AGENDA FOR THE MEETING OF THE
SELECT BOARD
JANUARY 15, 2020 - 6:00 PM
PUBLIC SAFETY FACILITY COMMUNITY ROOM
4 FAIRGROUNDS ROAD
NANTUCKET, MASSACHUSETTS

I. CALL TO ORDER

II. SELECT BOARD ACCEPTANCE OF AGENDA

III. ANNOUNCEMENTS
1. The Select Board Meeting is Being Audio/Video Recorded.

2. Town Offices will be Closed Monday, January 20, 2020 in Observance of Martin Luther King, Jr. Day.

IV. PUBLIC COMMENT*

V. NEW BUSINESS*

VI. APPROVAL OF MINUTES AND WARRANTS
1. Approval of Minutes of August 21, 2019 at 6:00 PM.


VII. CONSENT ITEMS
1. Gift Acceptance: Fire Department; Department of Public Works (Cemetery Commission).

VIII. PUBLIC HEARINGS
1. Public Hearing for National Grid and Verizon to Present Details of its Planned Upgrades to Existing Overhead Distribution Facilities between Candle Street and Milestone Road (L8 Distribution Reliability Project).
IX. SELECT BOARD'S REPORTS/COMMENT
1. Harbor Place Update.
3. Committee Reports.

X. TOWN MANAGER'S REPORT
1. Stormwater Projects Update.
2. Review of FY 2021 Capital Project Funding Recommendations.

XI. PUBLIC HEARINGS II
1. Public Hearing to Consider the Appeal of Lydia Denney Palmer LLC of Historic District Commission Approval of Certificate of Appropriateness No. 72738 for an Addition, Regarding Property Located at 112 Wauwinet Road, Map 11, Parcel 20 (Request to Continue to February 5, 2020).

XII. ADJOURNMENT

*Identified on Agenda Protocol Sheet
Select Board Agenda Protocol:

- **Roberts Rules**: The Select Board follows Roberts Rules of Order to govern its meetings as per the Town Code and Charter.

- **Public Comment**: For bringing matters of public interest to the attention of the Board. The Board welcomes concise statements on matters that are within the purview of the Select Board. At the Board’s discretion, matters raised under Public Comment may be directed to Town Administration or may be placed on a future agenda, allowing all viewpoints to be represented before the Board takes action. Except in emergencies, the Board will not normally take any other action on Public Comment. Any personal remarks or interrogation or any matter that appears on the regular agenda are not appropriate for Public Comment.

  Public Comment is not to be used to present charges or complaints against any specifically named individual, public or private; instead, all such charges or complaints should be presented in writing to the Town Manager who can then give notice and an opportunity to be heard to the named individual as per MGL Ch. 39, s 23B.

- **New Business**: For topics not reasonably anticipated 48 hours in advance of the meeting.

- **Public Participation**: The Board welcomes valuable input from the public at appropriate times during the meeting with recognition by the Chair. For appropriate agenda items, the Chair will introduce the item and take public input. Individual Board Members may have questions on the clarity of information presented. The Board will hear any staff input and then deliberate on a course of action.

- **Select Board Report and Comment**: Individual Board Members may have matters to bring to the attention of the Board. If the matter contemplates action by the Board, Board Members will consult with the Chair and/or Town Manager in advance and provide any needed information by the Thursday before the meeting. Otherwise, except in emergencies, the Board will not normally take action on Select Board Comment.
### Agenda Item Summary

**Staff**  
DPW Director Rob McNeil

**Subject**  
Noise Bylaw Waiver Request (Night Work - Emergency Drain Pipe Installation)

**Executive Summary**  
Stormwater infrastructure is failing along the primary truck route at the Washington/Francis streets intersection causing unsafe icing conditions. DPW and Sewer, along with our contractors, need the flexibility to work at night to perform this work and keep the truck route active during the day. This work needs to be scheduled during low tide to minimize the influence of high groundwater levels.

**Staff Recommendation**  
Approve a waiver from the Town Noise Bylaw to allow this work to proceed as needed

**Background/Discussion**  
See above

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<th>Impact: Environmental ☐</th>
<th>Fiscal ☐</th>
<th>Community ☐</th>
<th>Other ☐</th>
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<td>Public safety</td>
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**Board/Commission Recommendation**  
N/A

**Public Outreach**  
Outreach to truckers and public will occur as work progresses

**Connection to Existing Applicable Plan (i.e., Strategic Plan, Master Plan, etc.)**  
N/A

**Attachments**  
Intersection Existing Conditions Survey Plan
EXISTING CONDITIONS PLAN OF LAND
WASHINGTON ST. AT FRANCIS ST.
IN THE TOWN OF
NANTUCKET, MA

LEGEND

SOUTH BEACH
NANTUCKET

SURVEY LIMIT

PLANNING

ENGINEERING

CONSTRUCTION

DRAFT
CONSENT AGENDA ITEMS FOR 1/15/2020 SELECT BOARD MEETING

1. Gift Acceptances
Recommend the acceptance of the following gifts to Town agencies:

- Fire Department:
  - Gift of $1,000 from The Barry S. Sternlicht Foundation to be used for fire and emergency training

- Department of Public Works:
  - Gift of $500 from the Family of Donald M. Stewart for the Cemetery Commission’s future planning and improvements for Town-owned cemeteries

Recommended Motion: To accept all gifts for their designated purposes, with thanks to the donors.

Town Administration will ensure that letters of thanks are sent.
December 30, 2019

Ms. Elizabeth Gibson, Town Manager
16 Broad St.
Nantucket, Massachusetts 02554

Dear Ms. Gibson:

The Sternlicht Family Foundation has made a generous donation of $1,000.00 to the Nantucket Fire Department.

The funding is for fire and emergency medical training. We ask that the Board of Selectman accept the donation for the fire department.

Please let us know if you have any questions or need any further information.

Thank you,

[Signature]

Stephen Murphy, Chief

SM/
Enclosure

CC:
December 17, 2019

Stephen A. Murphy, Fire Chief
Nantucket Fire Department
131 Pleasant St.
Nantucket, MA 02554

Dear Fire Chief Murphy:

The Barry S. Sternlicht Foundation is pleased to enclose a check in the amount of $1,000 as an unrestricted grant to Nantucket Fire Department. This grant is subject to the terms set forth in the attached Grant Terms and Conditions and, by cashing the grant check, you are indicating that you agree to its terms.

Please send any receipts, grant confirmations or other correspondence regarding this contribution, to the fax number or mailing address specified below.

The Barry S. Sternlicht Foundation wishes you and your organization every success in your important work. If you have any questions concerning this grant agreement, please contact Foundation Source, the administrator for The Barry S. Sternlicht Foundation, at 1-800-839-1821.

Sincerely,

Foundation Source
Administrator, The Barry S. Sternlicht Foundation

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<tr>
<th>Address for expressions of your organization’s appreciation of this grant</th>
<th>Fax number for grant receipts and confirmations</th>
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<tr>
<td>Barry Sternlicht &lt;br&gt;c/o The Barry S. Sternlicht Foundation &lt;br&gt;591 W. Putnam Avenue &lt;br&gt;Greenwich, CT 06830</td>
<td>Fax: (203) 549-0835</td>
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THE BARRY S. STERNLICHT FOUNDATION
GRANT TERMS AND CONDITIONS

Grant Amount: $1,000.00

Grant Recipient: Nantucket Fire Department (the "Grantee")

a. Tax-Exempt Status of the Grantee: The Grantee is an exempt governmental unit treated as a public organization under Internal Revenue Code Section 509(a)(1).

b. Grant Purpose and Expenditure of Funds: This is an unrestricted grant to the Grantee. The Grantee will utilize the grant funds only for educational, scientific, literary, religious or other charitable purposes. This grant is not earmarked to support or carry on any voter registration drive, or to influence legislation or the outcome of any election. Thus, any use of grant funds by the Grantee for such activities constitutes a decision of the Grantee that is wholly independent of the Foundation. The rules governing private foundations require that the Grantee not use any of the grant funds to satisfy a charitable pledge or obligation of any person or organization other than the Foundation, or to provide any tangible economic benefit to any Foundation manager or substantial contributor or their respective family members.

c. Return of Grant Funds: The Grantee agrees to return any grant funds not expended for the purposes described above to the Foundation, c/o Foundation Source at 55 Walls Drive, Suite 302, Fairfield, CT 06824-5163. The rules governing private foundations also require the Grantee to return the enclosed grant if the Grantee is no longer recognized by the Internal Revenue Service as having the above described tax-exempt status.

