FINAL REPORT AND RECOMMENDATION TO ACCEPT THE UPDATE TO THE WEST PLYMOUTH VILLAGE CENTER MASTER PLAN

DATE OF PUBLICATION OF PUBLIC HEARING:
August 3, 2016 and August 10, 2016

DATE OF PUBLIC HEARING: August 22, 2016

VOTE: On August 22, 2016, the Planning Board voted unanimously (5-0) to recommend that Town Meeting accept the updated West Plymouth Master Plan.

PROPOSED PLAN:

The West Plymouth Master Plan has been updated to reflect current conditions and future goals for the West Plymouth Village Center. The Master Plan will be used to guide public investments and private development over the next decade.

The Plymouth Planning Board, originally adopted the *West Plymouth Village Center Master Plan* in 1993. The West Plymouth Steering Committee, a Town Charter committee appointed by the Planning Board, is an advisory body with the primary functions being to assist in the implementation of the West Plymouth Master Plan and to advocate for the needs of the area.

An initial brainstorming session with the Plymouth Planning Board took place in August of 2011, with continued efforts from the West Plymouth Steering Committee, residents of West Plymouth and the Planning Board to refine West Plymouth's goals and objectives as outlined in the proposed 2016 Master Plan update.

Attached is the Executive Summary from the update to the West Plymouth Plan.

Full copies can be made available by contacting the Planning office or by visiting the Planning Board section of the town website.

TOWN OF PLYMOUTH

Timothy Grandy, Chairman	Kenneth Buechs
Paul McAlduff	Malcolm MacGregor
Robert Bielen	

BEING A MAJORITY OF THE PLANNING BOARD

DATE SIGNED BY THE PLANNING BOARD: _____

DATE FILED WITH TOWN CLERK: _____

c:

Town Clerk
Board of Selectmen
Advisory and Finance Committee

EXECUTIVE SUMMARY

With just over 10,000 people and 5,300+/- acres, West Plymouth is Plymouth's largest and most expansive village. Developed in the 1970s and 1980s as a residential suburb of downtown Plymouth; West Plymouth now includes properties, businesses and industry that provide much of the Town's economic development with the Plymouth Industrial Park, the Airport, General and Arterial Commercial areas, and Mixed Commerce area along Route 44.

The West Plymouth Master Plan was created in 1993. This update includes new core goals, a list of priority key actions, and a proposed pilot project, all established by the West Plymouth Steering Committee.

The West Plymouth Master Plan Priority Checklist includes eleven (11) items established within the five (5) core goals that include policies and actions.

Priority Checklist

- Community Identity:
  1. Brand
  2. Trails
- Environmental:
  3. Expand open space network for passive recreation
  4. Protect the aquifer and ground water resources
- Recreation & Public Spaces:
  5. Improve and expand existing parks
  6. Establish a Community Center
- Safety- Infrastructure Improvements:
  7. Improve Plympton Road / Carver Road Intersection
  8. Improve Federal Furnace / South Meadow Road Intersection
  9. Improve Samoset Street and Marc Drive Intersection
  10. Provide a sidewalk along South Meadow Road
  11. Continue the sidewalk along Plympton Road

Five Core Goals

I. Community Identity – Sense of Place
II. Economic Development
III. Environmental Protection & Open Space
IV. Infrastructure Maintenance, Improvements & Safety
V. Recreation & Public Spaces

Pilot Project

West Plymouth Steering Committee chose to pursue "Branding" of West Plymouth to initiate the implementation of the master plan and create identifying elements that signify West Plymouth.

West Plymouth Village Center Master Plan Update

October 2016

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- Exhibit F- Environmental Resources

2014 Updated West Plymouth Master Plan Goals- Results of Priorities Analysis

WEST PLYMOUTH MASTER PLAN PRIORITY CHECKLIST

The West Plymouth Steering Committee has identified the following key actions for the decision makers of the community to focus on as what's most important to West Plymouth residents as the years unfold. The implementation of these strategies is critical to creating a successful and vibrant village center.

Community Identity

1. Brand West Plymouth

☐ **PRIORITY**
Logos, symbols, color scheme on public and private buildings and facilities and at gateways to West Plymouth

(pg. 21 Community Identity - Sense of Place Section, Goal I- 1.)

2. Trails- Identify West Plymouth as main trailhead to the State Forest and the Bay Circuit Trail

☐ **PRIORITY**
Continue to identify links and work with landowners

(pg. 23 Community Identity - Sense of Place Section, Goal V- 1, 2 and 3.)

Environmental

3. Expand open space network for passive recreation

☐ **PRIORITY**
Identify and prioritize potential acquisitions (tax title land and Chapter 61 land

(pgs.30-31 Environmental Protection & Open Space Section, Goal I- 1 and 2; Goal II- 1, 2 and 3.)

4. Protect aquifer and ground water resources

☐ **PRIORITY**
Create informative signs (include West Plymouth logo) and install at parks and trailheads

(pg. 31 Environmental Protection & Open Space Section, Goal III- 5.)

