referencing quahog shells, which were used as Native American currency. Black quahog shells were deemed the most valuable. Many Falmouth areas are still called by their original Wampanoag names, emphasizing the town's deep connection to its past, even that which predates written history.

Although there is no recorded evidence of specific Native American settlements within Falmouth, these places that maintain their original names offer clues of possible settlement by members of certain tribes. These locations include Tateket (Teaticket), Waquoit, Chapaquoit, Quisset, Ashumet, Nobsque (Nobsk), and Sippewisset. These areas are located near extensive shellfish beds and fish

runs, suggesting that Native Americans settled near areas of sustenance, at least on a seasonal basis.

Local history states that Falmouth became the first place in America where the English landed, when Bartholomew Gosnold arrived at Woods Hole on May 31, 1602. Although initial contact occurred early in the seventeenth century, European settlement in Falmouth did not appear until several decades later in 1660. The first permanent settlement was located between Salt Pond and Siders Pond, and consisted of thirteen settlers including Jonathan Hatch and Issac Robinson, who are presumed to have moved to Falmouth from Barnstable. The settlement gradually expanded to Oyster Pond, Woods Hole, and Chapaquoit as other families joined the initial Falmouth inhabitants. During this period European settlers improved established Native American trails. Although there is little recorded history during this period, evidence points to a civil relationship between tribes and European settlers.

COLONIAL PERIOD (1675 – 1775)

Towards the mid-1680s, Falmouth grew from a small settlement to a more town-like establishment. In 1679 the formal boundary between Falmouth and Sandwich was established. An expansion towards the east resulted from a 1685 permit to purchase land from the Native Americans. Settlements were established in Woods Hole and Little Harbor, followed by Hog Island, West Falmouth, North Falmouth, and Hatchville. The town was officially incorporated on June 4, 1686, and it became a part of the Massachusetts Bay Colony in 1691 by a Charter granted by King James of England. Of note, Falmouth's original boundary included the town of Bourne. In 1725, Bourne separated from Falmouth, at which point the Town established its present boundaries.

Early settlers of Falmouth prospered due to the region's rich agricultural and marine resources; farming, husbandry, fishing, and salt making drove Falmouth's economy during the Colonial Period. Indian corn, rye, and oats were the most commonly harvested crops along with wheat, barley, onions, and other vegetables. Cattle, swine, and sheep also thrived due to the Town's plethora of English and salt marsh hay. In addition, shellfishing and fishing in Buzzard's Bay and Vineyard Sound proved successful with plentiful catches of oysters, herring, and mackerel. The prosperity of Falmouth's agricultural and maritime industries in addition to its naturally deep har-

Old Stone Wharf, built around 1817 as a replacement for the destroyed town landing, served as a port for Falmouth's whalers in the early nineteenth century.
Image courtesy of Falmouth on Cape Cod

bor in Woods Hole spurred active ship making and trading industries along the Town's coasts. Large vessels, built, captained, and manned by local men, were used for coastal trading to the Caribbean islands and southern states. Cordwood was the most heavily traded resource in exchange for cotton, molasses, rice, and sugar. In addition, ferry service began between Woods Hole and Martha's Vineyard as early as 1729.

EARLY FEDERAL PERIOD (1775 – 1835)

Falmouth's European population steadily grew throughout the Federal Period. Census statistics report 1,355 residents in 1776 and 2,548 residents in 1830, an increase of 188%. Increased population led to a scattering of development along the main north-south and east-west coast highways in the western and southern parts of town with Falmouth Village consistently serving as the main commercial center. Early architecture in Falmouth was modest, with one-and-a-half and two-and-a-half story gable-end houses with interior chimneys being the most commonly constructed residences, a house form typically known as "Cape," due to their popularity throughout the region.

Agricultural and maritime production continued to thrive during this period. Following the British embargo of salt during the Revolutionary War, salt making, the process of distilling salt crystals from ocean water, became Falmouth's most profitable early industry. Salt Works lined both Buzzard's Bay and the Vineyard Sound beginning in 1770. By 1832, 52 Salt Works produced over 46,000 bushels.

Old saltworks in Falmouth
Image courtesy of The Book of Falmouth

Sheep grazing in West Falmouth. Falmouth was the leading sheep-raising town in the county in 1830 with 2,974 animals.
Image courtesy of the Woods Hole Museum

EARLY INDUSTRIAL PERIOD (1835 – 1870)

Villages and hamlets continued to sprout up along Buzzard's Bay and Vineyard Sound during the mid-19th century while Falmouth Village remained the Town's local commercial hub. As in the Colonial and Federal Periods, one-and-a-half and two-and-a-half story Capes were the most commonly constructed residential architecture. Although Greek Revival was the most popular style, Gothic and Italianate styles were also plentiful during this time. Of note, little inland development took place due to the lack of easy-to-travel access roads. A small whaling village developed at the head of Davis Neck, and Woods Hole continued to grow with a focus on harbor facilities.

During this time, ship building, salt making, and whaling remained Falmouth's largest employers. As in other coastal communities, whaling peaked in the middle of the 19th-century and was in decline by the mid-1860s due to the discovery of petroleum in Pennsylvania. Falmouth's last whaling ship was sold to New Bedford in 1864. Likewise, Falmouth's salt making facilities peaked in the 1840s and were also in decline by the mid-1860s. At this point, Falmouth welcomed a new industry: guano-based fertilizer manufacturing. The Shiverick and Crowell families of East Dennis founded the Pacific Guano Factory, located on present day Penzance Point in Woods Hole, in 1863. At its height, the Factory employed more than 200 men.

Agriculturally, Falmouth continued to flourish as the leading cordwood producer and the largest sheep-raising and wool-producing town on the Cape. In addition, large-scale cranberry cultivation increased in popularity.

In 1816, Henry Hall of Dennis observed that cranberry vines grew more rapidly in areas where sand had blown across his bogs. From this point forward, agricultural manipulation of bogs occurred throughout the Cape, Falmouth included. Throughout the second half of the 1800s, cranberry growing had expanded from naturally occurring bogs and damp depressions in the sand to manually carved-out wetlands. In 1860, Dr. Lewis Miller laid out one of the earliest ditched and managed bogs at the West Falmouth and North Falmouth border on the North Falmouth Highway. Cranberry cultivation quickly gained popularity in Waquoit as well. By 1864, cranberries were being referred to as the "economic salvation of the Cape" following the decline of maritime industries.

Building a cranberry bog along the Coonamessett River
Image courtesy of The Book of Falmouth

ARRIVAL OF THE RAILROAD AND EARLY TOURISM (1870-1920)

As is the case all over Cape Cod , the arrival of the railroad in Falmouth created monumental change, serving as the fundamental impetus for an increasing population – between 1870 and 1920 Falmouth's population grew by 75%. The railroad also led to the creation of Falmouth's thriving tourism economy, which gradually took over the existing industries such as salt works and guano mills. Prior to the railroad's arrival, anyone visiting the Cape took a train to Sandwich then transferred to a stagecoach along today's Route 6A. By 1854 the railroad extended from Sandwich to Yarmouthport and Hyannis, providing rail transportation for those taking a ferry to Martha's Vineyard and Nantucket.

After several years of planning and construction, the Woods Hole Branch Railroad was activated in Falmouth on July 18, 1872. Woods Hole then became the Cape's main disembarkation port for Martha's Vineyard. The railroad also played a significant role in the establishment of the first summer estates by the elite Brahmin class of Boston. One of the first was Joseph Story Fay, a cotton broker, who purchased a large farm in Woods Hole, establishing it as his summer residence. Following Fay's example, the James Madison Beebe family also established summer homes in Woods Hole (one of which, Highfield Hall, still stands and is operated by a nonprofit preservation organization). Other members of the Gilded Age

View of Megansett from Eel Pond, 1920s
Image courtesy of The Book of Falmouth

gentry soon followed suit, establishing summer homes along Buzzards Bay, creating enclaves in places such as Penzance Point in Woods Hole and Quissett Harbor.

As the upper class established summer estates, the middle class began to acquire the ability to take vacations as well, mostly due to the post-Civil War industrial economic boom. Entrepreneurs saw an opportunity and began establishing the Cape's first planned resort areas, the first of which was Falmouth Heights, established in 1870 by a group of Worcester investors. Further to the east, beginning in the 1870s, cottages were erected at Menauhant to provide shelter for a Universalist camp meeting. In 1872, Quissett Harbor was established as a summer colony along with Chapoquoit on Hog Island. Between 1880 and 1910, several more summer colonies were established: Old Silver Beach, Sippewissett, Silver Beach, Megansett, and Waquoit sprang up all over Falmouth. Most colonies included a hotel as well as small lots for the construction of vacation homes. Elegant hotels, such as the Sippewissitt (later called the Cape Codder, now demolished), which was the largest hotel on the Cape when it was constructed in 1899, featured a golf course, a horse stable, bathhouse, tennis courts, bowling alleys, and a casino for dances and games.

THE AUTOMOBILE AGE (1920-1960)

The automobile produced another era of monumental change on the Cape, as railway lines no longer dictated travel patterns. Infrastructure on the Cape soon met the demands of increasing tourism and population growth. By the 1920s, the Cape had a serviceable road network with 136 miles of state highway and 1100 total miles of paved road. In Falmouth, Route 28, the main coastal highway, was improved in the 1920s, and many other local roads were paved and graded to handle automobile traffic. With the completion of the Bourne and Sagamore Bridges in 1935, the Cape was equipped for an auto-centric tourism economy.

In addition to increased tourism, Falmouth's year-round population grew rapidly, expanding by 76% between 1920 and 1950. As automobile tourism increased, railroad travel declined until it eventually ceased altogether. Development in Falmouth began to reflect increasing reliance on the automobile. Commercial blocks such as the Eastman's Block and Queen's Buyway, both constructed in the 1920s in Falmouth Village, offered several stores and restaurants for the growing tourist population.

Nautilus Motor Inn, Falmouth's first motel, is located in Woods Hole.
Image courtesy of the Woods Hole Museum

Increasing automobile travel also resulted in a new type of accommodation: the motel. Inexpensive and minimally equipped, these were meant to house travelers for a shorter amount of time than larger resort hotels. The first motel in Falmouth, the Nautilus Motor Inn, is still in operation. Constructed in 1953, its grounds also feature one of the first geodesic domes designed and constructed by Buckminster Fuller, a Massachusetts-born architect and inventor.

Automobile travel created a thriving tourism economy, but other small-scale industries, such as cranberry and strawberry crops, contributed to the economic base of Falmouth. Mostly conducted by an influx of Portuguese immigrants, the strawberry industry became the state's largest by 1921. By 1930, there were over 200 individual strawberry growers in Falmouth, with large strawberry and cranberry beds in East and North Falmouth, Hatchville, and Teaticket.

PRESENT DAY FALMOUTH (1960 – PRESENT)

Commercial cranberry, strawberry, dairy, and vegetable production peaked in the middle of the twentieth-century. Between 1950 and 2000, however, working farmland reduced by 90%. Today, less than 1% of Falmouth residents work in the agricultural or maritime industries with cranberry harvesting being the most popular agricultural activity. In 2010, Falmouth residents maintained 165 acres of cranberry bogs, compared to the peak of cranberry production in 1905 with 343 acres of cranberry bogs.

Between 1960 and 1990, Falmouth's year-round population more than doubled, from 13,000 to 30,000 in large part due to easier, more efficient automobile access to the Boston Metropolitan area. Moreover, Falmouth has become a popular retirement destination. Infill residential development and subdivision construction has capitalized upon the decreased utilization of agricultural land. In addition, Woods Hole has become an internationally respected hub of oceanography and marine biology research facilities due to the success of the Woods Hole Oceanographic Institution, whose presence has contributed to Falmouth identity since its inception in the 1880s.

Tourism remains a staple of Falmouth's and is facilitated by roadside motels, bed-and-breakfasts, hotels, and inns. Seasonal colonies established in the late 19th and early 20th centuries continue to be reused, modernized, and expanded for today's summertime visitors. The increase in year-round population combined with the continued popularity of Falmouth's summer residences has resulted in substantial commercial growth. As in historic times, Falmouth Village remains the center of commercial activity in the Town.

Falmouth Village's Main Street today

EXISTING DOCUMENTATION, REGULATION, AND PLANNING TOOLS

INVENTORY OF HISTORIC RESOURCES

Documentation is the first step toward protecting Falmouth's historic resources. The Massachusetts Historical Commission (MHC) maintains an inventory of the Commonwealth's historic assets, including those listed on the State or National Register of Historic Places. The inventory is divided into five types of resources: areas, buildings, burial grounds, objects (such as statues or markers), and structures (such as bridges and bogs). A resource must be documented and recorded with an MHC Inventory Form, which describes a resource's location, historical significance, and physical description, in order to be included in the inventory.

To date, there are over 1,500 resources in Falmouth listed in the inventory: 1,446 buildings surveyed either individually or as part of an Area, 13 burial grounds, 15 objects, and 64 structures. The majority of survey work was completed by the Falmouth Historical Society in the late 1980s and early 1990s.

NATIONAL REGISTER OF HISTORIC PLACES

The National Register of Historic Places, established in 1966, it the list of Federally-designated resources deemed historically significant and therefore worthy of preservation. Administered by the National Park Service, the list contains buildings, districts, sites, objects, and structures which are at least fifty years old and meet one or more of four criterion for significance: Criterion A, "Event," relates a resource to an important pattern of American history; Criterion B, "Person," is associated with significant people; Criterion C, "Design/Construction," relates the resource to a significant designer or architect and/or identifies architectural features that make it an exceptional example of a specific style, type, or construction method; Criterion D, "Information potential," is satisfied when the resource has yielded or could yield valuable information relating to archaeology.

Listing on the National Register enables several benefits, including grant programs, recognition, and tax incentives, but it does not protect a resource at the federal level. However, states and local communities may choose to protect listed resources. The Cape Cod Commission, for example, has the authority to review demolition and/or substantial alterations for properties listed on the National Register, but not protected in a local historic district. This allows the CCC to take an active role in preserving the Cape's historic resources and ensuring appropriate modifications over time.

Falmouth currently has eleven individual properties and four districts listed on the National Register.

The National Register Districts include:

- Falmouth Village with 79 contributing buildings, the Village Green and the Old Burying Ground
- North Falmouth Village with 43 contributing buildings
- West Falmouth Village with 134 contributing buildings
- Waquoit Village with 66 contributing buildings

The individually listed properties are:

- Josiah Tobey House, East Falmouth
- School Administration Building, Teaticket
- Central Fire Station, Falmouth Village
- Lawrence Academy, Falmouth Village
- Poor House, Falmouth Village
- Pumping Station, Falmouth Village
- The Elnathan Nye House, North Falmouth
- Bourne Farm, West Falmouth
- Nobska Lighthouse, Woods Hole
- Woods Hole School, Woods Hole
- Cleveland Light, Buzzards Bay

CERTIFIED LOCAL GOVERNMENT

The Certified Local Government (CLG) Program establishes a partnership between federal, state, and local preservation activities. As one of twenty CLG's in the Commonwealth, the Town of Falmouth may participate in National Register review and approval processes, as CLG extends federal and state programs to the local level. In addition, CLG's are eligible to compete for a minimum of ten percent of the funds allocated to the MHC by the

federal government.

FEDERAL AND STATE HISTORIC REHABILITATION TAX CREDITS

As mentioned above, listing on the National Register provides other incentives for the preservation of historic resources. Owners of historic properties may be eligible for Federal Historic Tax Credit Certification Program when they rehabilitate their income-producing property according to the Secretary of the Interior's Standards for Rehabilitation (which can be viewed at http://www.nps.gov/hps/tps/standguide/). Owners can receive a one-time credit against federal income taxes owed equal to 20% of the cost of the project's qualified rehabilitation expenditures.

The Massachusetts Historic Rehabilitation Tax Credit Program, administered by the Massachusetts Historical Commission (MHC), awards up to 20% state income tax credit for rehabilitation expenditures for income-producing properties. To be eligible, the building must be listed on the National Register of Historic Places, or, if not listed, be deemed eligible for listing by the MHC.

ARCHAEOLOGICAL RESOURCES

In 1996, the MHC conducted a reconnaissance survey of Falmouth, whereby they determined that the coastal and eastern portions of the Town have a high potential to contain archaeological resources dating to prehistoric and historic times. Despite the high potential for material culture, only thirty-six prehistoric sites and nine historic sites have been formally recorded with the MHC. In an effort to protect its unidentified pre-historical and historical sites, Falmouth has designated an archaeological resource district that requires the review of development in potentially archaeologically sensitive areas. The MHC participates in all reviews and a state archaeologist is notified if anything is unexpectedly uncovered.

LOCAL HISTORIC DISTRICTS

Local historic districts (LHDs) offer the most powerful protection for historic resources and require a review by an historic district commission for any exterior alterations to buildings visible from a public way.

Falmouth has seven LHDs, four of which are also listed on the National Register. The districts are:

- North Falmouth Historic District along Old Main Road and part of Route 28A
- West Falmouth Historic District along Route 28A
- Woods Hole Historic District- Church Street to lighthouse, Water Street to Eel Pond Bridge, Woods Hole Road, School Street, and Luscombe Avenue
- Falmouth Village Historic District along Palmer, Locust, Main, and Shore Streets
- Davisville Historic District along a section of Davisville Road
- Waquoit Historic District around the Congregational Church on Route 27
- Quissett Historic District along Quissett Avenue and Quissett Harbor Road

CULTURAL RESOURCES INVENTORY AND LIST OF SIGNIFICANT BUILDINGS

The Falmouth Historical Commission developed a Cultural Resources Inventory and List of Significant Buildings in accordance with Chapter 107 Section 6 of the Code of Falmouth. Buildings may only be added to the list following a public hearing. The current Cultural Inventory List contains 550 resources ranging from buildings, sites, residential areas and neighborhoods and burial grounds that possess historical or architectural significance. There are, however, limitations to this List. Namely, it is just that: a list. It does not contain any information about the historic resource itself or why it is considered significant. The Falmouth Historical Commission maintains this list. Although the documents list significant historic and architectural resources, not all resources have been surveyed on MHC forms.

The List of Significant Buildings needs frequent updating, especially concerning buildings constructed after 1850. The List also contains inaccuracies. The 2011 edition, for example, contains several addresses that are new constructions on parcels that previously held historically or architecturally significant houses which were moved or demolished.

Approximately 350 of the buildings listed on the Cultural Resources Inventory are not located in local historic districts and thus not subject to the protection provided by

such a district. The buildings on this list, however, are all subject to Falmouth's Demolition Delay Bylaw, which is explained below.

DEMOLITION DELAY BYLAW

Falmouth's Demolition Delay bylaw, found in Chapter 107 of the Code of Falmouth, is intended to preserve and protect buildings in Falmouth of historical significance. This bylaw encourages owners to seek alternatives for the demolition of historic properties—be it through rehabilitation, incorporation into new plans, or even relocation.

The demolition delay bylaw only applies to those buildings listed on Falmouth's List of Significant Buildings. If an owner wishes to demolish a building included on this list, the Building Commissioner immediately instates a six-month delay period during which the owner is required to attend a public hearing held by the Historical Commission to review possible alternatives to demolition. If the Commission is satisfied that there are no alternatives to demolition, they may waive the delay period; otherwise, the owner must wait six months before proceeding with demolition.

SCENIC ROADS BYLAW

Established pursuant to Massachusetts General Law c. 40, § 15C, Chapter 178 of the Code of Falmouth outlines the Town's Scenic Roads Bylaw. As understood by the MHC, a scenic road bylaw provides a public forum for preserving the character of local roads' tree canopy, stonewalls, and overall historic fabric of its roads. Stipulated within the Bylaw, Planning Board approval is required for the removal of significant trees or stonewalls within the public right of way in conjunction with designated road repair, maintenance, reconstruction, or paving.

As listed in Chapter 178, Article 7 of the Code of Falmouth, the following have been designated scenic roads:

- Boxberry Hill Road
- Carriage Shop Road
- Chapoquoit Road
- Chester Street
- Davisville Road
- Dillinhgam Road
- Elm Road
- Gardiner Road (to Whitman)
- Garnet Avenue
- Geggatt Road
- Hatchville Road
- Highfield Drive
- Katherine Lee Bates Road
- John Parker Road
- Meadow Neck Road
- Metoxit Road
- Mill Road
- Moonakis Road
- Nashawena Street
- Old Dock Road
- Old Main Road
- Old Palmer Road
- Quissett Avenue
- Quissett Harbor Road
- School Street
- Sippsewissett Road
- Wild Harbor Road (Old Main to Chester).

Falmouth's coastal road along Vineyard Sound has also been identified as scenic by Town Meeting, which includes:

- Church Street
- Clinton Avenue
- Falmouth Heights Road
- Grand Avenue
- Menauhaunt Road (to Central Avenue)
- Nobska Road
- Oyster Pond Road
- Robbins Road
- Scranton Avenue
- Shore Street
- Surf Drive
- Water Street
- Woods Hole Road (Water to Church Street).

RIGHT TO FARM BYLAW AND AGRICULTURAL COMMISSION

Found under Chapter 174 of the Code of Falmouth, the Right to Farm Bylaw "encourages the pursuit of agriculture, promotes agriculture-based economic opportunities, and protects farmlands within the Town of Falmouth by allowing agricultural uses and related activities to function with minimal conflict with abutters and Town agencies." The Bylaw establishes and encourages the right to engage

in farming practices, which is integral to Falmouth's historic development pattern. The Right to Farm Bylaw in conjunction with various preservation and conservation restrictions, weekly farmers markets, Community Supported Agriculture memberships, and farms and farmstands accessible to the public seeks to protect and promote Falmouth's agricultural way-of-life, economy, and cultural heritage.

To facilitate the preservation of Falmouth's rural way of life, the town has an Agricultural Commission that acts as advocates for local farms. The members promote town agriculture for economic incentives and push for acknowledgement of agriculture in town planning. Additionally, the Agricultural Commission also mediates disputes between farmers and neighbors. Their advocacy and education pursuits help make Falmouth a sustainable agricultural community.

OVERLAY ZONING DISTRICTS

These areas are established when separate zoning districts are applied over one or more zoning districts. In these instances the regulations of each zone must be adhered to. By doing so, the town may protect its traditional development patterns and maintain its sense of place. Such regulation may also help control development in areas of unique natural features, topography, or wildlife, thus protecting the environment that contributes to town identity. Overlay districts to protect natural resources are especially evident in Falmouth. Several exist in the town:

- Coastal Overlay Districts
- Water Resource Protection Overlay Districts
- Floodplain Overlay Districts
- Areas of Critical Environmental Concern (ACEC)
- Wildlife Corridor Overlay Districts
- Coastal Pond Recharge Overlay Districts
- Archeological Resource Districts

PRESERVATION RESTRICTIONS AND CONSERVATION RESTRICTIONS

Preservation and conservation restrictions are legal agreements between property owners and qualified non-profit organizations or government entities that can be used to protect historic resources, open space and agricultural lands. According to the 2005 Falmouth Local Comprehensive Plan, Falmouth contains approximately 5,300 acres of permanently protected open space, 2,400 acres of which are preserved in perpetuity by the Commonwealth of Massachusetts while the Town maintains 1,750 acres of protected land. Private individuals and non-profit organizations hold restrictions on an additional 1,250 acres. Specifically, The 300 Committee, a private, non-profit land trust dedicated to the preservation and protection of natural lands in Falmouth, holds 27 conservation restrictions ensuring the protection of more than 2,300 acres of town land and private property.