d. Foundation Connection: If the Foundation, its officers, directors, trustees, substantial contributors, and the family members of the foregoing individuals, acting separately or together, "controls" the Grantee, additional terms may apply. Here, the term "control" means the ability to require the Grantee to make or refrain from making an expenditure, or to perform (or prevent it from performing) any act which significantly affects its operations. While it is our understanding that the Grantee is not so controlled, if the Grantee believes otherwise, the Grantee agrees to notify the Foundation immediately and refrain from expending the grant funds until mutually agreed upon terms are reached. Any notification required under this paragraph shall be sent to the Foundation c/o Foundation Source at the above address.

c. Other Terms: These Grant Terms and Conditions encompass the entire agreement between the Foundation and the Grantee, and supersede all previous understandings and agreements between the Foundation and the Grantee, whether oral or written. This grant is subject to these Grant Terms and Conditions; by cashing the grant check the Grantee indicates its agreement to these terms. The term "Foundation" means the foundation making this grant.
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<td>NANTUCKET FIRE DEPARTMENT</td>
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The Barry S. Sternlicht Foundation
Foundation Source, Administrator
501 Silverside Road, Suite 123,
Wilmington, DE 19809
(800) 839-1754

PAY *************** One Thousand Dollars And 00 Cents ***************

86154
12/18/2019

$1,000.00

To The: NANTUCKET FIRE DEPARTMENT
Order Of: Attn: Stephen A. Murphy, Fire Chief
131 PLEASANT ST
NANTUCKET, MA 02554

Memo:
January 9, 2020

Town of Nantucket
Select Board
16 Broad Street
Nantucket, MA 02554

RE: Cemetery Commission Gift – Family of Donald M. Stewart

Dear Members of the Board,

As a token of appreciation to the Cemetery Commission, the family of Donald M. Stewart (58 Prospect Street) has gifted Five Hundred ($500) Dollars, for the care and thoughtful work of the Cemetery Commission.

Please accept this generous gift to be used toward the Cemetery Commission’s future planning and improvements for Town-owned cemeteries.

Sincerely,

[Signature]

Robert D. McNeil, III
Director

CC: Cemetery Commission
Cemetery Commissioners
Towns of Nantucket

Please accept this contribution toward the camp at Thimble-Fire works of the Cemetery Commissioners from the family of Donald M. Stewart, 38 Prospect Street.

Special appreciation to Community members from Scott Allen.

[Signature]

12/10/19
January 8, 2020

By Email (EMooney@nantucket-ma.gov)

Erika D. Mooney
Operations Administrator
Town of Nantucket
16 Broad Street
Nantucket, MA  02554

Re: National Grid L8 Distribution Reliability Project

Dear Ms. Mooney:

As you know, Nantucket Electric Company d/b/a National Grid (“National Grid”) and Verizon New England Inc. (“Verizon”) will be appearing at the January 15, 2020 Select Board public hearing to present details of National Grid’s planned upgrades to its existing overhead distribution facilities between Candle Street and Milestone Road, also known as the L8 Distribution Reliability Project (“Project”). As discussed, information about the Project and materials submitted in connection with the hearing are included below.

National Grid and Verizon maintain existing overhead distribution facilities along the Project route for which various orders for grants of location were obtained in the 1930’s and 1940’s. The Project involves modest upgrades to these existing facilities consisting of targeted pole replacements and wire upgrades. Specifically, the Project involves the installation of a 13.2 kV distribution line or “feeder” which requires the replacement of approximately 38 of the existing 79 poles along the proposed 1.5 mile route. The poles will be replaced in kind and in the same location as existing (i.e., the new poles will be installed in the same holes currently in use). Of the 38 pole replacements, 29 are expected to increase in height by approximately 5 feet to satisfy safety clearance requirements and will be a couple of inches thicker. Specific wires along the route will either be replaced or bundled together, reducing the number of electrical wires in many locations. The Project upgrades are needed to improve system reliability and the potential for outages on other feeders, which serve critical facilities. National Grid and Verizon expect to start construction as soon as possible this month in order to complete construction before the summer peak load when demand on Island is at its highest.

In connection with the Project and January 15th public hearing, National Grid and Verizon submit the following materials to further inform and aid the Select Board and the public regarding the details of the Project:


Marisa L. Pizzi
Senior Counsel
2. GIS design for the Project consisting of 10 sheets; and
3. National Grid and Verizon proof of insurance evidencing worker’s compensation and
general liability coverages.

In addition, as requested, National Grid and Verizon provide the following list of
contractors and/or subcontractors authorized to work on the Project, along with contact
information:

**National Grid Construction Contractor for Cable Pulling:**

Eric Williams  
Construction Manager  
Asplundh Construction, LLC  
60 Industrial Park Rd. West - Suite 1  
Tolland, CT 06084  
Cell – (603) 867-6872  
Ewilliams15@asplundh.com

**National Grid Contacts for Local Construction Crews:**

Steven Holdgate  
Nantucket Operations  
508-916-1578

Brendan O’Neil  
Nantucket Operations  
508-313-6605

**Verizon Contacts for Local Construction Crews:**

Matt Kirrane  
Engineer  
(778) 504-0845

Robert Connors  
Construction/Operations Foreman  
(508) 728-4113
National Grid and Verizon look forward to presenting at the January 15\textsuperscript{th} public hearing. If you should have any questions, please do not hesitate to contact me.

Sincerely,

Marisa L. Pizzi

cc: Matthew G. Feher, Esq. (Via Email)
    Timothy A. Vogel, Esq. (Via Email)
L8 Distribution Reliability Project - Upgrades to Existing Overhead Distribution Facilities

Presented to Select Board - Nantucket, MA
January 15, 2020
Introductions

National Grid Team

Joe Cardinal, Community & Customer Management
Marisa Pizzi, Senior Counsel – NE Siting & Permitting
Adam Wilding, Project Management
Joe Henry, Distribution Planning
Fabio Santos, Distribution Design
Danielle Aretz, Stakeholder Management
Steve Holdgate, Nantucket Operations
Brendan O’Neil, Nantucket Operations
## Agenda

| 01 | History of L8 Planning |
| 02 | Existing Overhead Route & Facilities |
| 03 | Project Description & Need |
| 04 | Demand Growth |
| 05 | Construction Elements |
| 06 | Traffic Management |
| 07 | Timeline |
| 08 | Outreach |
History of L8 Planning

1st meeting with Town re: L8 plans

Presentation #1 to Select Board re: IslandReady (incl. L8)

4th meeting with Town re: L8 plans

5th meeting with Town re: L8 plans

2nd meeting with Town re: L8 plans

3rd meeting with Town re: L8 plans

Public information session re: L8

Select Board presentation #3 re: L8

Select Board presentation #2 re: L8
Existing Overhead Route & Facilities

National Grid and Verizon maintain existing overhead distribution facilities along an approximately 1.5 mile route between Candle Street and Milestone Road pursuant to grants of location issued by the town in the 1930’s and 1940’s.

National Grid and Verizon have maintained, repaired and replaced these poles and wires pursuant to these grants of location for several decades.
Project Description and Need

Scope

Limited replacement and upgrade of existing facilities between Candle Street and Milestone Road

- Installation of 13.2kV line or “feeder” to Milestone Road (101L8) – involves limited pole replacements and wire upgrades
- Scope is consistent with typical overhead maintenance operations (completed many similar projects on Nantucket in past without any public process)
- Anticipated cost: ~ $3 million (socialized among MECo ratepayers)

Purpose

Upgrades are needed in the short term to ensure electric reliability for the island:

- Increase capacity for east side of island, improve switching ability
- Utilize full benefit and capacity of Bunker Road battery system and generator
- Reduce potential for outages on other feeders, which serve critical facilities (L2 – sewage treatment; L4 – hospital; L7 – airport)

Nearing summer capacity ratings: the wire could potentially fail and outages would result until repairs are completed

Upgrades via L8 feeder alleviates summer demands on L2, L4, and L7
Demand in 2014 was aberration due to unusually mild summer.
Demand Growth by Feeder (2008-2019)

Feeder Load Growth - East Side of Nantucket

Average 2.8% Growth rate*

Circuit Load (Amps)

Year


101L2 Circuit
101L4 Circuit
101L7 Circuit

101L2 & 101L7 Rating
101L4 Rating
Existing Overhead Route – Select Pole Replacements

Poles

There are 79 existing poles over 1.5-mile route

- Keeping 41 existing poles
- Replacing 38 poles (same locations as existing)
  - 9 will remain the same height
  - 29 will be slightly taller to meet clearances/standards:

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<tr>
<th>Existing</th>
<th>Replacement</th>
<th>Quantity</th>
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Example of Replacement Pole

Limited pole replacements required to meet standards and clearances

- Replacement poles are needed to meet current federal electrical standards, and to provide necessary safety clearances
- Replacement poles provide greater durability and reliability (less susceptible to damage, particularly from wind)
- Exploring process for faster removal of old poles (limit duration of “double poles”)

During construction - Moving primary wires away from rooftops with outrigged cross arms. Pole height increase of 5 feet. Liberty St @ Gardner St.
Existing Overhead Route – Wire Upgrades

Minimal visual impact, upgrades to existing infrastructure

- **Aerial cable upgrades:**
  - Replaces three vertically-oriented wires (slightly thicker, singular wire)

- **Other wire upgrades:**
  - Top three horizontally-oriented wires are replaced with upgraded versions
  - Lower three vertically-oriented wires converted to one triplex wire (bundled, appears as one wire)
  - Number of electrical wires will be reduced in many locations
Example of Wire Changes

Existing

Three, vertical wires in secondary

Planned (example)

Single, slightly thicker wire in aerial cable
Traffic Management

Traffic Management Plan

Intended to limit impact during construction

Developed in collaboration with Nantucket officials (town, police, fire)

Potential conditions include:

• Maintain one lane of travel (alternating traffic) on two-lane roads
• Temporary closures on narrow roads (e.g. East Dover, Back Street, Weymouth Street @ Union Street)

Police detail likely at all times (exact plans TBD in collaboration with NPD)
Proposed Timeline

February 2020 through Fall 2020

Installation to be complete by end of June (L8 in service end of June); construction closeout* work to take place through summer and fall.

*Closeout work includes transfer of other utilities to new poles, removal of old poles

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Proposed Timeline

February 2020 through Fall 2020

Installation to be complete by end of June (L8 in service end of June); construction closeout* work to take place through summer and fall.

*Closeout work includes transfer of other utilities to new poles, removal of old poles
Outreach

IslandReady: Comprehensive Communications Plan for All Nantucket Projects

• Proactive outreach to project abutters and town officials re: project updates
• Door-to-door outreach, one-on-one meetings
• Public Information Sessions
• Maintain regular channels of communication (web, email, phone, Twitter)
• Provide project updates via Inquirer and Mirror (editorial + paid ads)
• Participate in Nantucket events (e.g. Nantucket Island Fair)
Connect With Us

info@IslandReadyNantucket.com

508-257-5135 or 888-713-8448

IslandReadyNantucket.com

@IslandReadyMA
Pole Locations (GIS)

- P.1 Commercial st: Feeder riser pole - Remove 40c3 anchor and guy, Install 45c1 - anchor and guy, Adjust base to meet ADA.
- P.6 Washington st: Stub Pole support for P.5 - Remove 40c2 anchor and guy, Install 40c2 - anchor and guy.
- P.7 Washington st: Remove 40c3, Install 45c1.
- P.8 Washington st: Remove 40c3, Install 45c1.
Pole Locations (GIS)
Pole Locations (GIS)
Pole Locations (GIS)

- P.4 Back st
  - Remove: 40c3
  - Install: 45c1 - 2 anchors and 2 guys
cable transition aerial to crossarm

- P.5 Back st
  - Install: anchor and guy on existing pole

- P.30 Orange st
  - Remove: 40c1
  - Install: 45c1 - guy

- P.31 Orange st
  - Install: anchor and guy on existing pole
Pole Locations (GIS)

P.23 Pleasant st
Remove- 40c4
Install- 45c1

P.24 Pleasant st
Remove- 40c4 - 2 anchors and 2 guys
Install- 45c1

P.1 Back st stub pole
Remove- 35c5 - anchor and guy
Install- 40c2 - anchor and guy

P.2 Back st
Remove- 40c4 - anchor and guy
Install- 45c1

P.3 Back st
Remove- 40c3
Install- 45H1

Pleasant st - from P.20 to Sparks Ave
Remove primary cables 3/2 Cu on cross arm
Install 3/4/0 Cu on double cross arm
Pole Locations (GIS)
Pole Locations (GIS)

P.3 Sparks Ave: transition back to aerial cable to cross to Milestone Rd and also replace top cross arm conductors with 3-4/0cu

P.4 Sparks Ave: Remove- 40c3 - 2 guys
Install- 45c1 - 2 guys

P.3 Sparks Ave: Remove- 40c3
Install- 45c1
Pole Locations (GIS)
Pole Locations (GIS)

- P.63 Milestone Rd - Ngrid set
  - Remove: 40c3
  - Install: 45c1

- P.64 Milestone Rd
  - Remove: 45c3
  - Install: 50H1 - anchor and guy for new L/B switch, recloser and riser
Pole Locations (GIS)

P.91 Milestone Rd
Remove 40c3 - anchor and guy
Install 45H1 - anchor and guy
for new recloser and L/B switch
P.1 Commercial st - Feeder riser pole
Remove- 40c3 anchor and guy
Install- 45c1 - anchor and guy
Adjust base to meet ADA

P.0-6 Washington st - Stub Pole support for P.5
Remove- 40c2 anchor and guy
Install-40c2 - anchor and guy

P.7 Washington st
Remove- 40c3
Install- 45c1

P.8 Washington st
Remove- 40c3
Install- 45c1

P.9 Washington st
Remove- 40c3
Install- 45c1
P.11 Washington st
Remove- 40c4
Install- 45c1

P.12 Washington st
Remove- 40c3
Install- 45c1

P.13 Washington st
Remove- 40c4
Install- 45c1

P.14 Washington st
Remove- 40c4
Install- 45c1

P.15 Washington st
Remove- 40c4
Install- 45c1

P.16 Washington st
Remove- 45c4 - guy
Install- 45c1 - guy
adjust base to meet ADA
P.19 Union st
Remove- 45c4 - guy
Install- 45c1 - guy
adjust base and outrig to meet ADA

P.1 Francis st
Remove- 40c4 - anchor and guy
Install- 45c1 - anchor and guy

P.20 Union st
Remove- 45c3 - anchor and guy
Install- 45c1 - anchor and guy

P.1 E Dover st
Remove- 40c4
Install- 45c1

P.22 Orange st
Remove- 40c3
Install- 45c1 - anchor and guy

P.22 Union st
Remove- 40c4 - anchor and guy
Install- 45c1 - anchor and guy
Adjust base to meet ADA

P.23 Orange st
Remove- 40c4
Install- 40c1

P.5 W Dover st
Remove- 40c4
Install- 40c1 - anchor and guy
P.30 Orange st
Remove- 40c1
Install- 45c1 - guy

P.5 Back st
Install- anchor and guy on existing pole

P.4 Back st
Remove- 40c3
Install- 45c1 - 2 anchors and 2 guys cable transition aerial to crossarm

P.31 Orange st
Install- anchor and guy on existing pole
Pleasant St - from P.20 to Sparks Ave
Remove primary cables 3/2 Cu on cross arm
Install 3-4/0 Cu on double cross arm

P.2 Back st
Remove- 40c4 - anchor and guy
Install- 45c1

P.23 Pleasant st
Remove- 40c4
Install- 45c1

P.24 Pleasant st
Remove- 40c4 - 2 anchors and 2 guys
Install- 45c1

P.1-84 Back st  stub pole
Remove- 35c5 - anchor and guy
Install- 40c2 - anchor and guy

P.3 Back st
Remove- 40c3
Install- 45H1

P.1 Back st
Remove- 40c4
Install- 45c1
P.3 Sparks Ave - transition back to aerial cable to cross to Milestone Rd- and also replace top cross arm conductors with 3-4/0cu

P.4 Sparks Ave
Remove- 40c3 - 2 guys
Install- 45c1 - 2 guys

P.3 Sparks Ave
Remove- 40c3
Install- 45c1
P.5 Old South Rd
Remove 40c4 - guy
Install 45c1 - guy
for new feeder tie L/B switch
P.63 Milestone Rd - Ngrid set
Remove- 40c3
Install- 45c1

P.64 Milestone Rd
Remove- 45c3
Install- 50H1 - anchor and guy
for new L/B switch, recloser and riser
P.91 Milestone Rd
Remove- 40c3 - anchor and guy
Install- 45H1 - anchor and guy
for new recloser and L/B switch
ALTERNATIVE DUCTLINE ALIGNMENTS

ASSESSMENT

National Grid Distribution Reliability on 101L8
Nantucket, MA

January 2020
EXECUTIVE SUMMARY

Electric service to Nantucket Island is provided, operated, and maintained by National Grid via seven main electricity feeders. In response to increasing electricity demands and summer surges, National Grid is proposing to install a new 13.2kV feeder from the Candle Street Substation to Milestone Road (101L8). The new L8 “express” feeder would increase electric capacity for the east side of the island, improve switching ability, and reduce the potential for outages on other feeders.