MASSACHUSETTS COMMUNITY PRESERVATION ACT

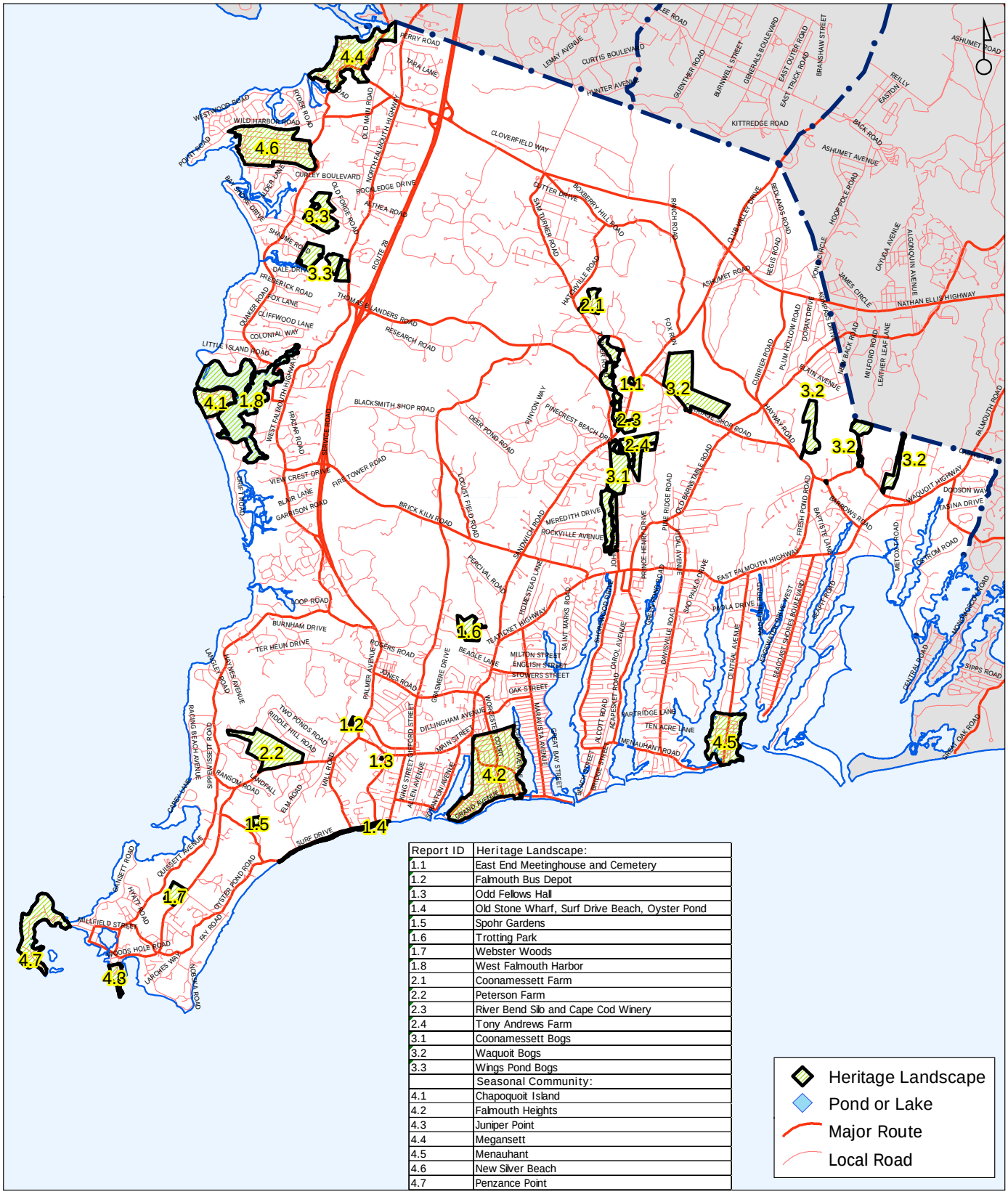
Falmouth adopted the Community Preservation Act in 2005, which allows the town to collect a 3% surcharge on property taxes for community preservation purposes, as governed by Chapter 44B of the Massachusetts General Law. In accordance with this act, members of the town Community Preservation Commission serve as administrators of this financial resource. They evaluate and recommend the applications for acquisition, creation, and preservation of open space, preservation of historic resources, and affordable housing based on community needs. The law requires that at least 10% percent of the Community Preservation Fund should be allocated to each of the CPA's main targets: open space, historic preservation, and affordable housing. Although the CPA makes recommendations, the public at town meeting determines final decisions.

PRIORITY HERITAGE LANDSCAPES

As discussed during the Methodology section, local collaborators compiled a comprehensive list of approximately 130 heritage landscapes during the community meeting held on February 26, 2013. After careful consideration, 22 of these sites were determined to be priority heritage landscapes, and therefore, eligible for survey, documentation, and analysis. Of note, Falmouth's priority landscapes fall into two categories: individual site and thematic concern. While individual sites pertain to a specific geographic location, thematic concerns represent common cultural and/or natural resources found throughout Falmouth. They include: cranberry bogs, agricultural land, and seasonal communities. The 22 priority landscapes are found in all seven of Falmouth's villages. These resources all contribute to the Town's overall character and feel, and lacks formal protective measures.

This section documents the historical significance, site characteristics, and boundaries of each priority landscape (organized alphabetically by category) as well as discerned threats and opportunities for future protection. Falmouth's priority landscapes are as follows:

	VILLAGE	HERITAGE LANDSCAPE	CATEGORY
1.1	Hatchville	East End Meeting House and Cemetery	Individual Site
1.2	Falmouth Village	Falmouth Station	Individual Site
1.3	Falmouth Village	Odd Fellows Hall	Individual Site
1.4	Falmouth Village	Old Stone Dock, Surf Drive Beach, and Oyster Pond	Individual Site
1.5	Falmouth Village	Spohr Gardens	Individual Site
1.6	Teaticket	Trotting Park	Individual Site
1.7	Woods Hole	Webster Woods	Individual Site
1.8	West Falmouth	West Falmouth Harbor	Individual Site
2.1	Hatchville	Coonamessett Farm	Agricultural Land
2.2	Falmouth Village	Peterson Farm	Agricultural Land
2.3	Hatchville	River Bend Silo and Cape Cod Winery	Agricultural Land
2.4	East Falmouth	Tony Andrews Farm	Agricultural Land
3.1	Hatchville	Coonamessett Bogs	Bog
3.2	Waquoit	Waquoit Cranberry Bogs	Bog
3.3	North Falmouth	Wings Pond Cranberry Bogs	Bog
4.1	West Falmouth	Chapoquoit Island	Seasonal Community
4.2	Falmouth Village	Falmouth Heights	Seasonal Community
4.3	Woods Hole	Juniper Point	Seasonal Community
4.4	North Falmouth	Megansett	Seasonal Community
4.5	East Falmouth	Menauhant	Seasonal Community
4.6	North Falmouth	New Silver Beach Community	Seasonal Community
4.7	Woods Hole	Penzance Point	Seasonal Community



Report ID	Heritage Landscape:
1.1	East End Meetinghouse and Cemetery
1.2	Falmouth Bus Depot
1.3	Odd Fellows Hall
1.4	Old Stone Wharf, Surf Drive Beach, Oyster Pond
1.5	Spohr Gardens
1.6	Trotting Park
1.7	Webster Woods
1.8	West Falmouth Harbor
2.1	Coonamessett Farm
2.2	Peterson Farm
2.3	River Bend Silo and Cape Cod Winery
2.4	Tony Andrews Farm
3.1	Coonamessett Bogs
3.2	Waquoit Bogs
3.3	Wings Pond Bogs
	Seasonal Community:
4.1	Chapoquoit Island
4.2	Falmouth Heights
4.3	Juniper Point
4.4	Megansett
4.5	Menauhant
4.6	New Silver Beach
4.7	Penzance Point

Town of Falmouth
Priority Heritage Landscapes

0 0.75 1.5
Miles

Sources: Parcels from Falmouth Assessors' maps by MassGIS 2011
Basemap Features, MassGIS
Landscapes digitized by CCC GIS department, 2013
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User: gprahm Date: 6/4/2013

1. INDIVIDUAL SITES

1.1 EAST END MEETING HOUSE AND CEMETERY

HISTORICAL SIGNIFICANCE

The East End Meeting House was constructed in 1797 in East Falmouth as an outgrowth of the First Congregationalist Church located on the Village Green. A modest clapboard, gable-front building, the Meeting House was built out of local oak and white pine with post-and-beam construction. In the early 1840s, a steeple and bell were installed, and the building was rotated ninety degrees to face Sandwich Road at the stipulation of a generous benefactor. In its early years, worshipers hailed from all over Falmouth: Waquoit, East Falmouth, North Falmouth, and Hatchville. Despite a dwindling worship base following the construction of additional churches in North Falmouth and Waquoit, the East End Meeting House continued to serve Congregationalists in greater Falmouth for more than a hundred and fifty years.

The East Congregationalist Religious Society Inc. was incorporated as a non-profit organization in 1964 to assume management of the Meeting House. Their first order of business was to extensively repair the building's deteriorating framework. By 1970, the Society had transitioned into a non-denominational organization with Episcopalians, Congregationalists, Baptists, Methodists, and Quakers participating as congregation members. Twelve years later, the Society gave the historic Meeting House to the Falmouth Jewish Congregation. At this time, renovations were undertaken including the removal of the bell from the church steeple as its weight was damaging the structural integrity of the roof. The Jewish Congregation additionally provided for handicap accessibility, refurbished interior decorations, deepened the box pews, created a wide bimah, and constructed an ark. Continuing today as an active synagogue, the East End Meeting House stands as a remarkable example of religious continuity and community cooperation.

The East End Meeting House is currently home to the Falmouth Jewish Congregation.

1.1 East End Meetinghouse and Cemetery, Falmouth Priority Heritage Landscapes

The East End Meeting House's steeple, which was added in the 1840s, was replaced with a fiberglass replica in the 1980s to alleviate pressure on the roof.

East End Cemetery

DESCRIPTION

Constructed at the corner of Sandwich and Hatchville Roads in East Falmouth, the East End Meeting House has been a religious place of worship for over two hundred years. Traditional in form with Greek Revival style, the building has a gable roof and is one-story in height and one-room deep complete with box pews and a pulpit. It is sheathed in shingles and the majority of windows appear to be original. While the Falmouth Jewish Congregation currently uses the building, in past years Congregationalists, Baptists, and Episcopalians have also worshiped within its walls. The Town owns half of the East End Cemetery and the Congregationalist Church owns the other half, the entire Cemetery is managed and cared for by the Falmouth Jewish Congregation. Set on a sloping lot, the cemetery contains many historic gravestones. Together, the East End Meeting House and Cemetery stand on three parcels, which encompass 8.1 acres.

BOUNDARIES

The East End Meeting House and Cemetery are bounded by private property to the north, west, and south, and Hatchville and Sandwich Roads to the east.

THREATS

Lack of Regulatory and Protective Measures

To date, there are no formal protective measures in place to ensure the preservation and longevity of the East End Meeting House and Cemetery.

Lack of Signage and Interpretation

Despite being a long-standing neighborhood, and Town institution, the Meeting House does not have on-site interpretive information available to the public.

RECOMMENDATIONS

Nomination to the National Register of Historic Places

The East End Meeting House and Cemetery was determined eligible for listing in the National Register of Historic Places in 1990 due to its uncompromised integrity, socio-cultural importance as an established religious institution, and association with prominent local families. Efforts should be made to move forward with the site's formal nomination and designation. The Cape Cod Commission has the authority to review proposed demolition or substantial alteration of properties listed on the NR when they are outside the boundaries of a local historic district.

Installation of a Interpretive Materials

In order for the complex, interdenominational history of the East End Meeting House to be fully understood, respected, and preserved, the Jewish Congregation should consider erecting informative signs and making interpretive material available.

1.2 FALMOUTH STATION

HISTORICAL SIGNIFICANCE

What now serves as the Falmouth Bus Depot is the only station left standing from Falmouth's railroad era. The Old Colony Railroad extended service to Falmouth in 1872, bringing hundreds of tourists to town each day, transforming an agrarian and maritime community into a thriving summer resort. As more and more estates, modest cottages, and resort hotels were built, an increasing number of people used the station as their arrival point in Falmouth, either to visit wealthy families, or stay in the grand Sippewissett Hotel nearby. Additionally, the railroad was used for freight cars transporting strawberries and other produce grown in Falmouth. Many other businesses depended on the Falmouth Station for transporting goods, such as the Falmouth Coal Company, Lawrence Grain Company, and Wood Lumber Company.

The original Falmouth Station was constructed in 1872, the same year as the railroad's activation, and was a simple wood-framed building with arched windows and a deep eave. A wooden canopy extended to the north of the building, protecting passengers from the elements. The wooden station served Falmouth for forty years, after which it was deemed inadequate. A replacement structure was built in 1913, and the old station was moved to a different location on the property. The 1913 station has remained in use for one hundred years, outlasting the railroad, which was suspended in June of 1959. Since the rails were torn up to create the Shining Seas Bike Trail in 1975, the Falmouth Station is the only extant reminder of Falmouth's significant railroad era.

The Bus Depot is the last remaining train station in Falmouth.

Falmouth Station, 1913
Image courtesy of The Book of Falmouth

DESCRIPTION

The Falmouth Bus Depot is a one story, rectangular red brick building with cast stone ornamentation in Classical Revival Style. A denticular stone cornice wraps around the building, and the double-door entry is surrounded by a large entablature supported by two Doric columns with egg-and-dart trim on the capitals. The single pane windows, in their original wood casings, are all topped with transom windows with muntins that form an asterisk pattern. All doors aside from the main entrance also feature the patterned transoms. The building faces southeast, away from the street, and sits parallel to the bike path.

BOUNDARIES

The Bus Depot is bounded on the northwest by the Shining Seas Bike Path, southwest by Depot Avenue, and southeast and northeast by a residential parcel.

THREATS

The building is under lease agreement with Peter Pan Bus Lines and is owned by the Massachusetts Department of Transportation. Therefore, due to its ongoing use, there are no foreseeable threats for its dem-

1.2 Falmouth Bus Depot, Falmouth Priority Heritage Landscapes

50 0 50 100 150
Feet

Sources: Parcels from Falmouth Assessors' maps by MassGIS 2011
Basemap Features, MassGIS
Landscapes digitized by CCC GIS department, 2013
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User: gprahm Date: 6/3/2013

olition, unless its current deteriorated state is not addressed. A restoration in 1989 improved and stabilized the building, but it continues to deteriorate.

Building Deterioration Due to Excessive Moisture

Moisture is the most significant threat to the Bus Depot. If ignored, it could result in massive deterioration of the building, leading to structural failure. Absorbed moisture in the masonry is causing bricks to spall, or break apart. The building could be picking up excess moisture from

Efflorescence and spalling are signs of excessive moisture

the ground and/or from a leak in the roof. The white patches on the bricks are efflorescence, which is also evidence of a leak or excess moisture absorption. Efflorescence is a fine, white, powdery deposit of water-soluble salts left on the surface of masonry as water evaporates.

The door surround and trim, both made of reinforced concrete, are also showing signs of excess moisture. Large pieces of concrete have crumbled and fallen off the building, and large patches of efflorescence are seen in many places, most significantly the pediment above the entrance. Peeling paint has exposed the wood window casings and muntins, leaving them unprotected from moisture. In some places, the window casings have nearly rotted away. In order to prevent the replacement of all original windows, the source of moisture absorption should be identified, rotted wood replaced where necessary, and all casings and muntins repainted.

Lack of Regulatory and Protective Measures

The Bus Depot is not included in the Falmouth Village Local Historic District, and therefore lacks preservation guidance from the historic district commission.

Large pieces of concrete have crumbled and fallen off the building

Lack of Signage and Interpretation

As Falmouth's last remaining train station, the Bus Depot is extremely significant. Placing a sign at the site explaining its history and role in the development of Falmouth in the age of the railroad would highlight its importance.

RECOMMENDATIONS

Nomination to the National Register of Historic Places

Listing in the National Register (NR) would not only highlight its significance as Falmouth's only extant train station, but would provide a degree of protection against demolition, since all demolition applications for NR properties outside historic districts are reviewed by the Cape Cod Commission.

Rehabilitation of Bus Depot Reflecting Historic Features

Much of the Bus Depot's historic features, such as the cast concrete cornice and pediment, are in very poor condition, and therefore should be replaced in kind where necessary. Windows should be repaired or replaced in kind and brickwork should be repointed. Ideally, a replica of the original iron canopy over the entryway should be installed.

Installation Interpretive Signage

The historic significance of the Bus Depot goes unrecognized due to its lack of interpretive signage. Placing a plaque on the building will elucidate its importance to the development of Falmouth during the railroad era.

1.3 ODD FELLOWS HALL

Odd Fellows Hall, 1886. The building was moved in 1906 to Chancery Lane.
Image courtesy of The Book of Falmouth.

HISTORICAL SIGNIFICANCE

Odd Fellows Hall was constructed in 1856 as Falmouth's Village Grammar School. At its inception, the building was different both in site and appearance. It was constructed to be large enough to accommodate the student populations of the three different school districts that fell within the boundaries of Falmouth Village. It was constructed on the site of the present Town Hall Square and later moved to its new location on Chancery Lane in 1906 when the school's population grew too large to be contained within its walls. At the time of this move, the building was also rotated ninety degrees to its current orientation.

The building's exterior was significantly altered at the time of this move. The steeple that had once risen from the ridge of the roof was removed. Additionally an open pedimented portico with two-story Doric columns was added to the front façade.

After its days as a school were over, the local Tataket Tribe #152 used it as their community hall. It later became an antique shop before becoming Odd Fellows Hall in 1955. The building is currently vacant, and has recently been selected for an adaptive reuse project to convert the building into affordable rental apartments, an alteration that will be funded in part by CPA grant.

DESCRIPTION

Located just outside the Falmouth Village Historic District, Odd Fellows Hall is a two-and-a-half story wood-framed building that has been significantly altered from its original Greek-Revival form. After it was moved to its current position, the steeple was removed from the building and the portico, porch, and Doric columns were added to the façade of the building. Additionally, the two front doors on the façade of the school building were replaced with twelve-over-twelve sash windows. The first-story center window was replaced by a new entrance. These changes added Colonial Revival details and features, a very populate architectural style in the early 1900s, to Odd Fellows Hall.

Currently, Odd Fellows Hall is a three-bay, two pile building with an end-gabled slate roof. It sits on a lot next to Town Hall and faces northwest. Pilasters consistent with Greek-Revival style rise from the foundation to the architrave. Above the architrave, an unembellished frieze runs the perimeter of the building. Four Doric columns support a full-width portico with a center twelve-over-twelve sash window. Two floors of twelve-over-twelve

Odd Fellows Hall front facade

1.3 Odd Fellows Hall, Falmouth Priority Heritage Landscapes

20 0 20 40 60
Feet

Sources: Parcels from Falmouth Assessors' maps by MassGIS 2011
Basemap Features, MassGIS
Landscapes digitized by CCC GIS department, 2013
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User: gprahm Date: 6/3/2013

Detail of column base and porch. A crack can be seen on the porch.

sash windows penetrate the building's surface. Storm windows protect each window except that of the center portico. The entrance to the building is accessed from the front porch. It is a wide-framed paneled door with a flanking sidelite on each side, attributes consistent to Colonial Revival style.

The northwest facade is clad in wood clapboard. The southwest and northeast facades are covered in synthetic siding. Signs of severe deterioration such as chipping paint and dirt show signs of neglect. Cracks and deterioration along the foundation suggest that the building's structural integrity may be compromised. Signs of decay point to the building's vacancy, which invites possible trespassing or vandalism.

BOUNDARIES

Odd Fellows Hall is located at 1 Chancery Lane in Falmouth Village and is owned by the town of Falmouth. The site consists of 0.116 acres.

THREATS

Lack of Regulatory and Protective Measures

At this time, there is no regulatory protection in place for Odd Fellows Hall. This building is not included in the Falmouth Village Historic District. It is, however, included in Falmouth's List of Significant Buildings, which subjects Odd Fellows Hall to the six-month demolition delay period. The building is eligible for listing in the National Register of Historic Places. Designation would ensure that demolition would be subject to review by the Cape Cod Commission.

Detail of column. A crack can be seen at the capital.

Neglect

The building appears to be inadequately maintained. The front façade, for example, has significant areas of chipping paint. The wood columns are significantly deteriorated and displays cracks at the cornice.

Compromised Structural Integrity

The porch appears to be collapsing at the base. These conditions suggest that further deterioration on the building's foundation may be present. Comprised structural integrity makes the building vulnerable to interior water damage and is also a safety hazard.

Compromised Integrity from future adaptive reuse projects.

A recent Community Preservation Commission application called for rehabilitation approaches to the building, some of which were inappropriate and would cause significant damage to the building's integrity. This recent application indicates that future users of the building may again attempt to renovate or alter the building in a manner that could potentially harm its integrity.

Lack of Signage and Interpretation

Despite its central location in Falmouth Village, few people are aware of the building's historical context and its importance to the Town. There is no interpretive material on the property to educate visitors about the site.

RECOMMENDATIONS

Nomination to the National Register of Historic Places

In 1989 the Falmouth Historical Commission completed a survey on Odd Fellows Hall. Although the building has been moved from its original location, its survey was reviewed in 1996 by the Massachusetts Historical Commission, which deemed the building eligible for the National Register under criteria A and C at the local level for being an excellent example of Falmouth's institutional architecture. This survey should be resubmitted to the MHC to confirm the building's eligibility for the National Register.

Rehabilitation of Odd Fellows Hall Reflecting Historic Alterations

In order to maintain the building's integrity, the least intrusive actions should be taken with rehabilitation. The alterations that were completed in the early 20th century are part of the building's history and show how the building has evolved over time.

Allocation of CPC Funds to Help Rehabilitate the Building

Using CPC funds for building rehabilitation and repair ensures that the building is altered appropriately. These funds require that the project adhere to the Secretary of the Interior's Standards for rehabilitation. Additionally, allocating CPC funds for Odd Fellows Hall could result in a future Preservation Restriction, which would protect the building from inappropriate alterations or demolition.

Installation of Interpretive Signage and Historical Markers

Prominent sigange should be installed on the site to educate visitors about Odd Fellows Hall's history and significance to the Town of Falmouth.

Odd Fellows Hall

1.4 OLD STONE WHARF, SURF DRIVE BEACH & OYSTER POND

Old Stone Wharf. This unqiue, horse-shoe shaped landing was a hub of economic activity in the early 19th century.

HISTORICAL SIGNIFICANCE

The Old Stone Wharf was constructed in 1817 as a replacement for the town landing that was destroyed in a storm in 1815. A privately owned landing meant for town use, the funding for the project was generated by issuing one hundred shares of stock. At its construction, this wharf served as Falmouth's primary import and export center and was a hub of activity during Falmouth's industrial heyday, brought on by whaling. During Falmouth's peak whaling years (1820-1865) whaling vessels contributed to ship traffic, each setting off from the Old Stone Wharf. Additionally, trading ships destined for all points along the coast departed from the landing everyday, along with ships bound for New Bedford with scheduled departures twice a week. The wharf was constructed of slabs of Falmouth pink granite atop a foundation of palmetto logs, and was orchestrated by builder Captain John Hatch. The landing was significantly larger than its present appearance, and could accommodate a full team of horses for transporting goods to and from the ships docked there.

Surf Drive Beach was one of the first beaches acquired by the town of Falmouth for public use. For most of its history, Falmouth owned very little waterfront. Most land belonged to large estates owned by wealthy summer families, including beachfront property. Citing recreational motivations, the town began to acquire beachfront property through eminent domain, much to the chagrin of property owners. Falmouth, however, thought that maintaining an open space, vista, and recreational space for its residents was far more important, as expressed in an editorial from a 1944 issue of the *Falmouth Enterprise* (as quoted in *The Book of Falmouth*): "What was want to buy is incidentally adequate bathing beach. Above all else it is

1.4 Old Stone Wharf, Surf Drive Beach, Oyster Pond
Falmouth Priority Heritage Landscapes

160 0 160 320 480
Feet

Sources: Parcels from Falmouth Assessors' maps by MassGIS 2011
Basemap Features, MassGIS
Landscapes digitized by CCC GIS department, 2013
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Detail of Old Stone Wharf

attractive front yard. Municipal ownership of the shore upon which the village faces can become one of the best investments the town ever made" (136).