Over the last two years, National Grid has explored multiple construction methods for installing the new L8 feeder including overhead wiring, ductline construction and horizontal directional drilling. This report focuses solely on assessing alternative ductline alignments in terms of implementation feasibility, impact to the Town's existing utilities and infrastructure, and cost implications. Ductline alignments assessed under this study include National Grid's originally proposed Ductline Alignment, the Planning Board's Proposed Ductline Alignment, and three alternative ductline alignments prepared by Environmental Partners (EP) for potential consideration.

While each of the five studied alternatives present a viable solution to providing additional capacity to the eastern portion of the island, significant constructability challenges are expected for each route. While varying in severity, construction of the L8 feeder ductline along any of the five assessed routes will inevitably involve construction within environmentally sensitive areas, flood zones, residential areas, and commercial areas and will likely require substantial replacement and repairs of the Town's existing utilities and infrastructure. Planning-level cost estimates for the ductline construction, including costs for utility replacement and infrastructure restoration, ranged from $22.3 Million to $24.2 Million. For all five studied routes, the total cost per linear foot of ductline ranged slightly from $2,494.05 to $2,660.52.

Limitations of constructing the ductline include the fact that the L8 feeder will supplement, rather than replace existing electric infrastructure along its route. Additionally, all five ductline alignments include proposed construction within areas that will be subject to climate change and sea-level rise in coming years. Perhaps the most significant limitation of the ductline construction is its implementation time. National Grid estimates that an underground ductline construction would likely not be finished until the summer of 2021 if construction were to begin today. In comparison, if the L8 feeder were to be installed via overhead wiring, it could potentially be serviceable before summer surges begin this year. As this summer's surges are expected to exceed the system's' rated capacity by 108%, time is of the essence and construction of the new feeder is vital to preventing service outages and emergency repairs. While all five ductline alternatives are feasible solutions to providing increased capacity, we recommend the Town consider the more expeditious overhead wiring option presented by National Grid on October 23, 2018. Furthermore, we note the possibility of approving the implementation of the overhead wiring option at present, with a condition of approval that the feeder could be relocated underground at a later date to be determined by the Town.
Click here for full report from Environmental Partners
National Grid Distribution Reliability on 101L8

Nantucket, MA

ZIAD F. KARY, P.E.
Agenda:

Project Background
Peer Reviews
Alternative Ductline Alignments Assessments
Discussion and Limitations
Conclusions and Recommendations
Future Planning
Project Description and Need

- **Scope**
  - Install a new 13.2 kV feeder to Milestone Road (101L8)

- **Purpose**
  - Utilize the full benefit and capability of Bunker Road battery and generator
  - Increase capacity for east side of Nantucket Island, improve switching ability, reduce the potential for outages on the existing L2, L4, and L7, which serve critical facilities

- **Alternatives Proposed by National Grid**
  - 1 – Conventional Underground
  - 2 – Deep Underground
  - 3 – Overhead
  - 4 – Horizontal Directional Drilling
Environmental Partners Involvement

August 23, 2017
NGRID Submits Ductline Plan Set to the Town

October 23, 2018
NGRID Presents PowerPoint on Overhead Wire Option to the Town

November 2, 2018
EP Submits NGRID Ductline Installation Peer Review to the Town

January 25, 2019
EP Site Walkthrough

March 11, 2019
EP Submits NGRID Overhead Wire Peer Review to the Town

July 16, 2019
Internal Town Meeting

July 24, 2019
EP and NGRID Present to Select Board

August 12, 2019
Issuance of Planning Board’s Review Letter

June 26, 2019
Public Info Session

July 16, 2019
Internal Town Meeting

August 12, 2019
Issuance of Planning Board’s Review Letter

December 9, 2019
EP Submits Planning Board Alignment Peer Review to the Town
Peer Reviews
Peer Review #1

- Focused on: National Grid's Proposed Ductline
  - Constructability
  - Potential impacts to Town utilities and infrastructure
  - Conceptual Cost Estimate
  - No access to Town GIS database during Peer Review
Peer Review #2

- Focused on: National Grid’s Proposed Overhead Wire
  - Recommendations for individual utility pole locations
    - ADA compliance
    - License requirements
    - Air rights
  - Potential impacts to Town utilities and infrastructure
  - Conceptual Cost Estimate
  - No access to Town GIS database during Peer Review
Peer Review #3

- Focused on: Planning Board’s Proposed Ductline
  - Advantages/Disadvantages of Alignment
  - Comparison to National Grid’s Proposed Ductline Alignment
  - Potential impacts to Town utilities and infrastructure
  - Conceptual Cost Estimate
Alternative Ductline Alignments Assessment
Assessment Objectives

• Five Studied Alternative Ductline Alignments
  • 1 – National Grid Proposed Ductline Alignment
  • 2 – Planning Board Proposed Ductline Alignment
  • 3 – EP Proposed Ductline Alignment – Option 1
  • 4 – EP Proposed Ductline Alignment – Option 2
  • 5 – EP Proposed Ductline Alignment – Option 3

• For each Studied Alignment:
  • Alignment Route
  • Implementation Feasibility
  • Impacted Utilities and Infrastructure
  • Planning-Level Cost Estimate
Alternative Ductline Alignment Routes
### Comparative Implementation Feasibility

<table>
<thead>
<tr>
<th>Alignment</th>
<th>Length (ft)</th>
<th>Environmental Disruption (ft)</th>
<th>Utilization of Town Property (ft)</th>
<th>Vital Areas (#)</th>
<th>Flood Zones (ft)</th>
<th>Residential Areas (ft)</th>
<th>Narrow Roadways (ft)</th>
<th>Commercial Areas (ft)</th>
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<tbody>
<tr>
<td>NGRID</td>
<td>8,409</td>
<td>362</td>
<td>1,787</td>
<td>1</td>
<td>1,350</td>
<td>4,470</td>
<td>587</td>
<td>2,425</td>
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<tr>
<td>Planning Board</td>
<td>8,993</td>
<td>93</td>
<td>3,610</td>
<td>3</td>
<td>1,485</td>
<td>5,916</td>
<td>985</td>
<td>1,544</td>
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<tr>
<td>Option 1</td>
<td>9,476</td>
<td>93</td>
<td>3,428</td>
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<td>1,350</td>
<td>6,418</td>
<td>587</td>
<td>1,544</td>
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<tr>
<td>Option 2</td>
<td>9,334</td>
<td>2,097</td>
<td>4,114</td>
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<td>2,910</td>
<td>5,860</td>
<td>0</td>
<td>1,928</td>
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<tr>
<td>Option 3</td>
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<td>362</td>
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<td>1</td>
<td>1,485</td>
<td>4,249</td>
<td>985</td>
<td>2,425</td>
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</table>

Least Optimal Alternative: Red
Most Optimal Alternative: Green
## Impacted Utilities and Infrastructure – Example

### General Information

<table>
<thead>
<tr>
<th>Ductline Alignment:</th>
<th>National Grid Proposed Ductline</th>
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<tbody>
<tr>
<td>Street Name:</td>
<td>Coffin Street</td>
</tr>
<tr>
<td>Length of Ductline on Street (ft):</td>
<td>39</td>
</tr>
<tr>
<td>Width of Ductline Trench on Street (ft):</td>
<td>5</td>
</tr>
<tr>
<td>Width of Street (ft):</td>
<td>25</td>
</tr>
<tr>
<td>Street Surveyed by NGRID?:</td>
<td>Yes</td>
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</table>

### Optimal Location Recommendation

**Horizontal:**
Keep as proposed by National Grid in 8/23/2017 Plan Set.

**Vertical:**
Recommend going underneath all existing utilities on Coffin Street to avoid conflict with drain, electric ducts, water main, and gravity sewer main.