Oyster Pond was one of the first areas in Falmouth to be settled. After the initial settlement by Jonathan Hatch and Isaac Robinson on the portion of land that is now Mill Road (the neck between Salt Pond and Fresh Pond, now Sider's Pond) in 1660, the settlement soon expanded westerly to the area of Oyster Pond. In 1678, lands at Oyster Pond were laid out. Originally several kettle ponds that flooded during the last ice age, geologists suspect that Oyster Pond may have been both a bay and an estuary in its geologic past with several outlets to Vineyard Sound. It was abundantly rich in oysters prior to settlement, but its population began to dwindle by the 1700s. In 1875,

Salt Marsh hay in Oyster Pond's Lagoon

the construction of the railroad and Surf Drive prompted land infill across the southern neck of Oyster Pond, virtually creating an inland body of water in appearance. Oyster Pond drains underneath Surf Drive to a shallow marsh known as "Lagoon," which is connected to Vineyard Sound via Trunk River.

DESCRIPTION

This landscape is located along Vineyard Sound south of Falmouth Village. The Old Stone Wharf is located on Surf Drive Beach at the southern terminus of Shore Street. Surf Drive Beach extends to the west. In the westerly direction, Oyster Pond lies just north of the beach, adjacent to Surf Drive. All sites may be accessed from this road.

The spine of the Old Stone Wharf juts out from Surf Drive Beach near the intersection of Shore Street. The Wharf is a unique shape: two parallel arms extend outwards several hundred feet and then bend inwards towards each other, forming a horseshoe shaped area of protection from the open water. Constructed of mammoth stones of Falmouth pink granite, the once-rigid stone wharf has significantly eroded and deteriorated over the centuries, leaving behind skeletal remains.

Surf Drive Beach provides residents and visitors with vistas of Vineyard Sound and an open space for bathing and recreation. White sand with tinges of pink granite contrasts with the deep blue water of the rocky coast, evoking a serene landscape that is quintessentially Cape Cod in appearance and feeling.

Oyster Pond is an example of the type of landscape that is unique to Cape Cod, a land of estuaries that combine fresh water and salt water ecosystems. In *Falmouth On Cape Cod*, Oyster Pond is described as "a spot of sheer

Sand dunes along Surf Drive

Beach cabins along Surf Drive Beach.

Oyster Pond shoreline

beauty, where the waters of the pond and sea are separated by a tiny strip of land," that contributes to Falmouth's "pastoral" beauty.

BOUNDARIES

This landscape includes the southern side of Surf Drive between Shore Street and Oyster Pond Road, and Oyster Pond. Several parcels are included in this landscape. It consists of Surf Drive Beach from Shore Street (where Old Stone Wharf is located) to Oyster Pond. This landscape also includes Oyster Pond in its entirety.

THREATS

Lack of Documentation

Old Stone Wharf, Surf Drive Beach, and Oyster Pond have not been surveyed according to standards outlined by the MHC. Therefore, individual eligibility of these sites for the National Register have not been accessed. The only survey form on record at the Massachusetts Historical Commission for this landscape is a form for Area C—Object, which documents the stone and plaque that marks the beach location of the Old Stone Wharf.

Lack of Regulatory and Protective Measures

Although some regulation exists--Surf Drive is designated as a Scenic Road, the Town owns several parcels along Surf Drive Beach and The 300 Committee monitors empty parcels adjacent to Oyster Pond (in accordance with the 2009 *Open Space and Recreation Plan*)--there are no formal protection measures in place to protect the landscape as an Open Space.

Erosion

Erosion is a natural force that moves rock and soil through wind and water. Because it extends into the water, the Old Stone Wharf is especially vulnerable to this force. Much of the original wharf is now under water and cannot be accessed on foot. Erosion may also affect

Signage marking Oyster Pond shoreline

Surf Drive Beach. Waves, wind, and extreme weather may cause significant natural damage to the beach.

Lack of Public Knowledge

There is a stone marker that designates this place as the site of the Old Stone Wharf. The marker, however, does not explain the significance or historical context of this construction. The marker is also located some distance from the Wharf, so it is possible to walk by without even noticing that the remnants of this Wharf are a historic site.

Lack of Signage and Interpretation at Surf Drive Beach and Oyster Pond

There are no signs to explain the significance of these sites to Falmouth's settlement and development. Intsallation of interpretive signage would facilitate public awareness of these historic and natural resources.

RECOMMENDATIONS

Survey

Old Stone Wharf, Surf Drive Beach, and Oyster Pond should be formally documented according to the standards outlined by the MHC. This landscape may be surveyed using Form H, which is designated for Parks and Landscapes. Formal documentation with the MHC will determine eligibility for inclusion in the National Register of Historic Places.

Installation of Interpretive Signage

Interpretive measures such as adequate signs would help explain the importance of Old Stone Wharf, Surf Drive Beach, and Oyster Pond to Falmouth's settlement and development patterns.

Employment of Ecological Educational Documents and Signage

Pamphlets, ecological signage, and walking tours would help educate and raise public awareness about the unique ecosystem that thrives in this salt marsh environment.

"Pastoral Beauty" of Oyster Pond, as described in Falmouth on Cape Cod

1.5 SPOHR GARDENS

Spohr Gardens features a walking path, maritime artifacts, hundreds of flora species, and access to Oyster Pond.

HISTORICAL SIGNIFICANCE

Created by Charles and Margaret Spohr in the middle of the 20th century, Spohr Gardens is a serene landscape along the shores of Oyster Pond in Quisset. In 1951, the Spohrs moved from their native New Jersey to a home on Fells Road. Over the years, the couple gradually acquired neighboring parcels of land, ultimately accumulating six contiguous acres. As their property holdings grew, Margaret began mapping out a garden while Charles, an engineer by profession, designed an irrigation system. Margaret's design, which is still heeded today, called for hostas, azelas, rhododendrons, and daylilies to blanket the Gardens each spring, followed in close succession by autumn asters and winter holly berries. Most impressive, more than thirty-four varieties of daffodils bloom at Spohr Gardens each spring and summer. In addition, cobblestones from New Bedford line the Garden's paths and a collection of historic anchors dating from the 1800's decorate the Pond's shores.

Following the deaths of Charles and Margaret Spohr in 1997 and 2001, respectively, the Spohr Gardens Charitable Trust assumed care and management of the landscape under the stipulation that the Gardens remain open to the public and free of charge year-round from 8am to 8pm. In 2003, Friends of Spohr Gardens, a non-profit organization, was formed to coordinate volunteer support and fundraising efforts. In addition, each April the Friends of Spohr Gardens host Daffodil Days, an event with children's activities, guided tours, and plant sales, as a means of encouraging locals and tourists alike to visit the gardens.

DESCRIPTION

Located at 45 Fells Road in Falmouth Village, Spohr Gardens encompasses six carefully landscaped, ecologically

1.5 Spohr Gardens
Falmouth Priority Heritage Landscapes

50 0 50 100 150
Feet

Sources: Parcels from Falmouth Assessors' maps by MassGIS 2011
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User: gprahm Date: 6/3/2013

diverse acres overlooking Oyster Pond. It is owned and managed by Spohr Gardens Charitable Trust.

BOUNDARIES

Spohr Gardens is bound on the east by Oyster Pond while private property form the northern, southern, and western boundaries. Of note, Spohr Gardens Charitable Trust maintains land abutting both the western and eastern sides of Fells Road.

THREATS

Lack of Documentation

Despite its impressive collection of maritime artifacts and careful maintenance throughout the decades, Spohr Gardens has never been formally documented using standards outlined by the MHC. As a result, eligibility for placement on the National Register of Historic Places has never been determined.

Historic anchors and other maritime artifacts along the shores of Oyster Pond

Magnolia tree lining the Garden's walking path

Lack of Regulatory and Protective Measures

Spohr Gardens is currently owned and managed by Spohr Gardens Charitable Trust with volunteer and fundraising support from the Friends of Spohr Gardens, a non-profit organization. As no conservation restrictions have been placed on the property, the future of the Gardens depends on the dedication and longevity of these private organizations.

Lack of General Site Interpretation

Markers have been placed throughout Spohr Gardens highlighting both flora species and dates associated with maritime material culture. In addition, the Rotary Club recently donated a display case designed to detail current events and the garden's map. However, no information on the site's interesting design and history exists.

RECOMMENDATIONS

Survey

Spohr Gardens should be formally documented using MHC Form H, which is designed to identify historic parks and landscapes.

Nomination to the National Register of Historic Places

If Spohr Gardens is determined to be eligible for the National Register through the survey process, steps should be made to formally nominate the property. While primarily honorific in nature, NR designation awards a certain level of prestige to a property while contributing to local pride and sense of place. The Cape Cod Commission has the authority to review proposed demolition or substantial alteration of properties listed on the NR when

they are outside the boundaries of a local historic district.

Conservation Restriction

The Spohr Gardens Charitable Trust should consider donating a conservation restriction to the Town of Falmouth or The 300 Committee to prohibit the development of the land. In this way, Spohr Gardens could be preserved in perpetuity as a private garden open to the public.

First Right of Refusal Agreement

Spohr Gardens Charitable Trust should consider signing a letter of agreement with the Town of Falmouth or any applicable land trust like The 300 Committee providing them a first right of refusal should the Trust ever wish to forgo responsibility of the landscape. The Town of Falmouth or The 300 Committee should consider using CPA funds to purchase the land if it becomes available for purchase.

Installation of a Historic Marker

A historic marker should be erected near the entrance of Spohr Gardens that details the owners' vision as well as the property's interesting design history. Alternatively, a panel with this information could be placed in the entrance's display case.

Historic anchor surrounded by dozens of species of daffodils

1.6 TROTTING PARK

Trotting Park, ca. 1896
Image courtesy of The Book of Falmouth

Bicycle race at Trotting Park, ca. 1895
Image courtesy of The Book of Falmouth

HISTORICAL SIGNIFICANCE

In 1896, the Falmouth Gentlemen's Driving Club built a half-mile trotting track between Teaticket's Gifford Street and Locusfield Road using locally dug clay for a solid foundation. Following a formal opening on the Fourth of July, Trotting Park was home to horse racing, bicycling, and running events for several years. Spectators used the site's high west bank as a grandstand, a judge's platform was erected next to the track, and sheds were built to provide shelter for visiting horses. John H. Crocker purchased the track in 1899 with the intention of expanding the recreation space by 20 additional acres. The popularity of horseracing quickly declined, however, and seedling pines soon encroached upon the track.

Portuguese immigrants Justino Simoes and Maria Argentina purchased the vast majority of Trotting Park in the early 20th century. For more than 75 years, Justino and Maria together with their four children farmed strawberries inside and around the track while preserving the track's traditional oval shape. The Simoe children sold their family property of 22.7 acres to the Town of Falmouth in 1995. Later that year, the Town purchased a second 3.1 acres parcel from Alvaro Lopes that contained the final piece of the original racing track. Today, Trotting Park is one of Falmouth's most popular recreation areas with soccer and lacrosse fields covering the inside of the track. In addition, the historic trotting track serves as a walking path around the playing fields.

DESCRIPTION

Located in Teaticket off Gifford Street less than one mile north of Jones Road, Trotting Park spans 25.8 acres of open, recreation space. Originally constructed in 1896 as a racetrack for horses, bicycles, and runners, Trotting Park today is home to numerous athletic fields, a skateboard park, and a walking path. The property is owned by the Town of Falmouth and managed by the Town's Recreation Department.

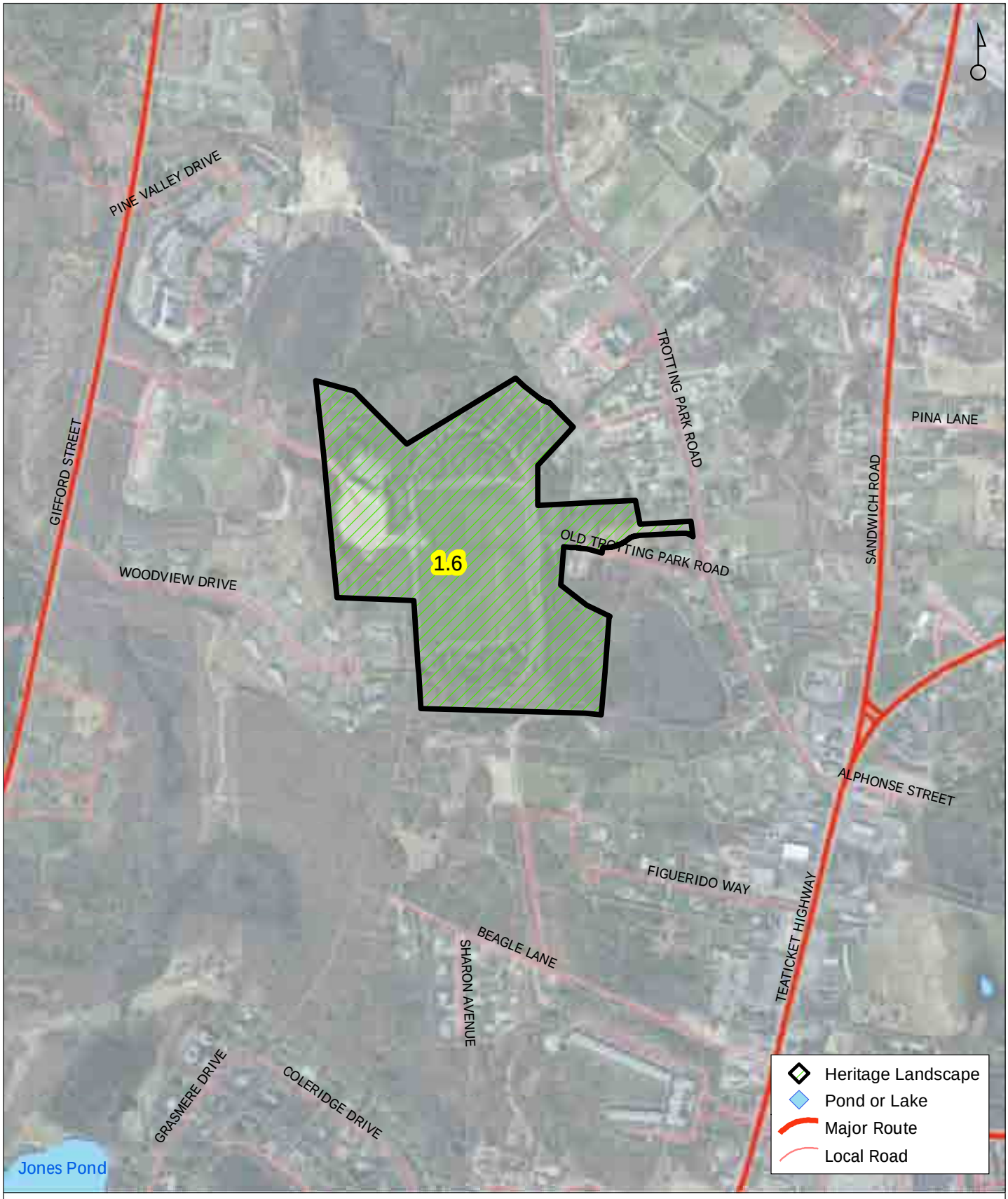
BOUNDARIES

Trotting Park is surrounded on all sides by private property.

THREATS

Lack of Documentation
Despite its fascinating legacy and role as a recreation destination, Trotting Park has never been formally surveyed in accordance with MHC standards.

Lack of Signage and Interpretation
Falmouth visitors and residents enjoy trotting Park Fields year-round. Few people, however, are immediately made aware of the park's storied history, as there is no interpretive material on site.



1.6 Trotting Park
Falmouth Priority Heritage Landscapes

100 0 100 200 300
Feet

Sources: Parcels from Falmouth Assessors' maps by MassGIS 2011
Basemap Features, MassGIS
Landscapes digitized by CCC GIS department, 2013
The information depicted on these maps is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel level analysis. It should not substitute for actual on-site survey, or supersede deed research.

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RECOMMENDATIONS

Survey

Trotting Park should be formally documented using standards outlined by the MHC on Form H, the form designated for parks and landscapes.

Installation of a Historic Marker

A historic marker should be placed at the entrance of Trotting Park to educate visitors on its significance and history.

Aerial photo of Trotting Park today
Image courtesy of Bing Maps

1.7 WEBSTER WOODS

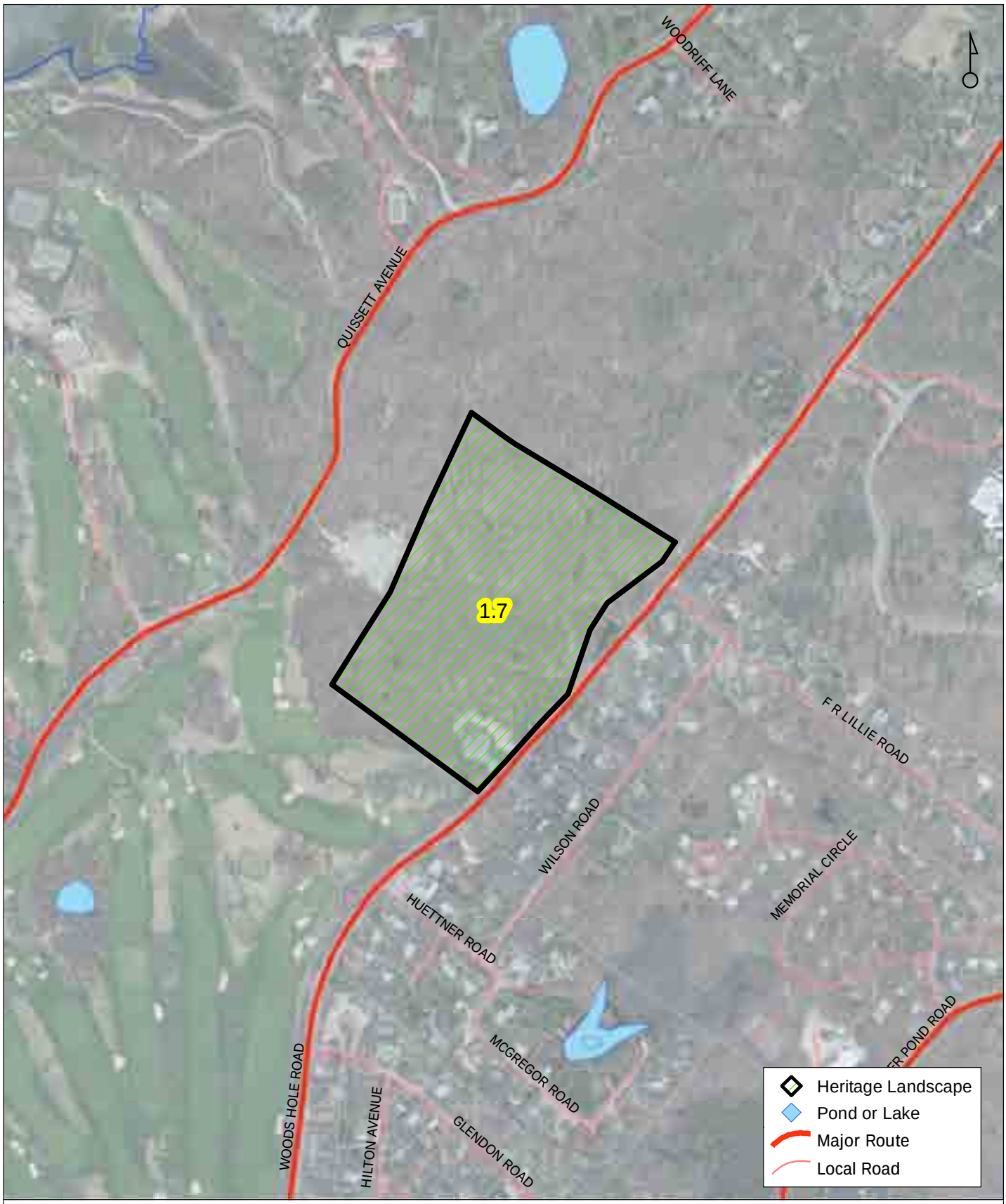
Webster Woods contains a bounty of mature trees.

HISTORICAL SIGNIFICANCE

This 16-acre parcel was given to the Town of Falmouth in 1969 by the Webster family, whose nearby estate was demolished one year later. Edwin S. Webster, co-founder of Stone and Webster, one of America's leading engineering firms, and his wife, Jane Hovey Webster, were lifelong nature lovers. Mr. Webster served as president of the Massachusetts Horticultural Society from 1932-1944 and Mrs. Webster won many prizes for her orchids and other flowers, while also maintaining a magnificent rose garden on their summer estate on Quissett Harbor. Mr. Webster died in 1950 and his wife passed nineteen years later. The parcel of land now known as Webster Woods was given to the Town as a possible site for a new school. However, the rocky, sloping terrain was deemed unsuitable for a school, and aside form a fire station constructed at its southwest corner, it remains open space. Its tall mature trees and rugged terrain have made it a space loved by Falmouth residents.

DESCRIPTION

Webster Woods is a mature forest with many trees dating back 150 years. The rocky, irregular land contains three large, deep kettleholes, which are the result of the ice sheet that formed Cape Cod. After the ice melted away, kettleholes formed when the buried ice melted, causing the sand and gravel above to collapse into the space below. Many species of trees are found in Webster Woods, such as American Beeches, Hickory, Yellow Birch, White Pine, Hop Hornbeam, and Black, White, and Scarlet Oaks, all of which thrive in the rich soil of the moraine. Some have grown to heights of 100 feet or more. Additionally, the woods host many species of birds not commonly found in Falmouth, including Wood Thrush, Scarlet Tanager, Red-eyed Vireo, Eastern Wood Pewee, and Solitary Vireo. These birds make nesting sites in the tall trees and in the native shrubs.



1.7 Webster Woods
Falmouth Priority Heritage Landscapes

80 0 80 160 240
Feet

Sources: Parcels from Falmouth Assessors' maps by MassGIS 2011
Basemap Features, MassGIS
Landscapes digitized by CCC GIS department, 2013
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BOUNDARIES

Webster Woods is bound on the southwest by the adjacent Woods Hole Golf Course. Woods Hole Road forms the southeast boundary, while adjacent parcels form the north east and northwest boundaries.

A remnant of a historic stone wall in Webster Woods

THREATS

Lack of Regulatory and Protective Measures

Though it is owned by the Town of Falmouth, Webster Woods is not protected under any conservation restrictions. In recent years there has been talk of possible development of the site for affordable housing. The site is currently zoned for Single Residence B, meaning it could be subdivided into 40,000 square foot lots if the Town should choose to sell it or develop it. Additionally, under the Massachusetts Comprehensive Permit Act: Chapter 40B it could be deveoped more extensively.

RECOMMENDATIONS

Conservation Restriction

Grant a conservation restriction on Webster Woods to The 300 Committee, which would ensure its function as open space.

Webster Woods is an open space loved by many Falmouth residents.

1.8 WEST FALMOUTH HARBOR

West Falmouth Harbor, looking west from Chapoquoit Island

HISTORICAL SIGNIFICANCE

West Falmouth Harbor has played a vital role in the development of West Falmouth, from colonization to the present. In the 17th century the area around the harbor (then called Chapoquoit Harbor) was settled by a Quaker named William Gifford, who purchased forty acres from Job Nootenko, presumably the last remaining native inhabitant of the area. For the next ten years, many families established farms in the area and also adopted the Quaker faith. Farm families most likely used the harbor for transporting farm products and trade. Some of the stone barns belonging to these farms still stand today.

When the Revolution Embargo Acts prohibited salt imports from Europe, the price of salt rose dramatically. Saltworks soon appeared along the shore of the harbor and surrounding marshes as early as 1803. These saltworks became the main industry for West Falmouth. Around the same time, shipbuilding took place in the harbor near Hog Island (now Chapoquoit Island). At least eleven ships, ranging from schooners, brigs, and sloops, were constructed here, all of which were primarily used in the whaling industry.

As the whaling industry declined in the mid-19th century, tourism began to emerge. Wealthy city-dwellers began to establish estates around the harbor, and later, the arrival of the railroad created a larger tourism market. The Harbor then took on a recreational role, which is how it is primarily used today. Fishing is also popular. Old stone docks, remnants of its maritime past, can be seen along the shoreline.

DESCRIPTION

West Falmouth Harbor, encompassing 197 acres, contains several substantial inlets, making it a calm body of water sheltered from Buzzards Bay. The entrance is protected by a breakwater extending about 700 feet southward of Little Island, the north point of the entrance, and by a short jetty on the northwest end of Chappaquoit Point. Its depth today ranges from one to six feet (a dramatic decrease since the shipbuilding period). Several peninsulas have become highly residential areas.

1.8 West Falmouth Harbor
Falmouth Priority Heritage Landscapes

250 0 250 500 750
Feet

Sources: Parcels from Falmouth Assessors' maps by MassGIS 2011
Basemap Features, MassGIS
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Swans swim in the harbor by an old stone dock

However, the surrounding area retains a late-19th and early-20th century feeling: houses are mostly spread out from each other on large lots, and residential pockets are separated by thickly wooded areas and marshland. Along Old Dock Road there are many historic stone walls.

BOUNDARIES

The West Falmouth Harbor Heritage Landscape is bound by Old Dock Road and Nashawena Street on the East and Little Neck Bars Road on the South. Little Island Road forms the North boundary.

THREATS

Nitrogen

A study in 2007 identified excessive nitrogen as a threat to West Falmouth Harbor, which flows into the harbor from a nearby wastewater treatment facility. The presence of nitrogen greatly reduces eelgrass beds, which are a critical habitat for macroinvertebrates, invertebrates, and fish. In the most extreme areas of eelgrass degradation, fish kills and unpleasant odors and scums can occur.

RECOMMENDATIONS

Installation of a Permeable Reactive Barrier

MassDEP has offered recommendations to mitigate nitrogen loading. Since the bulk of nitrogen loading in West Falmouth Harbor comes from a wastewater treatment facility, on-site treatment and disposal systems are necessary. The Falmouth Water Quality Management Committee is currently discussing the installation of a permeable reactive barrier in West Falmouth Harbor, de signed by engineering firm CDM Smith of Cambridge.

Installation of a Historic Marker

A historic marker should be placed on Old Dock Road to educate visitors on the significance and history of West Falmouth Harbor.

View of West Falmouth Harbor from Chapoquoit Island

2. AGRICULTURAL LAND

2.1 COONAMESSETT FARM

Coonamessett Farm entrance and center of operations

Coonamessett Farm Community Supported Agriculture

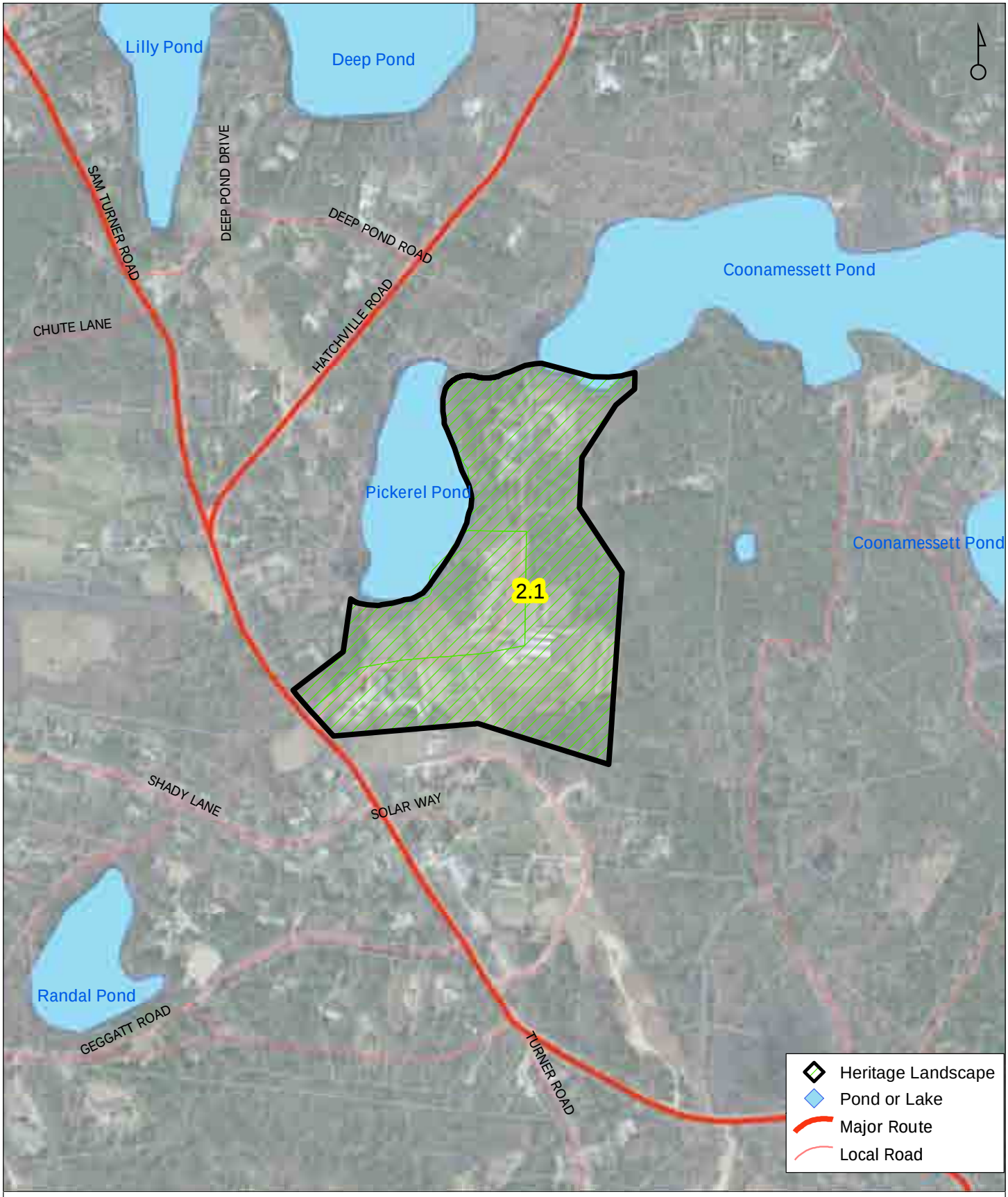
HISTORIC SIGNIFICANCE

Coonamessett Farm is a working family farm consisting of nearly twenty acres located at 277 Hatchville Road in Hatchville. It opened in 1989. The farm participates in growing vegetables, raising animals, agricultural and aqua-cultural research, and consulting. The farm is also involved in environmental sustainability efforts in both farming and fishing technology.

The land of Coonamessett Farm has been an active agricultural site in Falmouth since the early 20th century. Originally, the land was split between two farms: Brae Burn Dairy Farms and Coonamessett Ranch. Together with Atamansitt Farm, these three agricultural sites made Hatchville a significant dairy center in the 1920s and 1930s. Two brothers owned these neighboring farms: Robert Leatherbee, who owned Brae Burn Farms, and Frederick K. Leatherbee, of West Newton, who acquired the land that would become Coonamessett Ranch. Robert Leatherbee owned a large, 76-acre estate, Lochstead, in Hatchville along Hatchville Road. Robert acquired several farms into his Brae Burn Farms dairy complex, including a farm property owned by Silas Hatch, located on Boxberry Hill Road, and later the dairy farm portion of Coonamessett Ranch. The Silas Hatch property became the main farm and headquarters of Brae Burn Farms dairy.

Frederick K. Leatherbee founded Coonamessett Ranch, a large-scale farming operation that became one of the largest ranches east of the Mississippi River and one of the most extensive land acquisitions in the northeastern United States. Leatherbee's first land purchase in Hatchville was a 100-acre parcel. Within the next two-and-a-half years, Leatherbee increased his land holdings to 11,640 acres, a result Leatherbee's 71 real estate transactions with 49 different individuals. This largely uninterrupted land holding extended through Falmouth, Bourne, Mashpee, and Sandwich, however headquarters and center operations were located in Hatchville. In 1917, Leatherbee sold all his real estate holdings to the Coonamessett Ranch Company, a corporation founded by Charles R. Crane and several associates. In the early 1920s, managerial decisions at Coonamessett Ranch shifted emphasis of the Company from food production to recreation. Associates opened an Inn, a "ranch house," an eighteen-hole golf course, reserved areas for swimming, boating, and cultivated open fields to host polo matches and recreational horseback riding. By the 1930s, Coonamessett Ranch had become a resort company with no attention paid to agricultural interests whatsoever.

Brae Burn Farms took over Coonamessett Ranch's dairy operations, including their facilities and barns. Robert Leatherbee founded and became the first president of the



2.1 Coonamessett Farm, Falmouth Priority Heritage Landscapes

80 0 80 160 240
Feet

Sources: Parcels from Falmouth Assessors' maps by MassGIS 2011
Basemap Features, MassGIS
Landscapes digitized by CCC GIS department, 2013
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Cape Cod Milk Dealer's Association. After Leatherbee's death, Brae Burn Farms merged with Cape Cod Creamery in 1936 and became distributed by the Nobles-Hoods Company. Under control of other dairy companies, dairy operations at Brae Burn Farms became obsolete. Approximately 100 acres of farmland belonging to the Dairy sold to Norman E. Dupee, a prominent Boston wool broker.

This land was eventually sold off in lots. The current owners, Ron and Roxanne Smolowitz, bought the entirety of Lot 22, which had been subdivided into 27 parcels. They returned the land to a working agricultural site. Coonamessett Farm participates in agricultural community outreach, as it sells memberships to the public. This procedure allows community members to pick their own vegetables or participate in the Farm's Community Supported Agriculture (CSA) program. This program is important because it stimulates local economy and encourages locally grown food.

DESCRIPTION

The land of the current Coonamessett Farm has been a significant agricultural site in Falmouth since the early 20th century. The twenty acres of the property once belonged Coonamessett Ranch, and were acquired by Brae Burn Dairy in the early 1920s. There are no original farm buildings on the Coonamessett Farm property, however the cement foundations of a large Coonamessett Ranch barn can be seen on neighboring property Alchemy Farm on Hatchville Road.

There are numerous farm buildings located on the current property that have been constructed since 1989. These buildings include a farm store, an ice cream stand, a farm stand, a covered café and seating area, an educational center, several small shelters for animals, and several greenhouses. Plots of crops are laid out throughout the property.

BOUNDARIES

Coonamessett Farm is located at 277 Hatchville Road. It consists of 13.9 acres. The owners of Coonamessett Farm own an adjacent parcel consisting of 4.36 acres. This parcel is also part of the working farm.

THREATS

Lack of Documentation

The land once used by Coonamessett Ranch and Brae Burn Farms has never been formally documented using standards outlined by the MHC. As a result, eligibility for placement on the National Register of Historic Places has never been assessed.

Lack of Regulatory and Protective measures

Coonamessett Farm currently has no formal protective measures in place to ensure the Farm's continued operations in the future. Although the area is zoned for Agricultural A use, this zoning also allows for residential development. Should the owners decide to sell the property, there are no provisions that would ensure continuing agricultural activity on the site.

Left: a group of workers at Brae Burn Farms; Right: Brae Burn Dairy barn and operation
Images courtesy of The Book of Falmouth

RECOMMENDATIONS

Agricultural Preservation Restriction

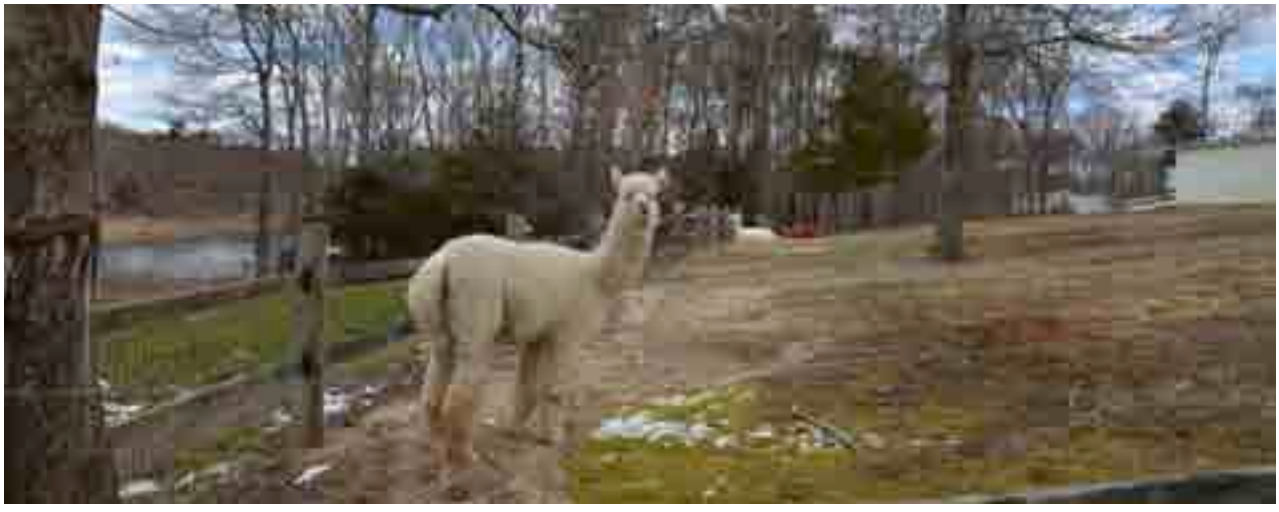
The Smolowitz Family should consider donating an agricultural preservation restriction to the Town of Falmouth or a land trust such as The 300 Committee to prevent future use of the land for non-agricultural purposes. An agricultural preservation restriction would protect the land from future commercial or residential development and would ensure that Coonamessett Farm would continue to thrive even if a change in ownership should occur.

Town Acquisition if Land Becomes Available

Coonamessett Farm benefits from a farmland tax abatement under Massachusetts General Law Chapter 61A. Because of its inclusion in the program, the Farm is required to offer the Town the first right of refusal if the owners wish to sell the Farm. If the land becomes available for purchase, CPA funds may be used. The Town or land trust may directly apply for funds through the Massachusetts Preservation Projects Fund (MPPF) to help with the purchase.

Coonamessett Farm General Store

Shoreline of Pickering Pond, located adjacent to Coonamessett Farm property



Coonamessett Farm raises alpacas and sells fibers.

2.2 PETERSON FARM

One of the walking paths on Peterson Farm

HISTORICAL SIGNIFICANCE

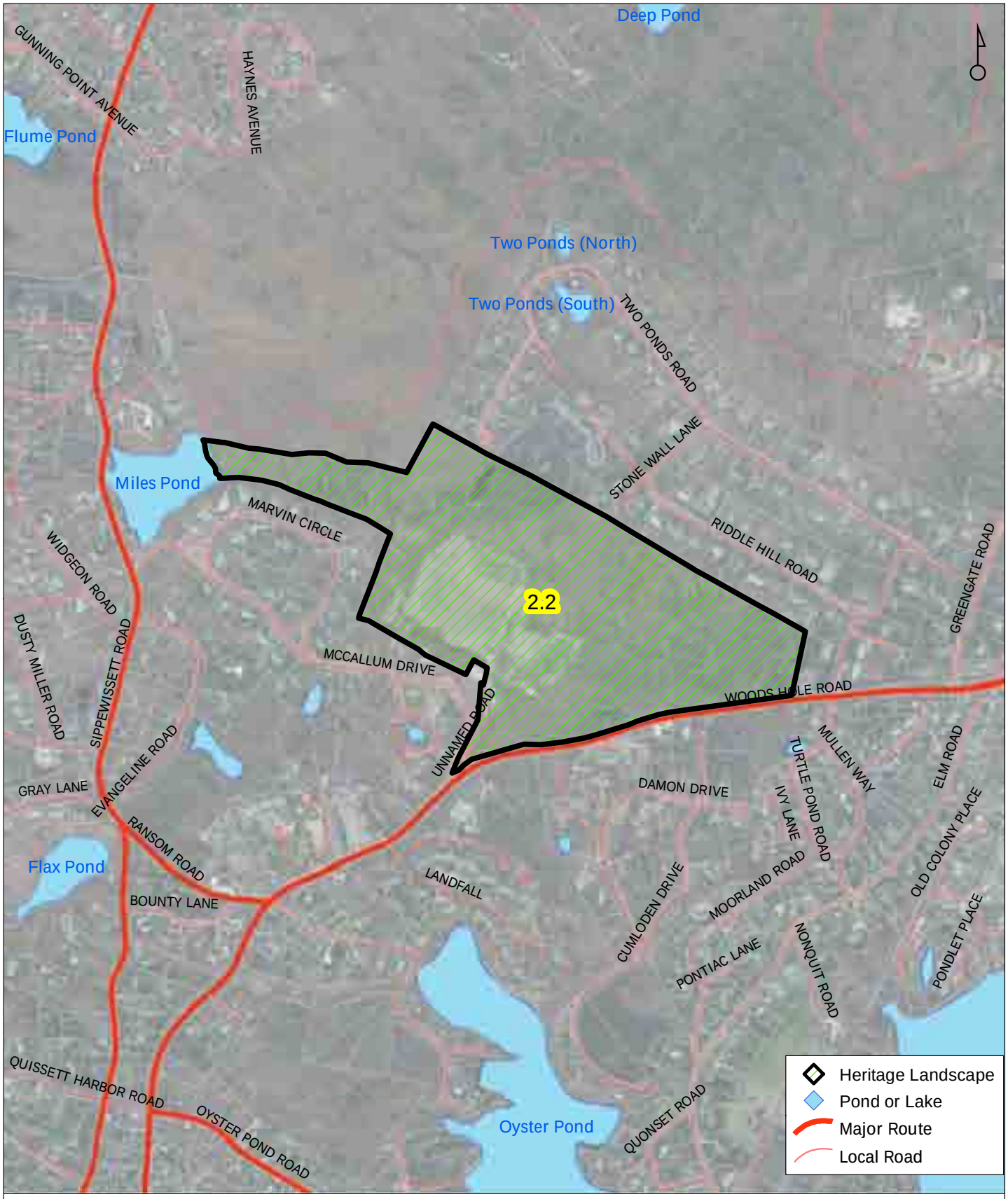
English families began to settle in Falmouth because of the abundance of salt hay for cattle. The first families settled near Fresh Pond (now Siders) beginning in 1661, after which settlement spread out in all directions. One of the oldest farms on all of the Cape, what is now called the Peterson Farm, was granted to John and William Weeks in 1677, after which it was farmed by the Weeks family for almost 300 years. While owned by the Weeks, the farm's main production was wool. They also raised cattle, kept horses, and grew orchards and small crops. Because there was no water system, the Weeks built a stone dam, which formed the farm's pond. The family lived in a three-quarter Cape Cod house, surrounded by a barn and outbuildings on the western portion of the farm. Starting in the late 1800s, demand for wool began to decline as production moved to the Southern United States. One by one each family member left the family farm, until it was abandoned in the mid-twentieth century.

After the turn of the century, the farm began to be surrounded by palatial summer estates constructed by wealthy Boston businessmen. The farm lived a second life after steamship captain John Peterson and his wife bought it in 1949. The Petersons owned the Cape Codder, the grand, famed resort hotel (now demolished) and grew produce on the farm to serve in the hotel's restaurant. The original farmhouse was in poor condition at that point and was therefore demolished, as well as the original barn (but its foundation can still be seen on the north side of the trail to Ice House Pond). After forty-one years of running the hotel, the Peterson's sold it to a hotel corporation in 1990. Fortunately for Falmouth, they held on to the farmland until 1998, when they sold it to the town for $3 million. Since then, it and the adjacent Beebe Woods have been preserved as public open space for the town. Sheep and goats still graze in the pasture.

One of the many goats who live on the farm

DESCRIPTION

The 88-acre Peterson Farm sits in a small, rocky valley formed by a 15,000 year-old glacial moraine that stretches from the Cape Cod Canal to Woods Hole. The path to Ice House Pond also connects to the 400-acre Beebe Woods, while two other paths connect to Woods Hole Road. The farm features abundant natural resources, with a pond (and the original stone dam), marsh, fields and



2.2 Peterson Farm, Falmouth Priority Heritage Landscapes

160 0 160 320 480
Feet

Sources: Parcels from Falmouth Assessors' maps by MassGIS 2011
Basemap Features, MassGIS
Landscapes digitized by CCC GIS department, 2013

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User: gprahm Date: 6/3/2013

The sheep barn and goat barn

woodland. A variety of wildlife, such as deer, fox and coyote often visit the fields in search of food, while otter live in the marsh. Old cart paths form long paths around the farm, one of which leads east to Ice House Pond.

Four outbuildings stand on the property dating from the 1950s to the present. The smallest is a recently constructed board and batten shed structure which sits close to the parking lot. Two barns and a storage shed are located on the western portion of the property, on a slope. The older of the two barns houses sheep and has a gable roof, a small gable-roof wing, and is clad in shingles. The other structure, which shelters the goats, is a wood framed, one-room barn with a low-pitched shed roof. It is covered in wooden clapboards.

Sheep in the springtime

BOUNDARIES

On its northwest side, Peterson Farm is connected to Beebe Woods, a 400-acre open space that was once part of the Beebe family estate. McCallum Drive forms the southwest boundary, with Woods Hole Road forming the southeast. Riddle Hill Road and an adjacent marsh, part of which is on the Peterson Farm property, form the northeast boundary.

THREATS

Lack of Documentation

Currently there is no survey completed for Peterson Farm or any of its buildings. Further research and accompanying survey work could provide proof of the area's historical significance in the development of Falmouth.

Lack of Regulatory and Protective Measures

Peterson Farm is owned by the Town of Falmouth and is used as agricultural land and open space. However there are no restrictions placed on the land, making it potentially vulnerable to development if the Town should sell it. The Town could also choose to stop farming it, ceasing the continuation of its historic use as agricultural land.

RECOMMENDATIONS

Expand Survey

Documentation is a crucial part of the ongoing preservation of Peterson Farm. An area form describing the farm's history, significance, and all architectural features, should be submitted to the Massachusetts Historical Commission.

Agricultural Preservation Restriction

The Town of Falmouth should consider donating agricultural conservation restriction for Peterson Farm to the 300 Committee, which would ensure the farm's ongoing use as agricultural land.

Installation of Interpretive Signage

Placing interpretive materials, such as a plaque and map, at the main entrance to the farm would provide a historical narrative of the farm for visitors and direct them to important sites on the farm, such as the foundation of the original barn on the path to Ice House Pond.

2.3 RIVER BEND SILO AND CAPE COD WINERY

HISTORICAL SIGNIFICANCE

The glazed ceramic block River Bend Silo, located at 682 Sandwich Road in Hatchville, was built in 1921 to house green fodder, a grass and corn feed for cows. Although it stands alone today, agricultural buildings including a one-and-a-half story farmhouse dating to the 1790s, a ten-cow barn, and a storage shed originally surrounded the River Bend Silo. The other farm buildings were demolished in 2011. While the Silo is ninety-years old, the history of its site extends more than 220 years. Most notably, a fulling mill for finishing hand-woven cloth operated from 1788 to 1841, and a cranberry bog was maintained from the 1890s to the 1950s.

The history of the River Bend Silo itself begins with Frank Williams of Winchester who purchased the property in 1920. Mr. Williams transformed the land into a dairy farm called "Sunnyside," and constructed the Silo in 1921. Sunnyside functioned as a dairy farm for only eight years, but Mr. Williams resided on site until his death in 1939. His daughter continued to maintain the property through the 1960s with limited agricultural activity. The site was home to the River Bend Kennel from 1970 to 2010. Most recently, The 300 Committee Land Trust purchased the River Bend Conservation Area in 2007 and the "Friends of the Silo" group has initiated silo restoration efforts. The Silo stands today an historic landmark and symbol of Hatchville's agricultural past. In addition, it is a rare example of a ceramic-tiled silo.