**Recommended Depth of Cover (ft):**
6.5

### Restoration of Town Infrastructure

<table>
<thead>
<tr>
<th>Infrastructure</th>
<th>Size (in)</th>
<th>Material</th>
<th>Cover Depth (ft)</th>
<th>Surveyed? (Y/N)</th>
<th>Likelihood of Damage (%)</th>
<th>Unit</th>
<th>Replacement</th>
<th>Notes</th>
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<tbody>
<tr>
<td>Temp. Trench Pavement</td>
<td>2</td>
<td>Asphalt</td>
<td>N/A</td>
<td>Y</td>
<td>100</td>
<td>ton</td>
<td>2.5</td>
<td>39'L x 5'W x 2'D</td>
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<tr>
<td>Permanent Pavement</td>
<td>5.5</td>
<td>Asphalt</td>
<td>N/A</td>
<td>Y</td>
<td>100</td>
<td>ton</td>
<td>58</td>
<td>4-Way Intersection Restoration</td>
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<tr>
<td>Brick Sidewalk</td>
<td>N/A</td>
<td>Brick</td>
<td>N/A</td>
<td>Y</td>
<td>100</td>
<td>sf</td>
<td>50</td>
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<tr>
<td>Granite Curb</td>
<td>N/A</td>
<td>Granite</td>
<td>N/A</td>
<td>Y</td>
<td>100</td>
<td>lf</td>
<td>20</td>
<td></td>
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<tr>
<td>Road Marking</td>
<td>N/A</td>
<td>Paint</td>
<td>N/A</td>
<td>Y</td>
<td>100</td>
<td>lf</td>
<td>20</td>
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### Repairs/Replacement of Town Utilities

<table>
<thead>
<tr>
<th>Utility Crossing</th>
<th>Size (in)</th>
<th>Material</th>
<th>Cover Depth (ft)</th>
<th>Surveyed? (Y/N)</th>
<th>Likelihood of Damage (%)</th>
<th>Unit</th>
<th>Replacement</th>
<th>Notes</th>
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<tr>
<td>Drain</td>
<td>10</td>
<td>CMP</td>
<td>2.5</td>
<td>Y</td>
<td>50</td>
<td>If</td>
<td>10</td>
<td>Repair Above Ductline</td>
</tr>
<tr>
<td>Electric</td>
<td>UNK UNK</td>
<td>UNK</td>
<td>2</td>
<td>Y</td>
<td>50</td>
<td>ea</td>
<td>1</td>
<td>Repair Above Ductline</td>
</tr>
<tr>
<td>Electric</td>
<td>UNK UNK</td>
<td>UNK</td>
<td>2</td>
<td>Y</td>
<td>50</td>
<td>ea</td>
<td>1</td>
<td>Repair Above Ductline</td>
</tr>
<tr>
<td>Water Main</td>
<td>6</td>
<td>Transite</td>
<td>4.5</td>
<td>Y</td>
<td>50</td>
<td>If</td>
<td>10</td>
<td>Repair Above Ductline</td>
</tr>
<tr>
<td>Electric</td>
<td>UNK UNK</td>
<td>UNK</td>
<td>2</td>
<td>Y</td>
<td>50</td>
<td>ea</td>
<td>1</td>
<td>Repair Above Ductline</td>
</tr>
<tr>
<td>Gravity Sewer Main</td>
<td>8</td>
<td>Clay</td>
<td>5.75</td>
<td>Y</td>
<td>50</td>
<td>If</td>
<td>10</td>
<td>Repair Above Ductline</td>
</tr>
<tr>
<td>Telecom</td>
<td>UNK UNK</td>
<td>UNK</td>
<td>2</td>
<td>Y</td>
<td>50</td>
<td>ea</td>
<td>1</td>
<td>Repair Above Ductline</td>
</tr>
<tr>
<td>Water Main</td>
<td>UNK UNK</td>
<td>UNK</td>
<td>4.5</td>
<td>Y</td>
<td>50</td>
<td>If</td>
<td>10</td>
<td>Repair Above Ductline</td>
</tr>
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</table>
### Comparative Costs

<table>
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<th></th>
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<tbody>
<tr>
<td><strong>Total Cost</strong></td>
<td>$22.4M</td>
<td>$23.1M</td>
<td>$24.2M</td>
<td>$23.3M</td>
<td>$22.3M</td>
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<tr>
<td><strong>Restoration Cost/If of Ductline</strong></td>
<td>$316.84</td>
<td>$256.78</td>
<td>$247.51</td>
<td>$226.33</td>
<td>$294.92</td>
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<tr>
<td><strong>Utility Replacement Cost/If of Ductline</strong></td>
<td>$130.94</td>
<td>$111.67</td>
<td>$118.12</td>
<td>$76.39</td>
<td>$121.57</td>
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<tr>
<td><strong>Total Cost/If of Ductline</strong></td>
<td>$2,660.52</td>
<td>$2,567.94</td>
<td>$2,558.17</td>
<td>$2,494.05</td>
<td>$2,626.20</td>
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</table>

**Least Optimal Alternative**  **Most Optimal Alternative**
Discussion of Limitations
Existing Electric Infrastructure

• New L8 “express” feeder will supplement, rather than replace existing infrastructure

• Replacing existing overhead wires with underground ductlines will involve:
  • 1 Ground-level transformer for every 5-10 houses 1
  • 13-26 transformers along NGRID ductline route. Others required for 3-phase and commercial properties
  • (5’x5’ in size, 10’x10’ easement)
  • Protection by bollards
  • Placed on concrete pad, elevation of 1 foot above flood level
  • Underground electric service/Handhole for each house/building

• Limited locations available for new ground-level infrastructure due to private property limitations

• Mature trees along certain routes
Ground-Level Transformers
Private Property Limitations

Legend

- Dredging
- Parcels
  - Privately Owned
  - County of Nantucket
  - Nantucket Islands Land Bank
  - Town of Nantucket
Implementation Time and Ductline Construction

• Implementation Time
  • 2020 Summer Months – Projected 108% Utilization
  • Unpredictable outages, service disruptions, emergency repairs
  • Ductline Estimated Construction Period: 180 days
  • Overhead Wire Estimated Construction Period: 90 days

• Ductline Construction
  • Greater depth = lower capacity rating
Ductline Construction Challenges

- Narrow Roadways and Right-of-Ways
- Groundwater/Dewatering
- Existing Utilities/Utility Stacking
Ductline Construction Challenges
Climate Resiliency Planning

NOAA Scenario Dependent Sea-Level Rise for Nantucket Island

<table>
<thead>
<tr>
<th>Year</th>
<th>Intermediate Low</th>
<th>Intermediate</th>
<th>Intermediate High</th>
<th>High</th>
<th>Extreme</th>
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<tr>
<td>2040</td>
<td>0.85</td>
<td>1.28</td>
<td>1.77</td>
<td>2.26</td>
<td>2.49</td>
</tr>
<tr>
<td>2060</td>
<td>1.31</td>
<td>2.17</td>
<td>3.05</td>
<td>4.13</td>
<td>4.82</td>
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<td>2080</td>
<td>1.71</td>
<td>3.22</td>
<td>4.66</td>
<td>6.36</td>
<td>7.71</td>
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<tr>
<td>2100</td>
<td>2.03</td>
<td>4.33</td>
<td>6.56</td>
<td>9.25</td>
<td>11.42</td>
</tr>
</tbody>
</table>

Legend
- National Grid Proposed Ductline
- Planning Board Proposed Ductline
- EP Proposed Ductline - Option 1
- EP Proposed Ductline - Option 2
- EP Proposed Ductline - Option 3
- 2-Feet Sea-Level Rise
- 4-Feet Sea-Level Rise
- 6-Feet Sea-Level Rise
- 8-Feet Sea-Level Rise
Conclusions and Recommendations
Conclusions and Recommendations

• Timing
  • Overhead wiring: most expeditious option

• Suggested Conditions of Approval
  1. Overhead now, underground later following studies and proper planning
  2. Submission of a Final Plan Set including topographic survey
     • Determine optimal pole location for compliance with Massachusetts Architectural Access Board regulations (front of sidewalk vs. back of sidewalk)
  3. Retain and pay for Construction Administration and Oversight by a 3rd Party
  4. Obtain all permits and waivers required for construction
  5. Ongoing Coordination with Town and pole users (i.e. Verizon)
  6. Removal of all double-poles
Additional Recommendations

• Staking of property lines prior to construction
• Investigation of Subsurface Conditions (If required)
• Submission of Traffic Management Plan
Future Planning
Future Planning

• Island-Wide Study
  • Locate all 7 existing feeders and conduct alternative alignment assessments and feasibility studies for placing each feeder underground
  • Conduct study for placing part/all secondary overhead service wires on the island within underground ductlines

• Coordinate construction of underground ductlines with construction of Town utilities (i.e. water and sewer)
Thank You
Hi Erika,

As requested, the following are suggested conditions that the Board may wish to consider adding to any approval of the L8 Project.