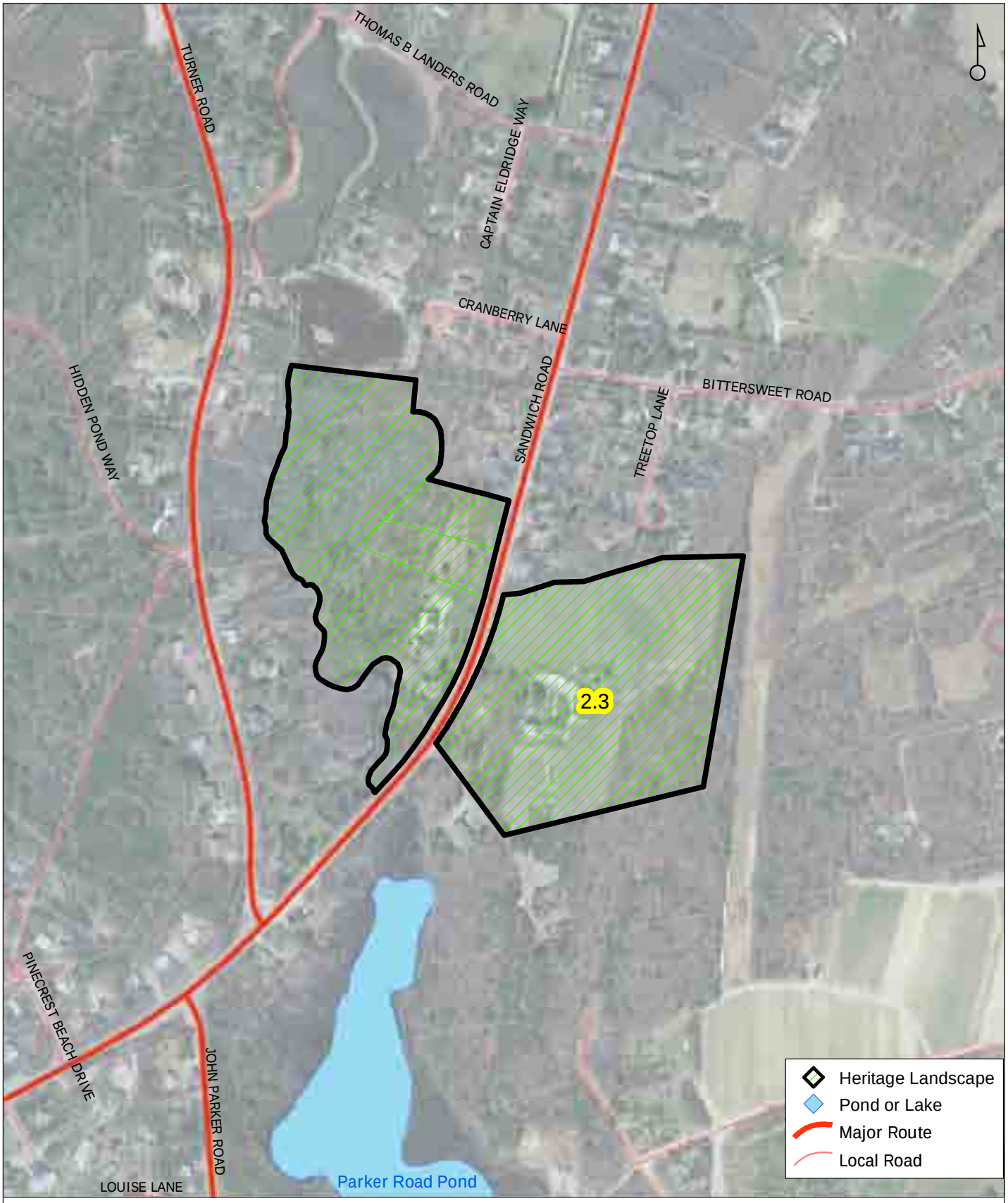
Cape Cod Winery

River Bend Silo

The Cape Cod Winery is located across the street from the River Bend Silo on a parcel of land formerly maintained by Frank Williams as a portion of Sunnyside Dairy. It was founded in 1994. To date, Cabernet Sauvignon, Cabernet Franc, Merlot, Pinot Grigio, Seyval, and Vidal grapes have been grown, harvested, and processed on site. In this way, the Winery, too, is a testament to Hatchville's agricultural legacy.

DESCRIPTION

The silo was erected with wide ceramic blocks in 1921, has a ten foot diameter and stands 25 feet tall. The silo is topped with an asphalt-covered dome roof with deep eaves. Each of the blocks is slightly curved, double-sided, and glazed in varying shades of brown. The blocks are partially hollow and contain four channels for metal support bars. A two-and-a-half foot wide chute is located on



2.3 River Bend Silo and Cape Cod Winery, Falmouth Priority Heritage Landscapes

60 0 60 120 180
Feet

Sources: Parcels from Falmouth Assessors' maps by MassGIS 2011
Basemap Features, MassGIS
Landscapes digitized by CCC GIS department, 2013
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the north of the silo, which contains an upper door and a ground level opening originally attached to the now-razed cow barn.

Across the street, the Cape Cod Winery maintains 9.6 acres of land, almost all of of which is used for growing wine grapes. Due to the site's sandy gravel soil and gentle slopes, vinifera grapevines have flourished for nearly twenty-years. The property also contains a series of non-historic buildings for processing harvested grapes.

BOUNDARIES

The silo is bordered on the east by Sandwich road, on the west by the Coonamessett River, and on the north and south by private property. A series of deciduous trees and hemlocks partially shield the street from public right of way. To the east, the Cape Cod Winery is bounded to the west by Sandwich Road and to the north, south, and east by private property.

THREATS

The 'Friends of the Silo' organization in partnership with The 300 Committee (T3C) is currently in the process of securing Community Preservation Commission (CPC) funds for the restoration, historic preservation, and long-term maintenance of the River Bend Silo. They seek to preserve the silo as a monument to Falmouth's agricultural heritage, particularly its once thriving dairy industry. They intend to place a preservation restriction on the Silo to ensure it's upkeep in perpetuity. T3C has acquired a total of 499 signatures from residents in support of the project. Due to widespread community investment in the safekeeping of the Silo, it is no longer considered threatened. Similarly, the Cape Cod Winery is a highly successful, family-owned business free of threats in the foreseeable future; however, while it occupies land zoned for agriculture, no measures are in place mandating that the site be used for agricultural production.

RECOMMENDATIONS

Agricultural Preservation Restriction

The Cape Cod Winery should consider donating an agricultural preservation restriction to the Town of Falmouth or any applicable land trust like The 300 Committee to prohibit the non-agricultural use or development of the land. In this way, the Cape Cod Winery could be preserved in perpetuity for agricultural purposes.

First Right of Refusal Agreement

The Town of Falmouth or any applicable land trust like The 300 Committee should consider signing a letter of agreement with the Cape Cod Winery providing for the first right of refusal if the owners wish to sell the land. The Town of Falmouth or The 300 Committee should consider using CPA funds to purchase the land if it becomes available for purchase. If acquired, the property should be considered for inclusion in the River Bend Conservation Area.

Installation of Interpretive Signage

T3C and the Friends of the Silo should consider erecting a historic marker, visible to both site visitors and passersby, weaving a unified historical narrative of the neighborhood, particularly highlighting Falmouth's agricultural heritage.

The River Bend Conservation Area is maintained by The 300 Committee.

2.4 TONY ANDREWS FARM

HISTORICAL SIGNIFICANCE

Tony Andrews, a Portuguese-speaking immigrant from the Cape Verde islands, began his life in Falmouth as a cranberry bog worker. In 1935, seven years after his arrival, Mr. Andrews purchased land of his own on Old Meeting House Road in East Falmouth to start a strawberry farm. The tireless efforts of East Falmouth farmers like Tony Andrews led to a peak harvest of thirteen million quarts of strawberries in 1937, accounting for more than half the strawberries produced in Massachusetts that year. During and after World War II, it became increasingly difficult to secure reliable strawberry pickers. As a result, Tony Andrews introduced the practice of "pick your own" in 1951 to compensate for the shortage of laborers, which immediately became popular.

Mr. Andrew's son, Geoffrey, runs the Farm today, which is open seven days a week from early June until late October. Tony Andrews Farm continues to offer visitors "pick your own" strawberries as well as "pick your own" peas, corn, tomatoes, pumpkins, and sunflowers. The Farm additionally maintains a fully stocked farmstand on Old Meeting House Road during the spring, summer, and fall. The only remaining commercial strawberry farm in Falmouth, Tony Andrews Farm stands a supreme example of the Portuguese legacy and the importance of strawberry farming in Falmouth's history.

Tony Andrew's Farmstand

Tony Andrews, 1984
Image courtesy of The Book of Falmouth

DESCRIPTION

Located in East Falmouth at 394 Old Meeting House Road, Tony Andrews Farm has offered locals and tourists, alike, the opportunity to purchase fresh fruits and vegetables since its establishment in 1935. During the height of strawberry farming, Tony Andrews maintained 23 acres of strawberry plants, which thrived due to East Falmouth's coarse, highly acidic, and sandy soil. Today, the Farm spans 26 acres and includes two houses, two warehouses, a garage, a tool shed, an equipment shed, and a farmstand, none of which are old. The farmstand is open to the public during the spring, summer, and fall.

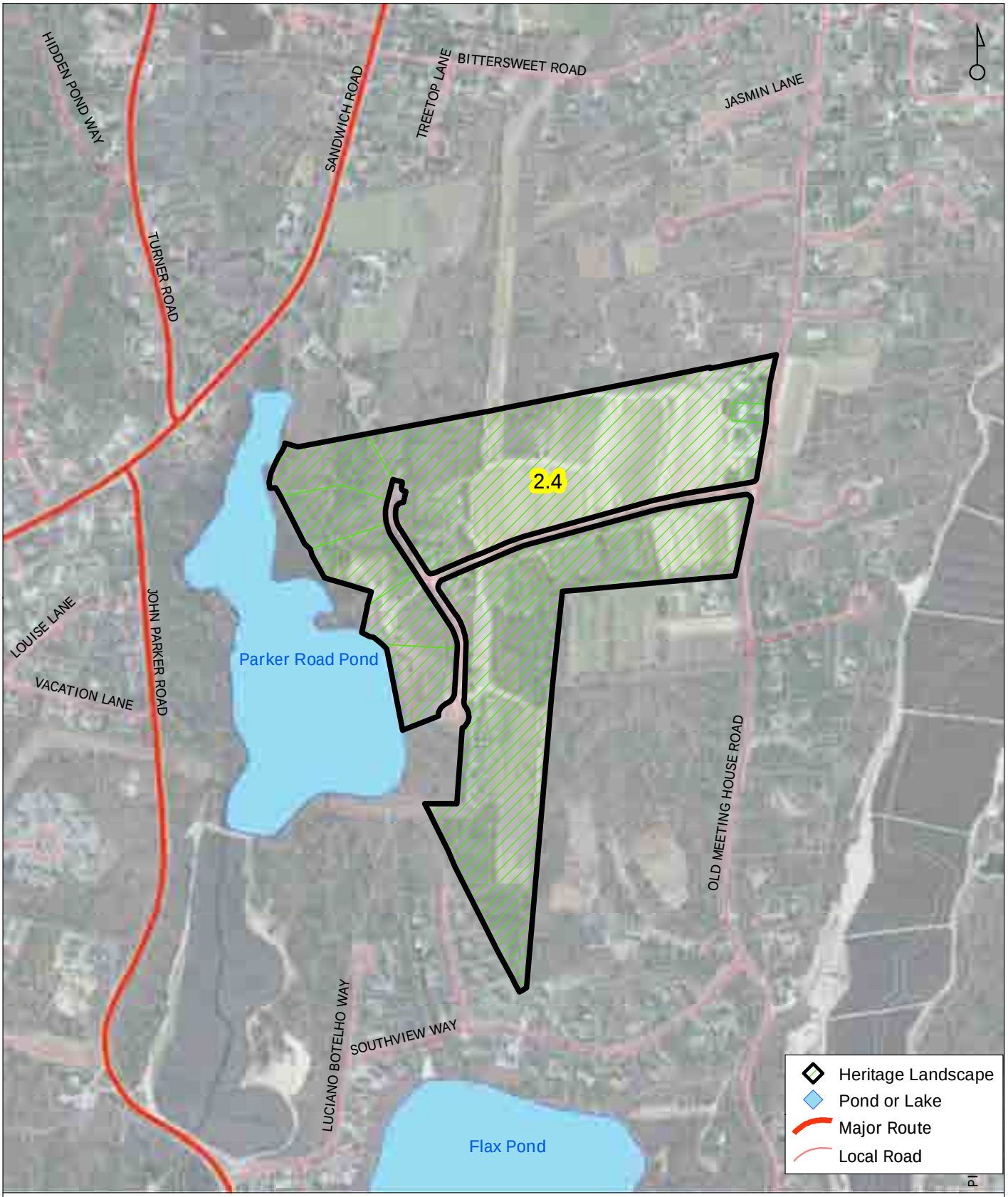
BOUNDARIES

Tony Andrews Farm is bounded by Old Meeting House Road to the east and private property to the north, west, and south.

THREATS

Lack of Regulatory and Protective Measures

Tony Andrews Farm has been a small-scale family owned and run business since its establishment in 1930. To date, there are no formal protective measures in place providing for the Farm's continued upkeep and cultivation should the family decide to cease farming and/or sell.



2.4 Tony Andrews Farm, Falmouth Priority Heritage Landscapes

100 0 100 200 300
Feet

Sources: Parcels from Falmouth Assessors' maps by MassGIS 2011
Basemap Features, MassGIS
Landscapes digitized by CCC GIS department, 2013
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RECOMMENDATIONS

Agricultural Preservation Restriction

The Andrews family should consider donating an agricultural preservation restriction to the Town of Falmouth or any applicable land trust like The 300 Committee to prohibit the non-agricultural use or development of the land. In this way, Tony Andrews Farm could be preserved in perpetuity for agricultural purposes.

Town Acquisition if Land Becomes Available

Because the Farm benefits from a farmland tax abatement under Massachusetts General Law 61A, it is required to offer the Town the first right of refusal if they wish to sell the farm.. The Town of Falmouth or or any applicable land trust like The 300 Committee should consider using CPA funds to purchase the land if it becomes available for purchase.

Aerial photo of Tony Andrews Farm today
Image courtesy of Bing Maps

3. CRANBERRY BOGS

3. CRANBERRY BOGS

Coonamessett Cranberry Bogs
Image courtesy of The Book of Falmouth

Coonamessett Cranberry Bogs today

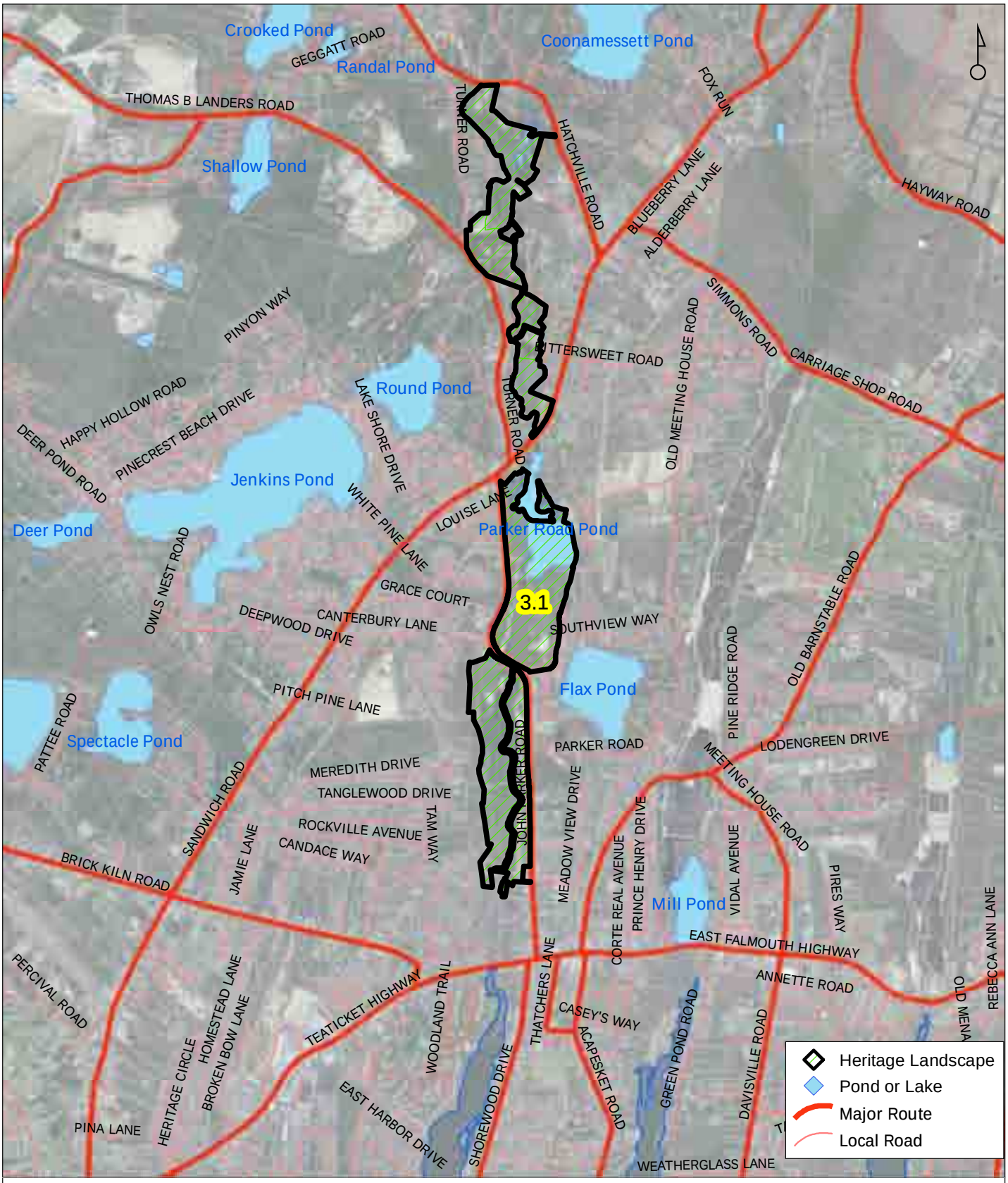
HISTORICAL SIGNIFICANCE

The cranberry industry has been an integral part of the Cape Cod economy since commercial farming of the plant was introduced to the area in the late 1800s. The natural features of the Cape, namely the acidic soil content and the wet meadow habitats, create an ideal environment for growing the fruit. In these wet meadows, the water rises in the winter but recedes in the summer so soil is damp but not saturated during the growing season—perfect for cranberries, which may be submerged in the winter but need to be fully exposed in the summer in order to flower and fruit. Networks of cranberry bogs have developed over thousands of years, mostly along the outwash plains along the Cape's southern coast, including many in Falmouth. These bogs were naturally conceived in shallow, water-filled kettles formed from melting glaciers. Over thousands of years, vegetative matter in these shallow ponds decomposed in the water, gradually replacing the water with peat and forming bogs.

The cranberry bogs have been part of Falmouth's working landscape for centuries, beginning with the Wampanoag Native Americans, who used the berries for food, medicine, and natural dye for decoration. Commercial harvesting of the fruit grew rapidly following Henry Hall of Davis' adoption of manual bog manipulation in 1816. Cranberry agriculture continued to spread, with the carving out of new wetlands starting in the middle of the 1800s. By 1895, Falmouth was exporting upwards of fifteen thousand barrels (*Falmouth By The Sea*). Many of the Town's residents participated in farming efforts: "the picking of the berries is an industry of itself, and many of our best citizens bend their knees, at least once a year, in consideration of the dimes" (*Falmouth By The Sea*). By 1864, there were 1074 acres of cranberry bogs in Barnstable County. As the maritime industry on Cape Cod dwindled, cranberry harvesting grew to take its place in Cape economics.

As cranberry agricultural rose to prominence in Falmouth and the rest of Cape Cod, the process became both industrialized and standardized. By the mid-19th century, farmers began to manipulate the land to accommodate man-made cranberry bogs. This process allowed for cranberry farming outside small areas of naturally occurring bogs and damp sandy areas. To facilitate cranberry cultivation in alternate areas, farmers meticulously cleared the swampland of trees and flattened broad expansive areas. Workers dug water gates and ditches and brought in sand for swamp-bed coverage. Cranberries were then introduced via berry shoots cut from neighboring bogs. The man-made water gates and ditches were integral in these new cranberry bogs. In the absence of natural seasonal flooding, these mechanisms ensured that cranberries would be adequately flooded during the winter and early spring and dry during the growing seasons.

Tools like the cranberry scoop were invented to facilitate efficient cranberry harvesting. To regulate the Cranberry industry on Cape Cod, the Cape Cod Cranberry Growers Association was formed in 1888. This association



3.1 Coonamessett Bogs, Falmouth Priority Heritage Landscapes

340 0 340 680 1,020
Feet

Sources: Parcels from Falmouth Assessors' maps by MassGIS 2011
Basemap Features, MassGIS
Landscapes digitized by CCC GIS department, 2013
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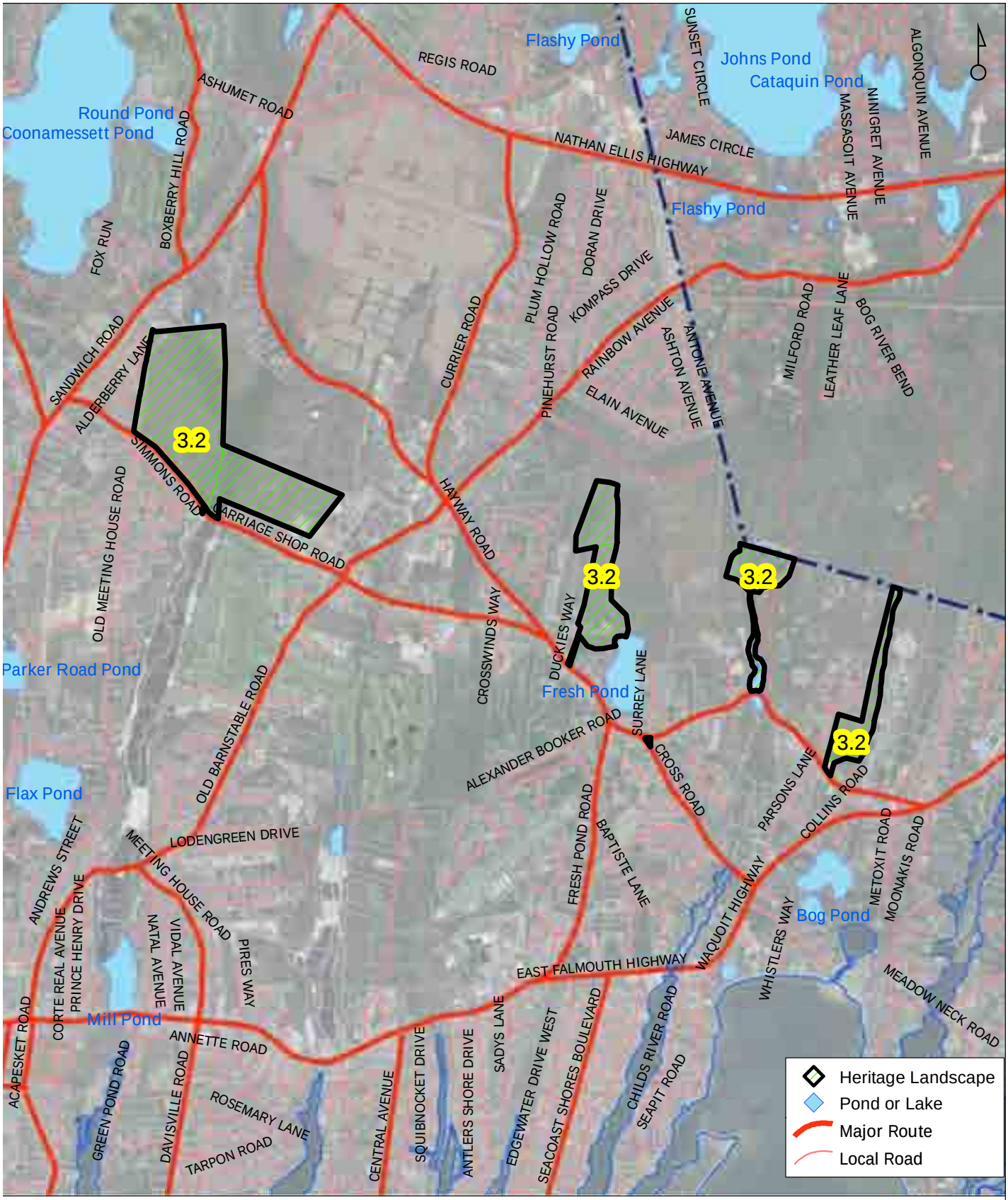
User: gprahm Date: 6/4/2013



3.2 Waquoit Bogs, Falmouth Priority Heritage Landscapes

400 0 400 800 1,200
Feet

Sources: Parcels from Falmouth Assessors' maps by MassGIS 2011
Basemap Features, MassGIS
Landscapes digitized by CCC GIS department, 2013
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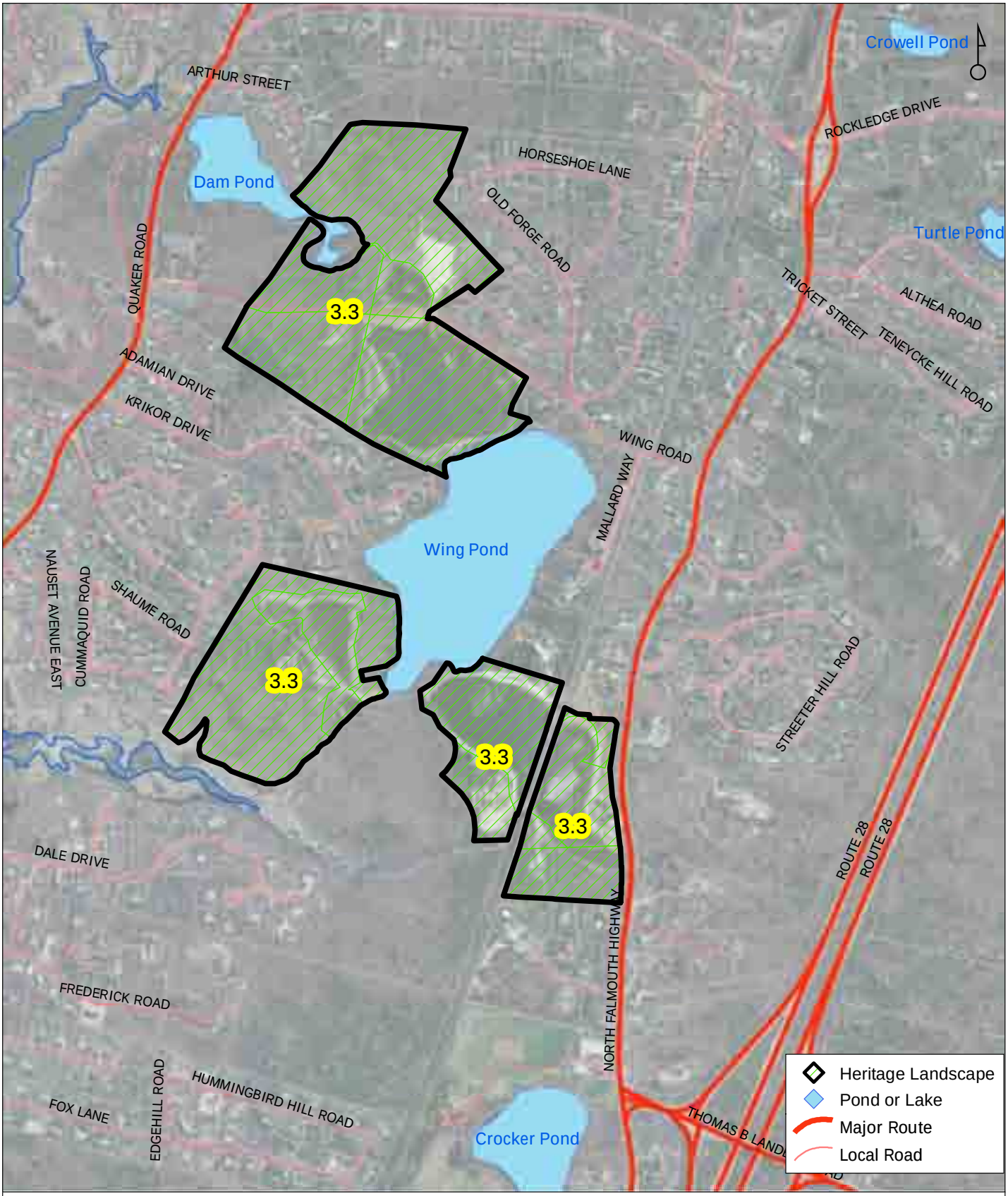
User: gprahm Date: 6/3/2013



3.3 Wings Pond Bogs, Falmouth Priority Heritage Landscapes

150 0 150 300 450
Feet

Sources: Parcels from Falmouth Assessors' maps by MassGIS 2011
Basemap Features, MassGIS
Landscapes digitized by CCC GIS department, 2013
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Child working in Falmouth's cranberry bogs
Image courtesy of The Book of Falmouth

standardized the measurement of the barrel, the accepted measure of cranberry commerce. In the early 1900s, the standard box replaced the barrel as the usual form of measurement. These changes show the prominence of cranberry farming in Falmouth and throughout Cape Cod.

As a result of the booming cranberry industry the population of Falmouth greatly diversified. Immigrant workers came to Falmouth in search of work both tending established bogs and clearing land for new ones. Most workers came from New Bedford and Fall River, many of who were originally from Cape Verde, Portugal, and the Azores, who had arrived in America on whaling ships. The migrant workers established roots for themselves, often cultivating their own farms. By 1900, Falmouth was approximately 40% Portuguese.

Cranberry bogs are intrinsically important artifacts of the agricultural history of Falmouth. They are the physical evidence of man's interaction and manipulation of the land over the course of thousands of years.

DESCRIPTION

There were 169 acres of cranberry bogs as of 2010. This number is significantly less than the 199 acres counted in 1969. Of note, as part of an effort to protect and promote natural conservation in Falmouth, the town has purchased several cranberry farms. In 1971, the town purchased several bogs along the Coonamessett River near John Parker Road. The Upper and Lower Baptiste bogs off Hatchville Road were purchased in 1974, adding ten acres to the Town's conservation lands.

Cranberry bogs exhibit habitats similar to wet meadows. In addition to cranberries, several weeds and plants share space in the bogs, such as grasses, sedges and rushes and lance-leaved violets. Wet marshes are also home to many types of wildflowers. Notable species include magenta meadow beauties and hot pink orchids.

Three cranberry bogs were identified at the community meeting held in February 2013.

	NAME	LOCATION	OWNER
3.1	Coonamessett Bogs	Hatchville	Town of Falmouth
3.2	Waquoit Bogs	Waquoit	Handy Cranberry Trust
3.3	Wings Pond Bogs	North Falmouth	Handy Cranberry Trust

THREATS

Lack of Documentation

No survey work has been conducted on working cranberry bogs in Falmouth.

Pollution

At many of the active cranberry bogs we visited, trash could be seen around the perimeter of the fields. These trash items included huge objects such as a hockey goal net and the remnants of a futon. The discarding of large items that belong in a landfill encourages further littering and invites vandalism. It also disrupts the aesthetics and habitats of pristine wetland environment that sustain such working bogs.

No Specific Regulatory Mechanisms for Cranberry Bogs Included in Town Planning Documents

Cranberry bogs are not specifically addressed in town planning documents. Without a documented plan in place to manage these cultivated areas, the future of active cranberry bogs in Falmouth is compromised.

Wetland Restoration Projects

The Open Space and Recreation Plan mentions that the town-owned Coonamessett Bogs were listed as a priority project for the state's Wetlands Banking and Restoration Program. The aim of this project is to restore the altered Coonamessett River system and beyond. This goal mentions the restoration of tidally restricted former salt marshes now dominated by common reed or, specifically, non-salt marsh plants. Being non-salt marsh plants, Cranberries are threatened by this plan. This plan applies to both publically and privately owned land. This restoration would disrupt the yearly ebb and flow of the cranberry bogs that keep them ideal for this purpose. Losing these working bogs would be detrimental to the character of Falmouth.

Lack of Signage and Interpretation

The bogs are not marked with any types of signs designating what they are or their importance to Falmouth.

RECOMMENDATIONS

Installation of Interpretive Signage

Interpretive measures such as signs and markers would help explain the importance of Cranberry farming to Falmouth's agricultural development. Additionally, forms of outread may include pamphlets, educational programs, tours, and interpretive centers. By educating residents and visitors of their importance to Falmouth's history, people become aware of these vulnerable historical and agricultural resources.

Expansion of Town Documents to Include Planning for Working Cranberry Bogs

Currently, the only bogs incorporated into a planning document are the Coonamessett River bogs, included in the Cape Cod Organic Cranberry, LLC Coonamessett River Bogs Conservation Plan, developed in cooperation with the USDA Natural Resources Conservation Service. Specific plans for the protection of other working cranberry bogs in Falmouth should be incorporated into current town planning documents.

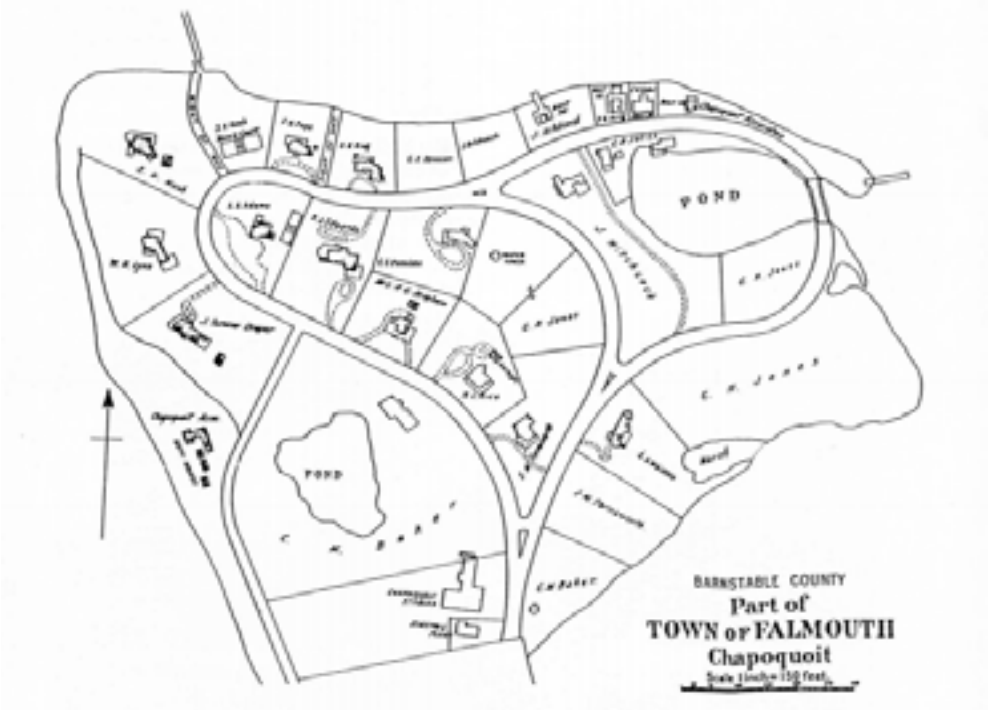
Prevention of Wetlands Restoration Projects in Working Cranberry Bog Areas

Working Cranberry bogs should be excluded from these types of wetlands restoration projects.

Wings Pond Cranberry Bog

4. SEASONAL COMMUNITIES

4.1 CHAPOQUOIT ISLAND



1908 Plan of Chapoquoit Island. Image courtesy of Candace Jenkins's article, "The Development of Falmouth as a Summer Resort: 1850-1900." www.woodsholemuseum.org

HISTORICAL SIGNIFICANCE

Chapoquoit Island is one of the most impressively preserved turn-of-the-century summer resort communities in Falmouth. Its history as a dwelling place, however, began much earlier. Originally known as Hog Island, this area was home to Quakers who settled there in the late 1600s, as part of the expansion of Jonathan Hatch's and Isaac Robinson's original Plantation settlement. Records note a purchase of ten acres on Chapoquoit Island by William Gifford, Jr., dating back to 1688.

Its storied history as a summer resort began in 1872 when Dorchester native Franklin King and Falmouth native Nathaniel Coleman bought the island from Joshua and Daniel Bowerman, local farmers, with the intention of creating a new summer haven. After a long delay, Charles H. Jones replaced Coleman in 1889 and the project moved forward. A year later, transportation to and from the island was facilitated by the construction of a road and access bridge. Soon after, The Olmstead firm was tapped to develop the subdivision According Candance Jenkins, however, the job eventually went to landscape architect Nathanial Bowditch. He designed the thirty-eight lot subdivision around the natural topography and native vegetation. This new resort-like area represented, according to Jenkins, a new wave in summer resorts. In this plan, land was sold subject to deed restrictions that specified the location of sewer and stable facilities, limited construction to single family houses worth at least $3,000, and made the coastline common property for all residents, virtually making the beach and coastline one large front yard for all residents of the island.

King and Jones kept their new resort exclusive to their Boston friends and created an agreement with residents similar to that of a homeowner's association. This Declaration of Trust, dated January 2, 1889, made all property owners share holders in the Island and thus received the right participate in decision-making for the area. Maintaining a sort of exclusivity without any advertising, Chapoquoit Island grew slowly, incorporating the work of Lewis B Smith, and Timothy Bourne, two local carpenters, and J. Williams Beale, a prominent Boston architect. According to previous survey work, most of the houses are constructed of local West Falmouth granite foundations and consist of 2 and 2.5 story buildings clad in shingle with gambrel or gamble roofs. Most the buildings were built in Shingle style.

The houses along Associates Road on the northern side of the island adjacent to West Falmouth Bay all date from 1898-1902 and appear to be in good condition and appear to maintain many original windows.

4.1 Chapoquoit Island, Falmouth Priority Heritage Landscapes

130 0 130 260 390
Feet

Sources: Parcels from Falmouth Assessors' maps by MassGIS 2011
Basemap Features, MassGIS
Landscapes digitized by CCC GIS department, 2013
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User: gprahm Date: 6/3/2013

DESCRIPTION

Although Chapoquoit Island is not an island, its appearance and feel suggests that it is an island in West Falmouth Harbor, detached from the rest of West Falmouth. Its physical layout is similar to the modern cul-de-sac or gated community in terms of privacy and exclusivity. Chapoquoit Island is reachable via Chapoquoit Road in West Falmouth. A set of stone markers on Chapoquoit Road mark the entrance to the community, now connected to the mainland via an access bridge. This landscape includes Chapoquoit Road at the stone markers and all of Associates Road. Chapoquoit Road consists of open space while Associates Road provides access to the houses.

The settlement consists of thirty-eight buildings, primarily constructed in the Shingle style. On Chapoquoit Island, notable Shingle style houses display foundation of local Falmouth pink granite, heights of approximately two-and-a-half stories, and expansive gable or gambrel roofs. Of this amount, sixteen houses were constructed in or before 1900 (three houses are 19th century constructions—1860,1894, and 1898—while fourteen were constructed in 1900). Two were constructed between 1900 and 1910 while the 1920s saw the building of three houses. Approximately 30% of the houses were constructed post-1975. Several houses along the northern side of the island were all constructed between 1898-1902. These houses are situated close to the street edge; they are a contributing factor to the unique streetscape of this portion of Associates Road. Eleven of these houses, or approximately 30%, were constructed post-1975. In contrast to the historical houses, these modern houses are sited and scaled differently; they have significant driveways that lead off of Associates Road. They do not contribute to the historic streetscape. Many of these new houses,, however, incorporate elements of historic Shingle style inluding large massing, cross gambrel roofs, and large porches.

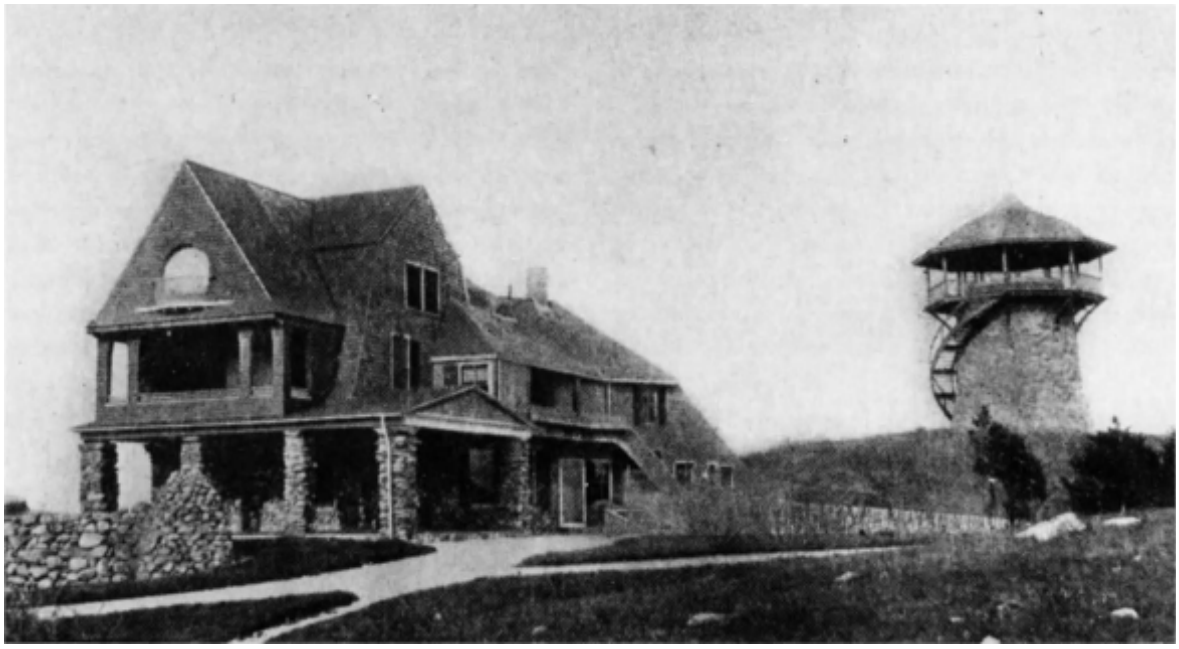
Example of a historical streetscape on Associates Road. This group of houses date from the early 20th century and were consdructed with similar scale and setback.

Example of historic tresidential architecture on Chapoquoit Island with wood shingle siding, wide roof overhangs, and cottage-style windows

Example of modern construction on Chapoquoit Island which incorporates elements of Shingle style such as a cross gambrel roof and wood shingles

BOUNDARIES

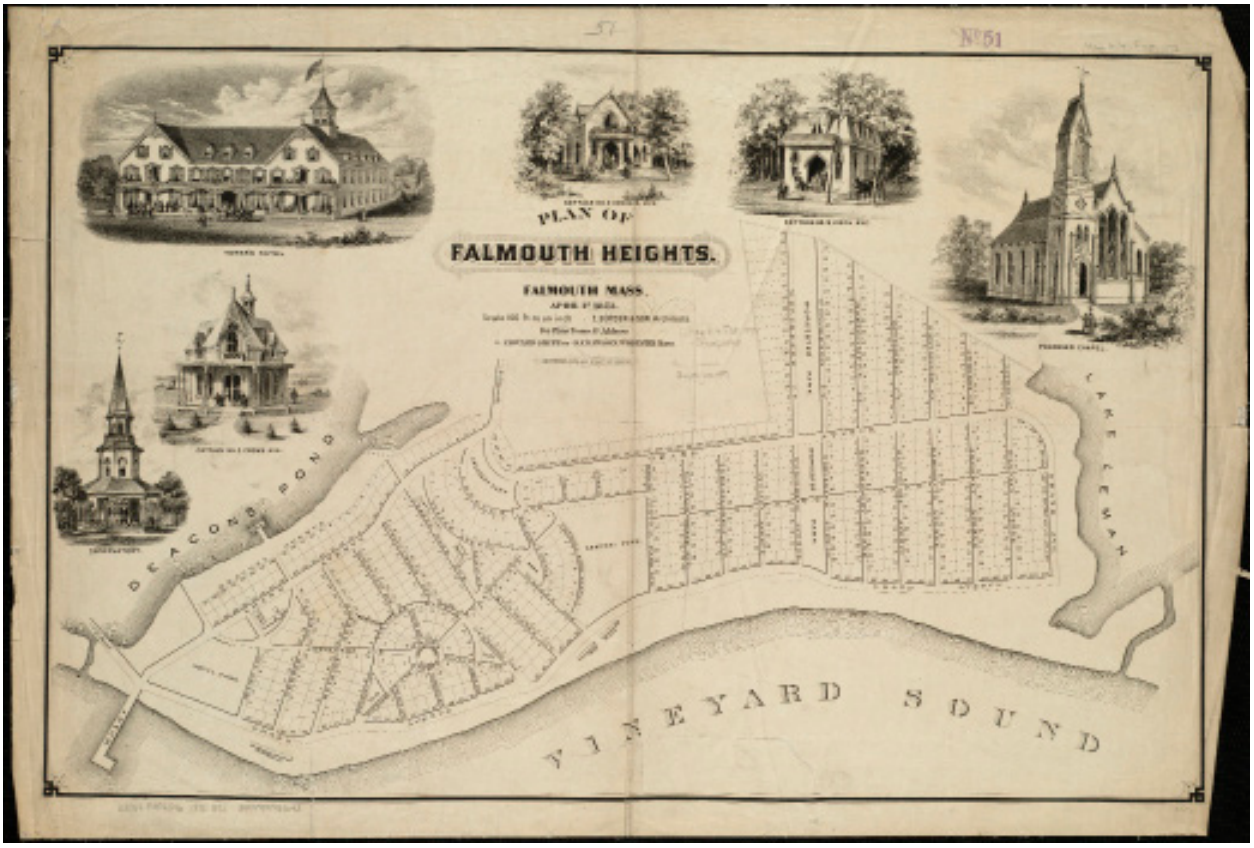
Chapoquoit Island is a peninsula surrounded by water on three sides. Vineyard Sound borders the peninsula on the east, while Wild Harbor surrounds its north and west sides. The boundaries encompass the original thirty-eight parcels as laid out in the original subdivision.



Example of Shingle style architecture prevalent on Chapoquoit Island. Image courtesy of Candace Jenkins's article, "The Development of Falmouth as a Summer Resort: 1850-1900." www.woodsholemuseum.org

This image shows a streetscape with the third oldest house on Chapoquoit Island (left center). The house was demolished. Image courtesy of Candace Jenkins's article, "The Development of Falmouth as a Summer Resort: 1850-1900." www.woodsholemuseum.org

4.2 FALMOUTH HEIGHTS



Plan of Falmouth Heights, 1873
Image courtesy of Boston Public Library

HISTORICAL SIGNIFICANCE

Just two years before the arrival of the railroad, Falmouth Heights was conceived as the Cape's first planned summer resort community. Before to its inception, Falmouth's seasonal visitors consisted mainly of wealthy families from New York and Boston, who in years prior established large summer estates. In 1872 a group of Worcester investors established Falmouth Heights on a piece of land formerly dedicated to saltworks overlooking Falmouth Harbor and Vineyard Sound. The plan of the community, designed by Elbridge Boyden, a prominent Worcester architect, mimicked that of Oak Bluffs, a resort village on Martha's Vineyard (which itself was modeled after the adjacent Methodist camp-meeting grounds). The plan provided six hundred lots for small cottages, hotels, and stores, with the Tower Hotel as the first structure built on the premises. Afterward, an observatory and several model cottages were erected and Falmouth Heights followed a speculative model of development. Some space was set aside for open space and park usage. The observatory, where mail was distributed and news was discussed, became the social hub of the community. It was demolished in 1929. The Tower Hotel was demolished in 1960.