- Reimbursement of all reasonable costs associated with regulatory review and oversight (including legal and consultant review); insurance; and all public works, electrical, and public safety costs associated with street opening, traffic control, utility and conduit location, and utility permitting, monitoring, and relocation.
- Indemnification of the Town of Nantucket for all costs, damages, and liability associated with property damage or personal injury claims of any sort related to the L8 project.
- A requirement that NGrid shall obtain permits from the Department of Public Works [others?] for all project work related to street openings, network location, safety of proximate structures, street repair and resurfacing, wiring, and connections; and
- A requirement that any unused or vacant conduit capacity be made available for municipal purposes including but not limited to public safety.
- A requirement that all double poles be removed within 90 days.
- Reimbursement of the costs associated with engaging a Town-appointed L8 Project Representative/Consultant and to grant said third party full access to the L8 project
- Full compliance with Massachusetts Architectural Access Board (MAAB) requirements including a minimum 18” setback from the curb for all pole locations comprising the L8 project.
- Submission to the Town of Nantucket of a plan relative to obtaining waivers from MAAB.
- A requirement that NGrid and Verizon fully cooperate with the Town of Nantucket in order to receive any federal and/or state approvals including historic and reimbursement of all reasonable costs related thereto including legal.

As for future underground installations, the Town may include a finding or language to the effect that the particular circumstances justify an overhead installation and the Town expects all subsequent projects be performed underground so that NGrid and the public is put on notice.

John is receiving this with you and he may have additional thoughts.

I am available to discuss further on my cellphone at 781.640.7568. Thanks and I look forward to seeing you tomorrow.

Matt

Matthew G. Feher, Esq.
KP Law, P.C
617.654.1818 (o)
781.640.7568 (m)
Transportation Solutions and an Integrated Waterfront Redevelopment

January 15, 2020
Agenda

1. Site History
2. Existing Conditions
3. What is Harbor Place?
4. Redeveloping a Portion of the Waterfront
5. Harbor Place – A Unique Opportunity
6. Next Steps
Site History
Site History

• This is not a new story

• Discussions have occurred with town officials and site property owners for many years. There have been numerous town studies on addressing Straight Wharf, transportation and public safety challenges, and how to resolve them in a comprehensive master plan.

• The Wilkes Square study is an example of the extensive review of this area by the Town

• A joint committee of town officials and site property owners was formed last year, to discuss options for addressing key issues of transportation and infrastructure

• The decommissioning of the tank farm opens up additional opportunities to address these issues
Existing Conditions
Existing Conditions
Existing Conditions

With recent and dramatic shifts, Straight Wharf has become the transportation center of Nantucket, given both a significant decline in air travel, one that is not expected to reverse, and a sizeable increase in Hyline fast ferry passenger traffic, as well as larger ferries, a surge is expected to continue:

- Roads at Straight Wharf and New Whale are thoroughly congested in season and certain times of year, raising serious public safety concerns and creating gridlock downtown
- Area sidewalks are too narrow, unable to accommodate the flow of pedestrians
- Inadequate queuing for taxis and cars; no bus or convenient shuttle parking
- Inadequate bicycle storage and bicycle routes to and from Straight Wharf/New Whale St. area
- The shift in island transportation underscores the need and potential for a year-round, town-owned-and-operated transportation center coupled with street and sidewalk improvements in the waterfront area to address these critical public safety and traffic issues
What is Harbor Place?
What is Harbor Place?

Harbor Place is a once in a generation waterfront revitalization of a mixed-use development, allowing for a blend of residential, retail and restaurants. It is proposed at a time of significant surge in Hy-Line ridership. Harbor Place could provide a long-term solution for needed transportation improvements to Nantucket’s downtown waterfront, easing congestion and traffic flow, improving public safety, and providing additional waterfront amenities by:

- Providing private land to the town, at no cost, for the potential of a state-of-the-art Intermodal Transportation Center or significant traffic upgrades including NRTA operational enhancements
- Creating increased access for all transit circulation options
  - Vehicle
  - Pedestrian
  - Bicycle
- Improving the street grid to alleviate currently congested areas
- Widening area roads to provide safe vehicle queuing on both sides of the street
- Widening sidewalks to enhance pedestrian flow
- Enhanced viewsheds and greater public access to the waterfront
Redeveloping a portion of the Nantucket Waterfront

Redeveloping a key portion of the Nantucket Waterfront at Straight Wharf, Old South Wharf, and Commercial Wharf:

- Straight Wharf widened to provide vehicle queuing on both sides of street for taxi and personal pickup
- Taxi loop down Salem Street, with dedicated pick-up and drop-off along Straight Wharf
- Select shuttle pick-up at New Whale/Straight Wharf intersection
- Personal pick-up along New Whale, improved vehicle parking
- Pedestrian walk from ferry to future transportation center via Waterfront and New Whale Street
- NRTA dedicated drive lane and bus pick-up & drop off
- Potential for town-owned/town-operated transportation center
- Private redevelopment of about 1.5 acres on waterfront in close coordination with town officials and boards—retail and housing
- Improvements to Commercial St to support access to New Whale, waterfront areas and ferry loading
STREET IMPROVEMENTS
- New Whale Street
- Straight Wharf
- Commercial Street

WATERFRONT
- Open Space on the Waterfront
- Create Access for all Transit Circulation Options
  - Pedestrian
  - Bicycle
  - Vehicle
- Provide Seating Overlooks, Plaza Spaces with Views to the Harbor
- Programmable Space for Special Events
- Link Existing Waterfront Network of Open Spaces

TRANSPORTATION
- Straight Wharf widened to provide vehicle queuing on both sides of street for Taxi & Personal Pick-Up
- Select Shuttle Pick-Up at Whale/Straight Wharf Intersection
- Personal Pick-Up Along New Whale, Improved Parking
Harbor Place
A Unique Opportunity

HARBOR PLACE
A Unique Opportunity
Harbor Place – A Unique Opportunity

- Incorporates the vision of Wilkes Square and numerous town studies
- Addresses significant downtown traffic and transportation issues
- Improves area roads and sidewalks
- Enhances vehicle, pedestrian and bicycle transportation downtown
- Connects downtown to the waterfront with greater public access and key view sheds to the harbor
- Conveys private land to the Town from National Grid and other private land owners, creating future opportunities for a town-owned and town-managed transportation center to accommodate bus, taxi, ferry service, personal vehicles, and NRTA circulation
- Other land to be made available for infrastructure improvements
- Private retail/housing redevelopment of about 1.5 acres in the waterfront area in close coordination with town officials and boards
- Preserves land for National Grid operations
Next Steps
Next Steps

1. The drafting of an article allowing the funding for the Select Board and other Town Staff to investigate infrastructure, transportation and other planning goals related to the Downtown. *(Spring Town Meeting)*

2. Scheduling of public forums and meetings to review scope and prospective project outlines for Harbor Place

3. Drafting and approval of a Development Agreement between the Town and land owners

4. Rezone Harbor Place parcels, with a sub-district overlay, to Commercial Downtown (CDT) zoning, from Residential Commercial (RC), in alignment with downtown zoning *(Potential Fall Town Meeting)*

5. Town’s commitment to proposed infrastructure improvements on site perimeter
   - New Whale Street widening, queuing, sidewalk repair/enhancement
   - Straight Wharf and Main Street widening, parking lane, sidewalk repair/enhancement
   - Commercial Street widening, sidewalk repair/enhancement
   - Town Sewer and Water Line work along roadways

6. Conveyance of land at no cost to the Town for future transportation/intermodal Center with easement rights for infrastructure improvements
THANK YOU!

HARBOR PLACE
Agenda Item Summary

Staff
DPW Director

Subject
Stormwater Projects Update

Executive Summary
Update the SB with a list of the various Stormwater-related projects ongoing

Staff Recommendation
N/A

Background/Discussion
Update the SB with a list of the various Stormwater-related projects ongoing

Impact: Environmental ☐ Fiscal ☐ Community ☐ Other ☐
Positive Environmental Benefits to the outcomes of these efforts

Board/Commission Recommendation
Only continued support needed at this time

Public Outreach
As needed

Connection to Existing Applicable Plan (i.e., Strategic Plan, Master Plan, etc.)
Part of SB Strategic Plan – Environmental Leadership Goal #2

Attachments
List of on-going projects (see attached)
On-going Stormwater-related Projects

- Children’s Beach Pump Station
  - Temporary and Permanent Solutions
  - Watershed analysis/model then redesign efforts
- Lily Pond & Vicinity
- North Liberty Street/Cliff Road
- Waite Drive
- Washington/Francis intersection
- Consue Springs Water Quality Improvements
- Somerset/Raceway/Bartlett
- Cow Pond
- 37 Washington Street/Town Pier/Harbormaster Building
- Stormwater Bylaw/Regulations
- 42 Hummock Pond Road
- Angola/South Mill/Pleasant flooding
- CCTV – Phase 3
- Mosquito Control Contract
- Household Hazardous Waste program
- Ames Avenue Bridge and Massasoit Bridge redesigns
- Madaket Culverts Replacement/Madaket Ditch Dredging
- Town-wide General NOI for O&M
- Lover’s Lane/Okorwaw/Monohansett Design
- Rose Lane
- Winter Street
- Easy Street Bulkhead
- Surfside Beach Parking Lot
- Polpis Road at Milestone Road
- Landfill Facility Improvements
- DPW Campus Improvements
- Polpis Road/Wauwinet Road culvert replacements
## Select Board Review
### FY 2021 Status of Capital Projects Requests
#### General Fund & Enterprise Funds
##### January 15, 2020

### IS/GIS

<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Name</th>
<th>Funding Source</th>
<th>FY21</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADMIN-17-001</td>
<td>Network Infrastructure</td>
<td>Free Cash</td>
<td>$100,000</td>
</tr>
<tr>
<td>ADMIN-18-001</td>
<td>Replace Town Computers</td>
<td>Free Cash</td>
<td>$62,800</td>
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<tr>
<td>ADMIN-17-002</td>
<td>Server Virtualization</td>
<td>Free Cash</td>
<td>$75,000</td>
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<tr>
<td><strong>IS/GIS Total</strong></td>
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<td><strong>$237,800</strong></td>
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### Marine Department

<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Name</th>
<th>Funding Source</th>
<th>FY21</th>
</tr>
</thead>
<tbody>
<tr>
<td>PUBL-21-001</td>
<td>Pump Out Boat Replacement</td>
<td>Capital Exclusion</td>
<td>$150,000</td>
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<tr>
<td><strong>Marine Department Total</strong></td>
<td></td>
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<td><strong>$150,000</strong></td>
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### School Department

<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Name</th>
<th>Funding Source</th>
<th>FY21</th>
</tr>
</thead>
<tbody>
<tr>
<td>NPS-21-001</td>
<td>Bobcat Replacement</td>
<td>Capital Exclusion</td>
<td>$65,000</td>
</tr>
<tr>
<td>NPS-20-001</td>
<td>Campus Wide Improvement Plan</td>
<td>Free Cash</td>
<td>$750,000</td>
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<tr>
<td>NPS-21-002</td>
<td>IT Infrastructure</td>
<td>Free Cash</td>
<td>$150,000</td>
</tr>
<tr>
<td>NPS-21-003</td>
<td>NHS Boiler Replacement</td>
<td>Free Cash</td>
<td>$300,000</td>
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<tr>
<td>NPS-17-001</td>
<td>NPS Building Improvements</td>
<td>Free Cash</td>
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<td><strong>School Department Total</strong></td>
<td></td>
<td></td>
<td><strong>$1,565,000</strong></td>
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</table>
## FY 2021 Status Select Board Review
### FY 2021 Status of Capital Projects Requests
#### General Fund & Enterprise Funds

**January 15, 2020**

### Town Administration

<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Name</th>
<th>Funding Source</th>
<th>FY21</th>
</tr>
</thead>
<tbody>
<tr>
<td>HMP-21-006</td>
<td>Childrens Beach Storm Water Pump (HMP ID #F9)</td>
<td>Debt Exclusion</td>
<td>$3,300,000</td>
</tr>
<tr>
<td>ADMIN-20-003</td>
<td>Town-Wide Document Management System (Phase II)</td>
<td>Free Cash</td>
<td>$250,000</td>
</tr>
<tr>
<td>ADMIN-21-001</td>
<td>Town-Wide Security Measures</td>
<td>Free Cash</td>
<td>$100,000</td>
</tr>
<tr>
<td>ADMIN-21-002</td>
<td>Island Wide Underground Wiring Feasibility Study</td>
<td>Free Cash</td>
<td>$500,000</td>
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</table>

**Town Administration Total** $4,150,000

### Police Department

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<tr>
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<th>Project Name</th>
<th>Funding Source</th>
<th>FY21</th>
</tr>
</thead>
<tbody>
<tr>
<td>PUBL-21-002</td>
<td>Loran Housing (SEWER)</td>
<td>Free Cash</td>
<td>$500,000</td>
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</tbody>
</table>

**Police Department Total** $500,000

### Fire Department

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<thead>
<tr>
<th>Project #</th>
<th>Project Name</th>
<th>Funding Source</th>
<th>FY21</th>
</tr>
</thead>
<tbody>
<tr>
<td>FIRE-20-001</td>
<td>ALS Equipment</td>
<td>Ambulance Reserve</td>
<td>$100,000</td>
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<tr>
<td>FIRE-19-002</td>
<td>Replace SCBAs</td>
<td>Capital Exclusion</td>
<td>$101,160</td>
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</table>

**Fire Department Total** $201,160
### DPW - Facilities

<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Name</th>
<th>Funding Source</th>
<th>FY21</th>
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</thead>
<tbody>
<tr>
<td>FAC-20-001</td>
<td>General Building Envelope Roof/Siding/Windows (Repairs/Replacements)</td>
<td>Free Cash</td>
<td>$150,000</td>
</tr>
<tr>
<td>FAC-20-002</td>
<td>ADA Facility Upgrades</td>
<td>Free Cash</td>
<td>$50,000</td>
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<tr>
<td>FAC-20-003</td>
<td>REPAIR MUNICIPAL FACILITY UTILITY SYSTEMS</td>
<td>Free Cash</td>
<td>$150,000</td>
</tr>
<tr>
<td>FAC-20-004</td>
<td>REPAIR MUNICIPAL FACILITY BATHROOM</td>
<td>Free Cash</td>
<td>$250,000</td>
</tr>
<tr>
<td>FAC-20-005</td>
<td>MUNICIPAL BUILDING GENERAL RENOVATIONS</td>
<td>Free Cash</td>
<td>$150,000</td>
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<tr>
<td>FAC-20-006</td>
<td>REPAIR MUNICIPAL FACILITY LIGHTING</td>
<td>Free Cash</td>
<td>$50,000</td>
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<tr>
<td>FAC-20-007</td>
<td>MUNICIPAL FACILITY EQUIPMENT REPLACEMENT</td>
<td>Free Cash</td>
<td>$100,000</td>
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<tr>
<td>FAC-20-008</td>
<td>Annual Facilities Site Paving Updates</td>
<td>Free Cash</td>
<td>$250,000</td>
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<tr>
<td>FAC-21-002</td>
<td>Town Wide Facilities Master Plan</td>
<td>Reappropriation</td>
<td>$346,000</td>
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<tr>
<td><strong>DPW - Facilities Total</strong></td>
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<td><strong>$1,496,000</strong></td>
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### Public Works

<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Name</th>
<th>Funding Source</th>
<th>FY21</th>
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</thead>
<tbody>
<tr>
<td>DPW-18-001</td>
<td>CCTV - Phased Stormwater System Evaluation</td>
<td>Capital Exclusion</td>
<td>$266,552</td>
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<tr>
<td>DPW-21-005</td>
<td>Fleet - 6-wheel Dump Truck</td>
<td>Capital Exclusion</td>
<td>$180,000</td>
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<tr>
<td>DPW-21-004</td>
<td>Fleet - Ford F-350</td>
<td>Capital Exclusion</td>
<td>$60,000</td>
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<tr>
<td>DPW-21-001</td>
<td>Fleet - Sweeper</td>
<td>Capital Exclusion</td>
<td>$250,000</td>
</tr>
<tr>
<td>DPW-21-003</td>
<td>Fleet - Two Ford Ranger(s)</td>
<td>Capital Exclusion</td>
<td>$90,000</td>
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<tr>
<td><strong>Public Works Total</strong></td>
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<td><strong>$846,552</strong></td>
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## Select Board Review
### FY 2021 Status of Capital Projects Requests
#### General Fund & Enterprise Funds
#### January 15, 2020