Following the Oak Bluffs model, the small size of the lots dictated a small, narrow house type. Most of the houses in the original development were constructed in the Carpenter Gothic style, which was popular at the time and also inexpensively constructed, enabling them to be mass-produced. The lots also contained deed restrictions, such as a minimum ten-foot setback and five foot setback from the adjacent lots. A code of conduct was also stated on the deeds, prohibiting the production or sale of liquor and gambling. After a lull in activity during the panic of 1873, development soared. By 1880, there were over fifty vacation homes, mostly owned by Worcester residents. As development spread, buyers began to build larger Shingle-style homes instead of Carpenter Gothic cottages. The baseball field (Central Park), which was a major place of entertainment social activity, still stands on Grand Avenue.

4.2 Falmouth Heights, Falmouth Priority Heritage Landscapes

130 0 130 260 390
Feet

Sources: Parcels from Falmouth Assessors' maps by MassGIS 2011
Basemap Features, MassGIS
Landscapes digitized by CCC GIS department, 2013
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User: gprahm Date: 6/4/2013

An excellent example of a Carpenter Gothic cottage

A typical streetscape in Falmouth Heights

DESCRIPTION

The streets in the oldest portion of Falmouth Heights radiate from Circular Avenue and Crown Avenue, the heart of Falmouth Heights. Many of the original Carpenter Gothic cottages still stand in this area. The cottages are characterized by steeply pitched gable roofs pointed-arched or ogee curved windows and doors (often seen in churches), and ornately carved "gingerbread" trim. Along Grand Avenue, which runs along the shoreline, smaller lots were consolidated to allow larger Shingle Style houses, many of which now function as inns. Though many original buildings have been replaced, the core of Falmouth Heights, centered around Crown and Circular Avenues, and extending east to Grand Avenue remains intact, as well as the original street plan laid out in 1872. The 193 houses built between 1870-1930 (the period of significance established in the 1990 survey) are all located in this area.

The majority of houses (356) were built between 1931-1963. These houses are larger than the cottages and range in their design, the more prevalent being Craftsman bungalows and modified Cape homes. However, despite the difference in forms, these houses could all be evaluated as historic structures since they are at least fifty years old. The second highest number of buildings (208) is those built after 1963, making them ineligible for designation.

BOUNDARIES

The original plan of Falmouth Heights was roughly bounded by Grand Avenue, which encircles the area. On the northwest side, by Deacons Pond (now Falmouth Inner Harbor), parcels on the waterfront side of Grand Avenue were included in the plan. Similarly, the north portion of Grand Avenue, east of what is now Falmouth Heights Road also included parcels. The plan extended north from Grand Avenue between Worcester Court and Elysian Court, each block containing five to nineteen parcels.

Given the year of construction for houses between Grand Avenue and the south side of Jericho Path (many of which, particularly those on Dartmouth Court, Hawthorne Court, and Montgomery Court, were built within the period of significance identified in the 1990 survey), the boundaries of the district should be extended to the intersection of Jericho Path and Central Park Court to include these parcels.

Carpenter Gothic detailing on a cottage

4.3 JUNIPER POINT

The Butler/Crane Estate
Image courtesy of Falmouth Historical Society

A streetscape in Juniper Point

HISTORICAL SIGNIFICANCE

The plan for Juniper Point was laid out in the late 1670s by thirteen proprietors who anticipated purchasing land from Job Notantico and building a settlement. This development became an important part of Wood's Hole development during the seventeenth and eighteenth century. Travel between Woods Hole and Falmouth Village was facilitated by the construction of The King's Highway in 1687.

Juniper Point was home to the first ferry that traveled to Martha's Vineyard, which is thought to have originated as early as 1700, however the first formal ferry man, Lt. Joseph Parker, was not named until 1729. Development continued on this neck of land. By 1845, significant settlement had begun to appear near the center of the Neck facing Little Harbor and boasted several homes of notable community members, including tavern owner John Webster, and significant family names (Bessey, Swift, Davis, Webster, Dexter, Childs, Fish, Phinney, Hinckley) and commercial establishments such as Thoman Hinckley Sr., and Col. Bourne's store for salt fish, as well as a U.S. Light House Service Supply Company. The first summer home appeared in Juniper Point in the late 1880s and belonged to Daniel Webster Butler, a prominent lawyer.

Today the United States Coastguard remains a prominent presence on Juniper Point with its station located on the Little Harbor side of the peninsula. Summer homes from the nineteenth and early twentieth centuries can be found along the Great Harbor side down to the southern tip of the peninsula.

DESCRIPTION

Juniper Point is a neck of land that extends southward in to Vineyard Sound and separates Little Harbor and Great Harbor. It is accessed from Crane Street off Woods Hole Road. Crane Street curves to the west and leads to the Steamship Authority. The residential roads on Juniper Point are Little Harbor Road (which also hosts a Coast Guard station at its end), Hinckley Road, Cowdry Road, Butler Road, and Juniper Point Road. The area has a pleasant, secluded feel, enhanced by wooded lots and a pond at the center of the point.

The oldest structures are concentrated on Little Harbor Road, where ferry docks existed prior to the arrival of the Coast Guard Station in 1913. The houses on this road were built in the 19th century, ranging from 1828 (the Captain Calvin Childs House) to c1875 (the Augustus Messer Strore). Hinckley Road and Juniper Point Road also contain houses also dating from the mid-19th century, mixed with modern infill. The types/styles of houses include shingled Capes, late Federal, Greek Revival, and Victorian-era.

Several notable buildings date from the early 20th century. Old Shore Cottage, south of the Steamship Authority, was constructed in 1910 and is an early "A-frame" building derived from the Shingle Style. It functioned

4.3 Juniper Point, Falmouth Priority Heritage Landscapes

60 0 60 120 180
Feet

Sources: Parcels from Falmouth Assessors' maps by MassGIS 2011
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User: gprahm

Date: 6/3/2013

Old Shore Cottage

The Harold C. Bradley House

as a workers' cottage for those building the neighboring the Butler/Crane Estate.

At the tip of Juniper Point is another 29th century structure, the Harold C. Bradley House. Commonly called the Airplane House, it was constructed in 1912 in the Prairie Style.

BOUNDARIES

Juniper Point, being a peninsula, is bound by water on three sides. The east-west line formed by Cowdry Road and Crane Street form the northern boundary.

4.4 MEGANSETT

HISTORICAL SIGNIFICANCE

In 1890, nearly twenty years after the arrival of the Woods Hole Branch Railroad, the Watertown Land Company purchased a cow pasture owned by local farmer Francis Nye overlooking Megansett Harbor. In little time, a simple grid of streets was planned and developed, many of which bear the names of the area's investors. In 1892, the North Falmouth Water Supply Company owned by Watertown native and Megansett investor Chester Sprague provided the budding resort community with water access. The Megansett Casino was built in 1901 as a recreational and social center for the community. Around the same time, a wharf and boarding house were constructed, and the Tea Room was added to the neighborhood in 1912. Of note, the Casino was converted into condos in 1984.

Despite its origins as an exclusive summer colony, Megansett is home to several Town-funded, public spaces. In 1940, the Town built a new wharf since the historic wharf was destroyed by a hurricane in 1938. Four years later, the Town additionally purchased a tract of land adjacent to the wharf along Buzzard's Bay to be used as a public beach. To this day, Megansett Beach is one of Falmouth's most popular public beaches. The summer colony is also home to public tennis courts and picnic tables.

Example of residential architecture in Megansett with shingle siding and a wrap-around porch

DESCRIPTION

Megansett is a moderately sized summer colony located in the village of North Falmouth. Founded in 1890, the colony is situated along the shores of Megansett Harbor. The mouth of the harbor is the colony's lowest topographic point, providing the majority of cottages with magnificent views as they stand on higher ground. The community is comprised of over one hundred architecturally diverse historic houses in generally good condition unified by their shared employment of shingle siding and wrap-around porches. Eighty-eight of the one hundred

Entrance to Megansett from the Harbor
Image courtesy of The Book of Falmouth

Megansett Harbor
Image Courtesy of Falmouth

4.4 Megansett, Falmouth Priority Heritage Landscapes

130 0 130 260 390
Feet

Sources: Parcels from Falmouth Assessors' maps by MassGIS 2011
Basemap Features, MassGIS
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User: gprahm Date: 6/3/2013

and sixty-two standing buildings were constructed during the community's period of significance from 1890 to 1930. The area's most prevalent styles include Stick, Shingle, and Colonial Revival. Today, Megansett totals 80.6 acres spanning 187 individual parcels.

BOUNDARIES

The three-way junction of Chester, County Rd, and Garnet Ave serve as Megansett's most southeastern point. From there, Garnet bounds the community to the east while Chester bounds it to the south. To the west and north, Megansett is enclosed by Buzzard's Bay and Megansett Harbor.

Typical streetscape in Megansett

4.5 MENAUHANT

HISTORICAL SIGNIFICANCE

Like several other Cape Cod resort communities, Menauhant has its origins in the camp meeting movement. In 1870, a group of Universalist churchmen from Attleboro recognized Menauhant to be ideal for meetings due to its isolated seaside location in East Falmouth. Most likely inspired by the success of Falmouth Heights, established three years earlier, six jewelry manufacturers from Attleboro organized the Menauhant Land and Wharf Company in 1874, purchased land, and laid out a simple grid of streets lined with small house lots. In 1875, the founders built a hotel and a 120' long wharf at the foot of Central Avenue, the community's main internal transportation artery. Menauhant's religious roots were reinforced in 1878 when the Company leased a tract of land including 100 cottage lots to the Ocean Grove Association for camp meetings.

Eight summer cottages were built before 1880, and by 1890, Menauhant was home to an additional ten cottages and a small chapel. Church was an important part of early

Example of camp-meeting house with shingle siding and wrap-around porch in Menauhant

Menauhant dwellers, with a minister saying service every Sunday. Even when the chapel was severely damaged in a windstorm in the early 1900s, services continued to be held in the salvaged building. Summer dweller James C. Elms constructed the formal chapel that still stands today

Menauhant, Barnstable County Atlas, 1880
Image courtesy of The Book of Falmouth

4.5 Menauhant, Falmouth Priority Heritage Landscapes

100 0 100 200 300
Feet

Sources: Parcels from Falmouth Assessors' maps by MassGIS 2011
Basemap Features, MassGIS
Landscapes digitized by CCC GIS department, 2013
The information depicted on these maps is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel level analysis. It should not substitute for actual on-site survey, or supersede deed research.

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in 1931.

In 1911, management of Menauhant was transferred to the Menauhant Land Trust. Soon thereafter, the Menuahaunt Boat Club was constructed where Eel Pond meets Vineyard Sound. When the historic hotel burned in 1918, the newly constructed Club assumed the role of community center and social venue. Menauhant was only accessible by barge until the early twentieth century at which point a bridge was built over Green and Great Ponds to create present day Shore Road. The bridge's construction in collaboration with the arrival of the automobile significantly decreased the summer resort's isolation. Despite gradual infill and, correspondingly, increased population, Menauhant retains its intimate, camp meeting feel.

DESCRIPTION

Located at the tip of an East Falmouth peninsula, one peninsula east of Davisville, Menauhant is comprised of over 100 houses covering 68.7 acres, twenty-one of which were constructed before 1915. The peninsula itself rests on a low-lying, sandy area surrounded by Bournes Pond, Eel Pond, and Vineyard Sound and is covered with beach grass, rosa rugosa, and scrub pines. A long, sandy beach spans the coast of Vineyard Sound. Summer cottages, which vary in architectural style, line the development's linear grid of streets. Most historic cottages either qualify as Gothic Revival from the 1870s and 1880s or Shingle Style from late 1890s and early 1900s. In 1990, the MHC recorded the seasonal community's residential architecture to be in generally good condition. Today, however, it appears as though the integrity of several original cottages has been compromised due to the installation of modern windows, and, more detrimentally, construction of historically inappropriate additions.

BOUNDARIES

Menauhant is surrounded on three sides by bodies of water with Eel Pond to the east, Vineyard Sound to the South, and Bournes Pond to the west. Benefit Street serves as the colony's northern most residential street. The boundaries of Menauhant remain those laid out by the Menauhant Land and Wharf Company in 1874.

Series of houses facing Eel Pond

Menauhaunt Yacht Club today

4.6 NEW SILVER BEACH

1911 Postcard detailing view at New Silver Beach Image courtesy of The Book of Falmouth

HISTORICAL SIGNIFICANCE

New Silver Beach was developed into a beach colony from an ox pasture. In 1897 this pasture was bought by a group of Brockton, MA, developers known as the Silver Beach Land Company. The property was ideal for a beach colony: it consisted of a beach facing Wild Harbor, a spring, an upland area, and was bounded on either side by a tidal marshland. The Company laid out 500 lots in a grid-like fashion and set pricing to attract a more middle-class demographic than the more exclusive summer resorts. Beachfront property was priced anywhere from $200-$500 while parcels up the hill sold for $100-$200.

In 1898, the first year of operation, four houses were built on the beach lots and an additional 52 lots were sold. The colony soon grew thanks, in part, to published advertising which marketed the quintessential Cape Cod experience—clambakes, beaches, oceanfront property, along with sketches of twelve house designs, specifically bungalows, cottages, ranches, Cape Cods, and Colonial-style homes that could be built for a price of $500-$1500. A homeowner's association was formed in 1923, which both controlled development and organized community events.

Several of the small bungalows along the beach and immediately up the hill date from the early 1900s to the 1920s. Many still maintain original character-defining features, including original windows, enclosed porches, and overhanging eaves with exposed rafter tails.

Twenty-one houses in the subdivision, including 114 Silver Avenue, were built in or before 1915 and eleven were built in 1900 alone. These houses are spread out between Silver Beach Avenue, Crystal Spring Avenue, Grove Street, Hillside Avenue, Ocean View Avenue, West Avenue, Wickertree Road, and East Avenue. The 1920s saw a boom in construction; thirty-three houses were built between 1920 and 1929. Forty-four houses were constructed in the next decade The 1940s saw steady building throughout the area; eighty-five houses were built between 1940 and 1949. The largest number of houses were constructed in the post-war period. One hundred fifteen were built in the 1950s. Building slowed slightly in the 1960s, but sixty-nine new houses were erected during this time. Thirty-nine houses were built in the 1970s and another thirty-nine were built in the 1980s. Twenty-seven houses in the subdivision are less than 25 years old, having been constructed between 1990 and 2013.

DESCRIPTION

New Silver Beach is a densely populated beach community. The lots are mostly small and uniform in size. Small one-story and one-and-a-half-story homes dominate. In the areas furthest from the beach, the streets are moderately hilly and tree-lined. Closer to the beach, howev-

4.6 New Silver Beach,
Falmouth Priority Heritage Landscapes

210 0 210 420 630
Feet

Sources: Parcels from Falmouth Assessors' maps by MassGIS 2011
Basemap Features, MassGIS
Landscapes digitized by CCC GIS department, 2013
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er, the land evens out and large vegetaton, such as trees, disappear. The area consists of a grid of five hundred parcels that were laid out at the turn of the twentieth century. The colony is a modest summer community on the coast of Wild Harbor. Most of the houses in the development are bungalows, cottages, ranches, Cape Cods, and Colonial-style homes. The scale of the houses in New Silver Beach are similar: one to two-and-a-half story houses dominate throughout the streets of the development. Although most of the houses have had window replacements and many have had their wood siding shingles replaced with synthetic siding, the neighborhood retains much of the character of a seasonal community.

BOUNDARIES

The boundaries of New Silver Beach are the five hundred parcels as laid out by the Silver Beach Land Company in 1897. Several roads dissect the neighborhood, including: Andrea Rd, Arlington St, Beatrice St, Cove Rd, Crystal Spring Ave, Denise Rd, East Ave, Glen Ave, Grove St, Highland Ave, Hillside Ave, Hunt Street, Laura St, Milford St, Moses Rd, Norma Rd, Ocean View Ave, Pleasant St, Quaker Rd, Ravenwood Rd, Rock St, Silver Beach Ave, Waverly St, West Ave, Weston Rd, Wickertree Rd, Wild Harbor Rd, and Winifred Ave.

A typical cottage style house in New Silver Beach with wide overhanging eaves and a wrap-around porch

Moses Road streetscape. On this road, dates of construction range from 1920-1970.

Cottages with historic setbacks along Silver Beach Avenue

A typical ranch style house in New Silver Beach

4.7 PENZANCE POINT

1895 Plan of Penzance Point
Image courtesy of Falmouth by the Sea

"Stone Groton," The Alexander Ferris House

HISTORICAL SIGNIFICANCE

Penzance Point was the site of the former Pacific Guano Company, a fertilizer factory in production from 1867 until its bankruptcy in 1889. The factory was one of the largest employers in Falmouth and the railroad was initially extended to Woods Hole to provide transportation of its goods.

Penzance Point represents a dramatic shift in summer resort development in Falmouth. In the place of small, inexpensive lots aimed for more modest cottages, Penzance Point was strictly planned for the elite few. Horace S. Crowell, a Newton developer, acquired the land in 1891 and hired Frederick O Smith to draw up a plan for the U-shaped jut of land projecting from Woods Hole. The land was divided into twenty-four lots ranging from 1.5 to 9.43 acres, with a single road running the length of the peninsula. Restrictions made the land available only to the wealthy: one dwelling house costing at least $5,000, plus outbuildings, was allowed on each lot. As a result, Penzance Point is composed are large summer estates, many with numerous outbuildings and facilities, including stables, boathouses, docks and tennis courts.

The first estate was established by Edgar Harding, treasurer of the Merchants Woolen Co. and co-owner of the Harding, Colby Co., who bought four large lots in 1892. His house, which he named "Weatherside," was built in the Shingle Style, including features such as a huge gambrel roof and wrap-around verandah. It was demolished in 1948, but its outbuildings survive. Other buyers included Hermon E. Hibbard, known for his work with the Bryant and Stratton Commercial School (a business institute whose students included John D. Rockefeller and Henry Ford) and Alexander M. Ferris, a Newton stockbroker (Ferris' house, known as "Stone Groton," is one of the remaining original estates). The area became locally known as "Banker's Row" after the head of J.P. Morgan's Banker's Trust built an estate and persuaded some of his fellow banking associates to join him. The area remains an elite enclave to this day.

DESCRIPTION

Though many of the original cottages have been demolished, Penzance Point retains a feeling of 19th century élan. Some of the large summer cottages are surrounded by guesthouses, tennis courts, and immaculate gardens. Most houses are centered on their large parcel with the entrance toward the street. Most homes are of considerable size and constructed in Shingle Style. Of the 32 structures (which includes guesthouses and larger outbuildings), fifteen date from the period of significance established in the 1990 survey (1890-1930). Seven more were built between 1931 and 1963. Aside from one constructed in 1966, the remaining nine were built no earlier than 1983.

4.7 Penzance Point, Falmouth Priority Heritage Landscapes

160 0 160 320 480
Feet

Sources: Parcels from Falmouth Assessors' maps by MassGIS 2011
Basemap Features, MassGIS
Landscapes digitized by CCC GIS department, 2013
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BOUNDARIES

Penzance Point begins on the western side of the intersection of Gosnold Road and Barneck Road (which becomes Penzance/Penzance Point Road), and is marked by a gatehouse. It is otherwise surrounded by water.

The streetscape along Penzance Road

GENERAL THREATS AND RECOMMENDATIONS FOR SEASONAL COMMUNITIES

Clockwise: Menauhant, Chapoquoit Island, Falmouth Heights, New Silver Beach, Megansett, and Penzance Point.

Falmouth's seasonal communities are a defining element of its history, landscape, and economy. The rise of tourism as a result of the arrival of the railroad was paramount to Falmouth's economic recovery after the decline of maritime trade, whaling, and salt making. As early as 1870, seasonal communities were constructed for an influx of visitors from around the country. Since then, Falmouth's seasonal communities, many of which now house a substantial year-round population, have been a vital part of its economy, architectural heritage, and sense of place.

Each seasonal community has its own unique qualities, such as the quaint Carpenter Gothic cottages of Falmouth Heights, the large estates of Penzance Point, or the early-twentieth and mid-century bungalows of New Silver Beach. However, these communities share common threats to their historic integrity. Lack of survey and National Register listings, lack of regulatory protection, and deferred maintenance, among other threats, are currently endangering each community's ongoing preservation. Because they share similar threats and recommendations, they have been grouped together as a thematic Priority Landscape.

THREATS

Lack of Documentation

The amount of documentation for each seasonal community is insufficient. While Megansett and Menauhaunt recently received comprehensive survey, Penzance Point, Falmouth Heights, New Silver Beach, Chappy Island, and Juniper Point are lacking in documentation, with a scant amount of historic structures identified and researched.

Lack of Regulatory and Protective Measures

None of the seasonal communities have any regulations stipulating design review for changes made to existing structures, which can have negative implications for a community's historic integrity.

Incompatible Modern Construction

As no formal protective measures are in place necessitating a design review process, historically inappropriate additions and new construction incompatible with the overall scale for the community dot the landscape. In some communities, modern construction has replaced demolished historic houses.

Lack of Interpretation and Signage

Signage is necessary to communicate the significance of Falmouth's seasonal communities. Aside from a plaque at the entrance to Chappy Island and Penzance Point, no signage demarcates a community's boundaries. Similarly, houses that are particularly important in each community, such as one of the first cottages built at New Silver Beach, have no plaques recognizing their date of construction.

Vandalism

As seasonal communities by their very nature have very few year-round residents, they stand vulnerable to vandalism. Most recently, one of the Megansett's oldest cottages was destroyed by arson in March 2013.

RECOMMENDATIONS

Expand Documentation

Documentation is the most vital component of preservation for seasonal communities. Adequate documentation not only educates the public on a community's historical significance, but also informs the establishment of historic districts and determines eligibility for the National Register. Furthermore, sufficient documentation can help inform future planning decisions in and around seasonal communities.

Nominate Individual Structures to the National Register of Historic Places

The National Register is a way to recognize a structure's architectural and historical significance, while also providing education for the public. On Cape Cod, the National Register also functions as a regulatory mechanism. Any properties listed on the National Register that lie outside historic district must undergo demolition review by the Cape Cod Commission. There are eligible and substantial homes in each seasonal community that could be nominated to the National Register, such as the Alexander Ferris House in Penzance Point, any of the original cottages in Falmouth Heights, New Silver Beach, Menauhant, Chappy Island, and Megansett, and the Harold C. Bradley House in Juniper Point, among many others.

Establish Neighborhood Conservation Districts

Neighborhood Conservation Districts are a valuable preservation tools that help maintain the scale and character of a neighborhood. Since they are less restrictive than Local Historic Districts, NCDs tend to be met with more favor by residents who are hesitant about historic designation. Only major construction / alteration projects and demolition undergo design review in an NCD. Smaller changes, such as paint color, siding, and replacement windows are reviewed in an advisory capacity.

Installation of Signage at Entrances and Harbors

Interpretation plays a critical role in communicating the significance of Falmouth's seasonal communities. Plaques placed at the entrance to each community that enumerate its history and notable buildings can foster ongoing appreciation, education, and ultimately preservation of each community.

RECOMMENDATIONS AND IMPLEMENTATION STRATEGIES

This Heritage Landscape Inventory is a preservation planning tool. As such, it is important to keep in mind that historic preservation is a three-step process: Identification of historic resources; Evaluation of the significance of these resources; and Protection of these resources through regulations, ordinances, educational programs, and financial tools. When properly utilized, historic preservation aids in the responsible management of change within a town while maintaining its unique sense of place. The benefits of historic preservation initiatives achieved through the Heritage Landscape Inventory Program include increased property values, opportunities for heritage-based tourism, educational prospects, and potential for economic development. Preserving the delicate heritage landscapes of Falmouth ensures that the Town's special character and sense of place will remain for future generations. While recommendations have been provided for each priority landscape, this section offers goals pertaining to the general preservation of Falmouth's rich history and diverse heritage landscapes.

FUNDING OPPORTUNITIES FOR PRESERVATION PROJECTS

Pursuing potential funding sources for preservation projects is an integral component to implementing preservation strategies. Commonly used sources for funding in Massachusetts include:

Community Preservation Act (CPA)
The CPA was adopted in Falmouth in 2005, and provides funds for historic preservation, affordable housing, open space, and recreation. The CPA allows the town to collect a 3% surcharge on property taxes to be used for CPA-approved projects. Of note, CPA funds may be used for the preservation, restoration, or rehabilitation of historic resources, but not for routine maintenance. The public purpose of all investments must be apparent and protected by a permanent preservation restriction that ensures a public benefit.

Massachusetts Preservation Projects Fund (MPPF)
Administered by the Massachusetts Historical Commission, the MPPF is a 50% reimbursable matching grant program designed to support restoration and rehabilitation projects for sites, landscapes, and properties listed on the State Register of Historic Places. It may also fund the acquisition of properties listed on the State when those properties are imminently threatened by inappropriate alteration or demolition.

Survey and Planning Grants
Administered by the Massachusetts Historical Commission, Survey and Planning Grants support community-wide preservation planning initiatives including conducting survey work, writing or updating preservation plans, and nominating properties to the National Register.

PRIORITY RECOMMENDATIONS

The following recommendations are listed this order while additionally keeping in mind the role of local planning initiatives and community outreach.

1. EXPAND AND UPDATE INVENTORY OF HISTORIC RESOURCES AND FALMOUTH'S LIST OF SIGNIFICANT BUILDINGS

The first vital step for proceeding with a heritage landscape preservation program in Falmouth is to formally identify the Town's historic resources, both in terms of their physical characteristics and historical significance. As mentioned in "Existing Documentation, Regulation, and Planning Tools" in this report, some, but not all, of Falmouth's historic resources identified by town residents as Priority Landscapes have been documented with the Massachusetts Historical Commission, which maintains an inventory of significant areas, buildings, objects, burial grounds, structures, and landscapes in Massachusetts. For example, the majority of buildings dating to the 18th and 19th centuries have been surveyed and filed with the Massachusetts Historical Commission, but there appears to be a gap in documentation for 20th century buildings, particularly those associated with the agricultural and cranberry bog industries. In addition, the majority of survey work was conducted in the early 1990s and in need of updating. Moreover, consistently adding buildings to Falmouth's List of Significant Buildings will allow additional buildings to gain a certain level protection from the town's demolition delay bylaw.

The Falmouth Historical Commission, the town entity

charged with historic preservation planning, should prioritize accomplishing this task. The Massachusetts Historical Commission recommends that towns planning a comprehensive survey hire preservation consultants to complete standardized forms provided by the MHC. The rate is approximately $300/Building form. The MHC recommends that survey efforts begin with resources that are under-represented or have the least amount of protection, and proceed from there. CPA funds may be used As mentioned above, the MHC administers survey and planning grants to aid in this process.

2. NOMINATE SIGNIFICANT RESOURCES TO THE NATIONAL REGISTER OF HISTORIC PLACES

Falmouth contains thousands of historic structures, but only ten individual resources are listed on the National Register (NR). The NR is a valuable preservation tool in Falmouth: The Cape Cod Commission Act of 1990 gave the CCC the authority to review demolition or substantial alteration projects for properties listed on the NR which lie outside Local Historic Districts (LHDs). Outside the Cape, designation on the NR is a way to recognize and honor historically significant properties, but does not provide any form of protection against demolition or alteration. This additional protection administered by the CCC is crucial to the preservation of Falmouth's historic resources. Adding more resources to the National Register in Falmouth would not only increase public awareness of the Town's abundant historic resources, but afford them an extra level of protection against demolition and significant alteration.

NR Designation does not mean that a property-owner has to have all changes to his/her property approved by the CCC. The CCC only reviews full demolition projects and alterations that would result in the loss of character-defining elements (such as removing the porch of a Queen Anne style building). Furthermore, single-family homes are exempt from the alteration review process unless the project involves at least a 25% change in gross floor area and alters the character-defining features of the building to the extent that it would no longer meet NR criteria. Therefore, since most residential projects in Falmouth are small-scale and respectful of historic features, no review would be necessary.

3. PRESERVE AGRICULTURAL LANDSCAPES

Falmouth has a rich agricultural history. Its landscape is covered in farmland and cranberry bogs which have both contributed to the economic and social life of the town throughout its history. According to Falmouth's Local Comprehensive Plan, of the 1,880 acres of Falmouth land that is used for agriculture, cranberry bogs take up the largest percentage, with approximately 300 acres still actively managed, 90 acres of which are owned by the Town. Of note, according to the Local Comprehensive Plan for Falmouth, the future of town-owned bog lands is threatened due to concerns about wetlands restoration and organic cranberry farming. The remaining agricultural land consists of 1500 acres of open fields, cropland, pasture, orchards, and nurseries. The majority of open fields are uncultivated. It is crucial that these town-owned bogs remain active agricultural sites. Below are several measures that could be pursued to ensure the preservation and continued use of Falmouth's agricultural landscapes.

Agricultural Plan

Although Falmouth has an active Agricultural Commission as well as a Right to Farm Bylaw, there is currently no planning document in place for the agricultural farmland in Falmouth. The Agricultural Commission should create a planning document outlining current and future plans for management of agricultural resources within the town.

Place an Agricultural Preservation Restriction on the Working Cranberry Bogs and Farmland

Working farms and cranberry bogs have greatly contributed to Falmouth's identity as a rural landscape agriculturally, socially, and economically. Because both have been important to Falmouth's history, it is beneficial to the town to maintain these landscapes as working agricultural areas. Many bogs are already located in areas zoned for Agricultural A, such as the Coonamessett Bogs, for example. Because this area is zoned for agriculture, however, does not mean that only agricultural facilities are allowed there. Single family homes are allowed in Agricultural A zones, as well as commercial establishments if a special permit is obtained. Similarly, Wing Pond Cranberry Bogs are located in a zone for Single Family Residences A. These regulations and designations do not preserve the rural nature of Falmouth. One way to mitigate this discrepancy is to place a conservation restriction on the

farms and cranberry lands. This action, however, only prevents further development on these lands; it does not ensure that these areas remain active farms and bogs.

Not much can be done to regulate the closing of these farming areas; the town cannot force its farmers to keep their land as active farms. Falmouth can, however, encourage their farmers to seek economic incentives and funding to keep their farms open and operating and prevent their land from being used for non-agricultural purposes. One way is to enroll in the Chapter 61 Program, which is a Massachusetts government program that provides a tax break to the owners of agricultural (or recreational or forest) lands so long as the land remains in its specified use.

The town may also consider enrolling properties in Massachusetts' Agricultural Preservation Restriction Program (APR), another state government program that offers landowners economic incentives in exchange for a permanent deed restriction on their properties. This restriction is legally binding according to the terms of the agreements, in this case to limit future use of the property to agriculture. If farmers are looking to sell their properties, the APR program will pay landowners the difference between the fair market value and the agricultural value in exchange for a permanent deed restriction. This program is strictly voluntary but Falmouth should educate its landowners about these types of programs that offer tax breaks and economic incentives to keep open farms operating for years to come.

Areas of Critical Environmental Concern

Certain places may be designed as Areas of Critical Environmental Concern if they express unique natural and cultural resources significant to the specific town. Designation comes from the state's Secretary of Environmental Affairs after nomination from within the community. According to the Cape Cod Commission's publication *Heritage Landscape Inventory Program: Regional Planning Tool and Training Needs Assessment*, within the boundaries of an ACEC projects with state agency actions, permits, or funding require a thorough review process through the Massachusetts Environmental Policy Act in order to avoid, minimize, and mitigate damage to the environment. Preserving these landscapes through ACECs ensure that they remain an intrinsic part of Falmouth's fabric.

4. PRESERVE SCENIC VISTAS AND PANORAMIC VIEWS

Adopting a Scenic Vista Protection Bylaw would help limit negative impacts of development in areas determined to be scenic vistas (which are often identified as Heritage Landscapes). Proposals for new construction in these areas would have to meet design criteria designed to mitigate the obstruction of scenic views. In West Falmouth Harbor, for example, the bylaw could control the size of new residential construction along the shoreline, so as not to obstruct the vista from Old Dock Road.

5. INCREASE COMMUNITY OUTREACH, EDUCATION, AND COLLABORATION

Public awareness of Falmouth's historical resources is a crucial part of ensuring their preservation. Increased education and outreach programs, such as walking tours or school programs, can provide invaluable experience for those involved and instill a sense of pride in Falmouth's resources. For example, offering a workshop on how to complete a Massachusetts Historical Commission survey form would not only educate the public, but would also result in increased documentation of resources in Falmouth. Additionally, publications, websites, and workshops can provide guidance to property owners who have questions about their property's history, significance, or style.

Since Falmouth is so rich in historic resources, it is often easy to walk or drive by without noticing a particular site or building. Placing interpretive signage on or near a site that illustrates the resource's role in the history of Falmouth is a simple way to encourage education and appreciation of Falmouth's resources.

CONCLUSION

This Falmouth Reconnaissance Report is an important tool and a critical first step in identifying heritage landscapes in Falmouth. It is the culmination of a community-based effort to identify and protect those features that contribute to Falmouth's sense of place. This report is a valuable tool to unite various constituencies so that the preservation of these heritage landscapes becomes a shared goal for the community.

It is important to recognize that this report is only a first step towards protecting these identified landscapes. As we have recommended throughout this report, these priority landscapes will need further in-depth documentation. They must be surveyed and recorded on inventory forms from the MHC. Formal documentation with the MHC will determine what type of protection may be assigned to each landscape and what financial incentives, if any, may be applied to efforts to protect these valuable resources.

These identified priority heritage landscapes are a small sampling of the vast array of heritage landscapes within Falmouth. Over one hundred and thirty landscapes were identified in a single two-hour community meeting. A complete list of these identified landscapes may be found in the Appendix. There are many more landscapes left within the town to be named. This list must be revisited occasionally and reassessed accordingly. It requires community input, as many of these sites are "places of the heart," or those landscapes that are beloved and sources of town character and pride. It is crucial that the community continue to identify those sites that make their town special. Additionally, these unique landscapes may provide the impetus for expanding Falmouth's heritage tourism market, which would in turn contribute greatly to Falmouth's economy.

The implementation of the recommendations included in this Reconnaissance Report will require a concerted effort amongst preservation groups, conservation groups, The 300 Committee, the Historical Commission, Town government, the Cape Cod Commission, and the MHC. By raising awareness of Falmouth heritage landscapes, various constituencies may work together to ensure the preservation of these sites for future generations of Falmouth residents and visitors.

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"Facts About Oyster Pond." Oyster Pond Environmental Trust Inc. Accessed April 6, 2013. http://www.opet.org/facts.html.

APPENDIX A: FALMOUTH HERITAGE LANDSCAPES

The chart below lists every heritage landscape that was identified by community members at the Heritage Landscape Inventory meeting that was held on February 26, 2013 at the Falmouth Public Library. At this meeting, the Project Team asked attendees to name potential heritage landscapes located in each of the Town's eight villages. Participants were then asked participants to vote for which landscapes are the most important to preserve. As discussed in our report, many suggested sites were immediately eliminated because of existing regulatory or protective measures in place, such as local historic district regulations or conservation or preservation restrictions. The presence of these measures is indicated in the included chart.

The results of this voting are summarized below. The landscapes highlighted in grey were ultimately chosen by the Project Team for inclusion in the Falmouth Reconnaissance Report.

LANDSCAPE NAME	LANDSCAPE TYPE	VOTES RECEIVED	FORMAL PROTECTION IN PLACE?
East Falmouth			
Tony Andrews Farm	Agricultural Land	4	No
Coonamessett River Corridor	Natural	3	Most areas are unprotected
Sea Farms Marsh/ Bourne Pond	Natural	3	Yes
Coonamessett Farm	Agricultural Land	2	No
Site of First Grist Mill	Industrial	2	No
Lower Bog on John Parker Road (Coonamessett)	Agricultural Land (Bog)	1	No
Menhauhant Neighborhood	Residential (Seasonal Community)	1	No
Davisville Cemetery	Burial Ground	1	Yes
Emerald House and Surrounding Farms	Agricultural Land	1	Yes
Barnstable County Fairgrounds	Recreational	0	No
Beagle Club	Recreational	0	Yes
Falmouth Village			
Odd Fellows Hall	Institutional	8	No
The Bus Depot on Depot Avenue	Transportation	8	No
The Heights	Residential (Seasonal Community)	8	No
Spohr Gardens	Open Space	7	No

LANDSCAPE NAME	LANDSCAPE TYPE	VOTES RECEIVED	FORMAL PROTECTION IN PLACE?
Old Stone Wharf, Surf Drive Beach	Commercial/ Open Space	11	No
Nimrod Restaurant	Commercial	5	No
Oyster Pond	Natural	4	No
Mill Road Burial Ground (Falmouth Old Burial Ground)	Burial Ground	4	Yes
Falmouth Heights Ball-park	Recreational	3	No
Kite Park at Falmouth Heights	Recreational	3	No
Memorial Lane	Residential	3	No
Peterson Farm	Agricultural Land	2	No
Old Stone Walls/ The Moors	Other	2	No
The Library Green	Open Space	2	Yes
The Casino	Commercial	2	No
Oak Grove Burial Ground	Burial Ground	1	Yes
Town Green and Congregational Church	Civic/ Institutional	1	Yes
Elf Lincoln House	Residential	1	Unknown
Katherine Lee Bates House	Residential	1	Yes
Academy Hall (Cham-ber of Commerce)	Civic	1	Yes
Beebe Woods and Punch Bowl	Natural	0	Yes
Sider's Pond	Natural	0	No
Historic Highfield Hall and Gardens	Open Space	0	Yes
76 Shore Street Barn	Agricultural Land	0	Unknown
Counting House	Civic	0	Yes
Falmouth Museums on the Green	Institutional	0	Yes
The Bike Path	Recreational	0	Yes
St. Barnabas Church	Institutional	0	Yes

LANDSCAPE NAME	LANDSCAPE TYPE	VOTES RECEIVED	FORMAL PROTECTION IN PLACE?
Shiverick's Pond	Natural	0	No
Entrance to Falmouth Heights	Civic	0	No
Hatchville			
River Bend Silo and Cape Cod Winery	Agricultural Land	6	No
Coonamessett Bogs	Agricultural Land	5	No
East End Meeting House and Cemetery	Institutional/ Burial Ground	2	No
Coonamessett Airport	Transportation	1	No
Coonamessett Pond	Natural	1	Yes
Attamansett		1	Unknown
Coonamessett River Corridor	Open Space	0	Yes
Coonamessett Farm (old one)	Agricultural Land	0	Unknown
Crane Wildlife Preserve	Open Space	0	Yes
North Falmouth			
Wild Harbor General Store	Commercial	4	Yes
Megansett Harbor & Beach	Maritime/ Open Space/ Residential	3	No
Nye Burial Ground	Burial Ground	2	No
North Falmouth Historic District	Residential	2	Yes
Nye Tavern	Commercial	2	No
North Falmouth Railroad Depot Site	Transportation	2	Unknown
North Falmouth Burial Ground	Burial Ground	1	Yes
North Falmouth Congregational Church	Institutional	1	Yes
Old Silver Beach	Residential	1	No
Railroad Bridge on Old Main Road	Transportation	1	Yes
Cedar Lake	Natural	1	Yes
Ben Nyes Lane	Residential	1	Yes

LANDSCAPE NAME	LANDSCAPE TYPE	VOTES RECEIVED	FORMAL PROTECTION IN PLACE?
New Silver Beach Community	Residential (Seasonal Community)	1	No
Bike Path	Recreational	0	Yes
Royal Megansett	Commercial	0	No
North Falmouth Community Center (Old Fire Station)	Civic	0	No
Tea Room	Commercial	0	No
Wild Harbor	Maritime	0	No
Half Tide Rock (Megansett)	Natural	0	No
Cowpaths under Rail-road Line	Agricultural Land	0	No
Teaticket			
Little Pond	Open Space	6	Yes
Trotting Park Fields	Recreational/ Open Space	5	No
School Administration Building	Institutional	4	Yes
Teaticket Town Green	Civic	1	Yes
Teaticket Business District	Commercial	0	No
Joe's Driving Range/ Teaticket Park	Recreational/ Open Space	0	Yes
Waquoit			
Washburn Island	Natural	4	Yes
Childs River Corridor	Natural	3	Yes
Waquoit Village	Residential/ Commer-cial	2	Yes
Cranberry Bogs	Agricultural Land (Bog)	2	No
Moonakiss River/ Quashnet River	Natural	1	No
W. B. N. E. R. R.	Natural	0	Yes
Rod & Gun Club	Recreational	0	Yes
Skeet Club	Recreational	0	No
Red Brook	Natural	0	No
Post Office	Civic	0	No

LANDSCAPE NAME	LANDSCAPE TYPE	VOTES RECEIVED	FORMAL PROTECTION IN PLACE?
West Falmouth			
Indian Mounds & Great Rock	Archaeological	11	Yes
Little Sippewissett Marsh	Natural	7	Yes
Bourne Farm & Crocker Pond	Agricultural Land/ Natural	7	Yes
Great Sippewissett Marsh	Natural	6	Yes
West Falmouth Market	Commercial	2	Yes
Gifford Farm	Agricultural Land	4	Unknown
West Falmouth Harbor, Stone Barns (along 28A) & Spring Cove Stone Deck	Maritime/ Agricultural Land/ Open Space	10	No
West Falmouth District (along 28A)	Residential/ Commercial	2	Yes
Old Quaker Burial Ground	Burial Ground	2	No
Quaker Meeting House and Burial Ground	Institutional/ Burial Ground	2	No
West Falmouth Library	Institutional	1	No
Black Beak		1	Unknown
Chapoquoit Island	Residential (Seasonal Community)	1	No
Cottage Lane	Residential	1	No
Oyster Pond	Natural	1	No
Marshlands	Natural	1	No
Cow paths under Railroad Lines	Agricultural Land	1	No
Chapoquoit Beach	Open Space	0	No
Snug Harbor	Maritime	0	No
Crowell Burial Ground	Burial Ground	0	No
Blacksmith Shop	Commercial	0	No
Dry Goods Store	Commercial	0	No
Wing Pond Cranberry Bog	Agricultural Land (Bog)	0	No

LANDSCAPE NAME	LANDSCAPE TYPE	VOTES RECEIVED	FORMAL PROTECTION IN PLACE?
Blacksmith Shop Road Playground	Recreational	0	No
Bike Path	Recreational	0	Yes
Woods Hole			
The Knob	Natural	8	Yes
Quisset Boatyard	Maritime	3	Yes
Webster Woods	Natural/ Open Space	2	No
Woods Hole Community Hall	Civic	2	Yes
Bradley House	Institutional	2	Yes
Nobska Lighthouse	Maritime Industrial	1	Yes
Eel Pond and Surrounding Buildings	Natural/ Institutional	1	No
Fish Commission/ NOAA on Great Harbor	Institutional	1	Unknown
Penzance Point	Residential (Seasonal Community)	1	No
WCAI Radio Station (NPR)	Institutional	1	Yes
Woods Hole Library	Institutional	1	Yes
Juniper Point	Residential (Seasonal Community)	1	Yes
Challenger House 1	Institutional	1	No
Woods Hole Golf Club	Recreational	0	No
Woods Hole Ballpark	Recreational	0	No
Woods Hole Village Fire Station	Civic	0	No
Coast Guard Station	Military	0	No
Penikese House	Residential	0	No

APPENDIX B: SUMMARY OF GENERAL THREATS AND RECOMMENDATIONS

PRIORITY HERITAGE LANDSCAPE	THREATS	RECOMMENDATIONS
Coonamessett Farm	• Lack of Documentation • Lack of Regulatory and Protective Measures	• Agricultural Preservation Restriction • Town Acquisition if Land Becomes Available
Cranberry Bogs	• Lack of Documentation • Pollution • No Specific Regulatory Mechanisms for Cranberry Bogs Included in Town Planning Documents • Wetland Restoration Projects • Lack of Signage and Interpretation	• Installation of Interpretive Signage • Promotion of Education and Outreach Regarding the Bog's Importance to Falmouth • Expand Town Documents to Include Planning for Working Cranberry Bogs • Prevention of Wetlands Restoration Projects in Working Cranberry Bog Areas
East End Meeting House and Cemetery	• Lack of Regulatory and Protective Measures • Lack of Signage and Interpretation	• Nomination to the National Register of Historic Places • Installation of a Historic Marker
Falmouth Station	• Building Deterioration due to Excessive Moisture • Lack of Regulatory and Protective Measures • Lack of Signage and Interpretation	• Nomination to the National Register of Historic Places • Rehabilitation of Bus Depot Reflecting Historic Features • Installation of Interpretive Signage
Odd Fellows Hall	• Lack of Regulatory and Protective Measures • Neglect • Compromised Structural Integrity • Compromised Integrity from Future Adaptive Reuse Projects • Lack of Signage and Interpretation	• Nomination to the National Register of Historic Places • Rehabilitation of Odd Fellows Hall to Reflect Historic Alterations • Allocation of CPC Funds to help rehabilitate the building • Installation of Interpretive Signage and Historical Marker

PRIORITY HERITAGE LANDSCAPE	THREATS	RECOMMENDATIONS
Old Stone Wharf, Surf Drive, and Oyster Pond	• Lack of Documentation • Lack of Regulatory and Protective Measures • Erosion • Lack of Public Knowledge and Concern • Lack of Signage and Interpretation at Surf Drive Beach and Oyster Pond	• Survey • Installation of Interpretive Signage • Employment of Ecological Educational Documents and Signage
Peterson Farm	• Lack of Documentation • Lack of Regulatory and Protective Measures	• Expand Survey • Agricultural Preservation Restriction • Install Interpretive Signage
River Bend Silo and Cape Cod Winery	• Lack of Regulatory and Protective Measures for the Winery	• Agricultural Preservation Restriction • First Right of Refusal Agreement • Installation of Interpretive Signage
Seasonal Communities	• Lack of Documentation • Lack of Regulatory and Protective Measures • Incompatible Modern Construction • Lack of Interpretation and Signage • Vandalism	• Expand Documentation • Nominate Individual Structures to the National Register • Establish Neighborhood Conservation Districts • Installation of Signage at Entrances and Harbors
Spohr Gardens	• Lack of Documentation and Evaluation • Lack of Regulatory and Protective Measures • Lack of General Site Interpretation	• Survey • Nomination to the National Register of Historic Places • Conservation Restriction • First Right of Refusal Agreement • Installation of a Historic Marker
Tony Andrews Farm	• Lack of Regulatory and Protective Measures	• Agricultural Preservation Restriction • Town Acquisition if Land Becomes Available
Trotting Park	• Lack of Documentation • Lack of Signage and Interpretation	• Survey • Installation of Historic Marker

PRIORITY HERITAGE LANDSCAPE	THREATS	RECOMMENDATIONS
Webster Woods	• Lack of Regulatory and Protective Measures	• Conservation Restriction
West Falmouth Harbor	• Nitrogen	• Installation of a Permeable Reactive Barrier • Installation of Historic Marker