### DPW - Transportation

<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Name</th>
<th>Funding Source</th>
<th>FY21</th>
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</thead>
<tbody>
<tr>
<td>TRAN-20-002</td>
<td>Cobblestone Improvements</td>
<td>Free Cash</td>
<td>$250,000</td>
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<tr>
<td>TRAN-20-001</td>
<td>Multi- Use Path Maintenance (SBSP)</td>
<td>Free Cash</td>
<td>$250,000</td>
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<tr>
<td>TRAN-17-005</td>
<td>Newtown Road Improvements (SBSP)</td>
<td>Debt Exclusion</td>
<td>$1,154,105</td>
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<tr>
<td>TRAN-19-010</td>
<td>Permanent Traffic Data Collection Stations (SBSP)</td>
<td>Free Cash</td>
<td>$116,000</td>
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<tr>
<td>TRAN-17-002</td>
<td>Road improvements/Maintenance Island Wide (SBSP)</td>
<td>Free Cash</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>TRAN-21-001</td>
<td>'Sconset Footbridge Construction</td>
<td>Free Cash</td>
<td>$100,000</td>
</tr>
<tr>
<td>TRAN-17-001</td>
<td>Sidewalk Improvement Plan (SB Strategic Plan)</td>
<td>Borrowing</td>
<td>$1,030,000</td>
</tr>
<tr>
<td>TRAN-17-004</td>
<td>Lovers Lane Road Improvements</td>
<td>Debt Exclusion</td>
<td>$3,272,892</td>
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<tr>
<td>TRAN-19-002</td>
<td>Waitt Drive/Amelia Drive</td>
<td>Debt Exclusion</td>
<td>$3,721,200</td>
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<tr>
<td><strong>DPW - Transportation Total</strong></td>
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<td><strong>$10,894,197</strong></td>
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</table>

### Solid Waste (G)

<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Name</th>
<th>Funding Source</th>
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<tbody>
<tr>
<td>SWEF-21-002</td>
<td>MRF Facility Improvements/Repairs</td>
<td>Raise &amp; Appropriate</td>
<td>$468,000</td>
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<tr>
<td>SWEF-21-001</td>
<td>MRF New Sorting Station &amp; Conveyors</td>
<td>Raise and Appropriate/Free Cash</td>
<td>$590,000</td>
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<tr>
<td><strong>DPW - Transportation Total</strong></td>
<td></td>
<td></td>
<td><strong>$1,058,000</strong></td>
</tr>
</tbody>
</table>

### TOTAL GF ITEMS

- Proceeds from Real Estate Sales: $0
- Prior Year Capital Article Reappropriations: $346,000
- Free Cash*: $5,978,050
- Capital from Operating Budget: $1,033,750
- Tax Levy - Capital Exclusion: $1,162,712
- Ambulance Reserve: $100,000
- Borrowing (within Prop 2 1/2): $1,030,000
- Debt Excusions: $11,448,197

*Items left to fund: $0

*Total Free Cash certified = $10,334,791
### Airport

<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Name</th>
<th>Funding Source</th>
<th>FY21</th>
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<tbody>
<tr>
<td>NMA-19-003</td>
<td>AIP Projects</td>
<td>Borrowing</td>
<td>$6,123,250</td>
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<tr>
<td>NMA-19-001</td>
<td>Airport Maintenance &amp; Equipment</td>
<td>Borrowing</td>
<td>$188,000</td>
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<tr>
<td>NMA-19-004</td>
<td>Direct Digital Control System for Terminal Geothermal</td>
<td>Borrowing</td>
<td>$206,000</td>
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<tr>
<td>NMA-20-002</td>
<td>Fuel Farm Rehabilitation - Supplemental</td>
<td>Borrowing/RE</td>
<td>$1,058,600</td>
</tr>
<tr>
<td>NMA-21-001</td>
<td>Groundwater Soil Investigation</td>
<td>Retained Earning</td>
<td>$250,000</td>
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<tr>
<td>NMA-20-001</td>
<td>Nantucket Operations and ARFF</td>
<td>Borrow</td>
<td>$250,000</td>
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</tbody>
</table>

**Airport Total** $8,075,850

### Wannacomet

<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Name</th>
<th>Funding Source</th>
<th>FY21</th>
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<tbody>
<tr>
<td>WANN-21-001</td>
<td>Water Main Replacement</td>
<td>Borrow</td>
<td>$1,104,000</td>
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**Wannacomet Total** $1,104,000

### Sewer

<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Name</th>
<th>Funding Source</th>
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</thead>
<tbody>
<tr>
<td>SEWER-17-001</td>
<td>108-120 Baxter Rd. Sewer Design/Construction</td>
<td>Borrow</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>SEWER-19-001</td>
<td>Airport Rd Pump Station Upgrades</td>
<td>Borrow</td>
<td>$1,000,000</td>
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<tr>
<td>SEWER-21-004</td>
<td>Aurora Way Pump Station Upgrade</td>
<td>Retained Earning</td>
<td>$55,000</td>
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<tr>
<td>SEWER-21-003</td>
<td>Sewer Design and Construction of Sewer in Siasconset</td>
<td>Retained Earning</td>
<td>$350,000</td>
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<tr>
<td>SEWER-20-003</td>
<td>South Shore Road Sewer</td>
<td>Borrow</td>
<td>$1,500,000</td>
</tr>
<tr>
<td>SEWER-20-004</td>
<td>Southvalley pump station upgrades</td>
<td>Borrowing</td>
<td>$846,000</td>
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<tr>
<td>SEWER-20-005</td>
<td>Surfside Roads Area Sewer Improvements</td>
<td>Borrowing</td>
<td>$2,000,000</td>
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<tr>
<td>SEWER-18-001</td>
<td>Surfside WWTF Membrane Upgrades</td>
<td>Borrowing</td>
<td>$4,000,000</td>
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<tr>
<td>SEWER-21-001</td>
<td>Upgrade Wastewater Laboratory</td>
<td>Retained Earning</td>
<td>$125,000</td>
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</table>

**Sewer Total** $11,876,000

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**TOTAL ENTERPRISE FUND CAPITAL**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Grants (Federal and State)</td>
<td>$4,592,437.50</td>
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<tr>
<td>Borrowings</td>
<td>$15,124,812.50</td>
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<tr>
<td>Retained Earnings:</td>
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<tr>
<td>- Airport*</td>
<td>$808,600</td>
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<tr>
<td>- Sewer*</td>
<td>$530,000</td>
</tr>
<tr>
<td><strong>Items left to fund</strong></td>
<td><strong>$0.00</strong></td>
</tr>
</tbody>
</table>

* Airport Retained Earnings Certified= $3,582,219*
* Sewer Retained Earnings Certified= $1,645,752
Monthly Town Management Activities Report
January 15, 2020

Highlights (major projects):

Plans/Reports/Studies
- Staffing Study (implementation)
- Coastal Resiliency Plan – process starting with Coastal Resiliency Adv Committee
- Strategic Plan (implementation)
- Sustainability Office Structure – consulting work underway – workshop with Cabinet 12/10/19; wrap up report with consultant Jan 22 (or, TBD)
- Sewer Master Plan (presentation to Board expected soon)
- Park & Recreation Master Plan (meetings with Park & Rec Commission)

Meetings
- FY 21 Budget
- FY 21 Capital Project Review – meetings with CapCom
- Comcast license renewal
- Collective Bargaining negotiations underway for contracts expiring 6/30/20
- Landfill – long-term planning
- Cape Cod Managers 01/09
- Land Bank re various real estate matters
- Harbor Place

Projects/Other
- Harbormaster Building
- Old Fire Station Reuse (short-term); including installation of trailer for additional meeting space
- New Fire Station
- Senior Center
- Our Island Home
- Town Pier
- Community Compact Grant Project: HR and Collective Bargaining BMPs – final report to be sent to Board shortly
- Paid Parking prep for 2021
- New Assignment: Strategy re Public Beach Access (per 10/16/19 SB vote) – not started yet
- Plastics Ban Outreach/Public Education
- Employee housing
- 2020 Annual Town Meeting (FinCom)
- L-8 NGrid electrical improvement project
- Commuter Shuttle
- PFAS
- Meeting space

Personnel
- Asst DPW Director for Facilities (working to fill)
- Capital Projects Manager/Asst FinDir (working to fill)