Recreation & Public Spaces

5. Improve and expand existing parks

☐ **PRIORITY**
Provide restroom facilities, lighting, and trash and recycle barrels at athletic fields and parks

☐ **PRIORITY**
Update West Plymouth Recreation Park Master Plan

(pg. 38 Recreation & Public Spaces Section, Goal II- 1.)

6. Establish a Community Center

☐ **PRIORITY**
Identify possible uses and community needs

☐ **PRIORITY**
Identify possible locations

(pg. 38 Recreation & Public Spaces Section, Goal III- 1 and 2.)

Safety- Infrastructure Improvements

7. Plympton Road / Carver Road Intersection

☐ **PRIORITY**
Provide left turn lane and/or left turn signal onto Plympton Road (SR 80) from eastbound Carver Road

(pg. 33 Infrastructure Maintenance Improvements & Safety Section, Goal I- 2.)

8. Federal Furnace / South Meadow Road Intersection

☐ **PRIORITY**
Provide vehicular safety measures, such as a delayed green light

(pg. 33 Infrastructure Maintenance Improvements & Safety Section, Goal I- 2.)

9. Samoset Street and Marc Drive Intersection

☐ **PRIORITY**
Install vehicular and pedestrian safety measures

(pg. 33 Infrastructure Maintenance Improvements & Safety Section, Goal I- 2.)

10. Provide a sidewalk along South Meadow Road

☐ **PRIORITY**
Provide sidewalk from the Airport to Federal Furnace Road

(pg. 34 Infrastructure Maintenance Improvements & Safety Section, Goal II- 1.)

11. Continue the sidewalk along Plympton Road

☐ **PRIORITY**
provide sidewalk from Commerce Way to Kristin Road for safe access to West Elementary School

(pg. 34 Infrastructure Maintenance Improvements & Safety Section, Goal II- 1.)

EXECUTIVE SUMMARY

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Five Core Goals

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Pilot Project

West Plymouth Steering Committee chose to pursue "Branding" of West Plymouth to initiate the implementation of the master plan and create identifying elements that signify West Plymouth.

PILOT PROJECT

The West Plymouth Steering Committee has identified key actions for the decision makers of the community to focus on as what's most important to West Plymouth residents as the years unfold.

A Pilot Project to kick off the implementation of the Master Plan will get the community working together to create an image that represents their community, focusing on its assets and goals.

1. **The Brand**- Establish a West Plymouth brand through visual continuity: Symbols, logo, and color scheme.

   Potential Steps:

   - Research and find local resident(s) with branding / marketing experience who are willing to lead the charge.
   - Form a temporary adhoc committee of residents and business owners to oversee the design and selection of a West Plymouth brand.
   - Announce and organize a local design competition to involve the residents and business owners.
   - Identify a list of branding tools to incorporate the image such as signs, banners, and informational materials / pamphlets. Locations of tools at "Welcome to West Plymouth" locations, parks and public spaces and places, trailheads, business venues, etc.
   - Research funding / grants to assist in costs of products developed.

ACCOMPLISHMENTS

Completed 1993 Master Plan recommendations:

- ✓ The new Route 44 has been constructed
- ✓ Commerce Way, as a **complete street**, has been constructed from the Route 44 interchange to Carver Road
- ✓ Traffic volumes along Carver Road have been reduced
- ✓ Traffic calming measures have been installed along Charlotte Drive
- ✓ The Seven Hills Fire Station Fire Station was renamed West Plymouth Fire Station
- ✓ The West Plymouth Recreation Area was opened
- ✓ Sewer system expansion along Samoset Street extended and completed to Pilgrim Hill Road in 2015
- ✓ Worked with Mass Highway to maintain existing road configuration of Samoset Street from Pilgrim Hill Road to Plympton Road (State Route 80)
- ✓ Ownership of the Parting Ways property was transferred back to the Town
- ✓ The Village Open Space (VOSD) bylaw was adopted by the Town
- ✓ The Prevention of Light Pollution Bylaw was adopted by the Town
- ✓ An ambulance was housed at the West Plymouth Fire Station 24/7
- ✓ Established the Plymouth Airport Advisory Group (abutters, Commissioners, town and Carver officials) to build consensus needed for new runways.
- ✓ The State's Med-flight service began operating out of Plymouth Airport

Route 44 / Route 3 Interchange

ACKNOWLEDGEMENTS

Thanks to everyone in Plymouth who helped with the update of the West Plymouth Village Center Master Plan.

PLYMOUTH PLANNING BOARD

Timothy Grandy, Chairman
Kenneth Buechs
Paul McAlduff
Malcolm MacGregor
Robert Bielen
Steven Lydon, Alternate
Marc Garrett, Past Member

WEST PLYMOUTH STEERING COMMITTEE 2015-2016

Russel Appleyard, Chair
Brenda Bradley
George Rowe
Kenneth Howe
Judith Barber
Ron Reilly
Mary Ellen Burns
Robert Bielen, Planning Board Liaison
Marc Garrett, Planning Board Past Liaison

TECHNICAL & PROFESSIONAL SUPPORT, PHOTOGRAPHS, DEPARTMENT OF PLANNING AND DEVELOPMENT

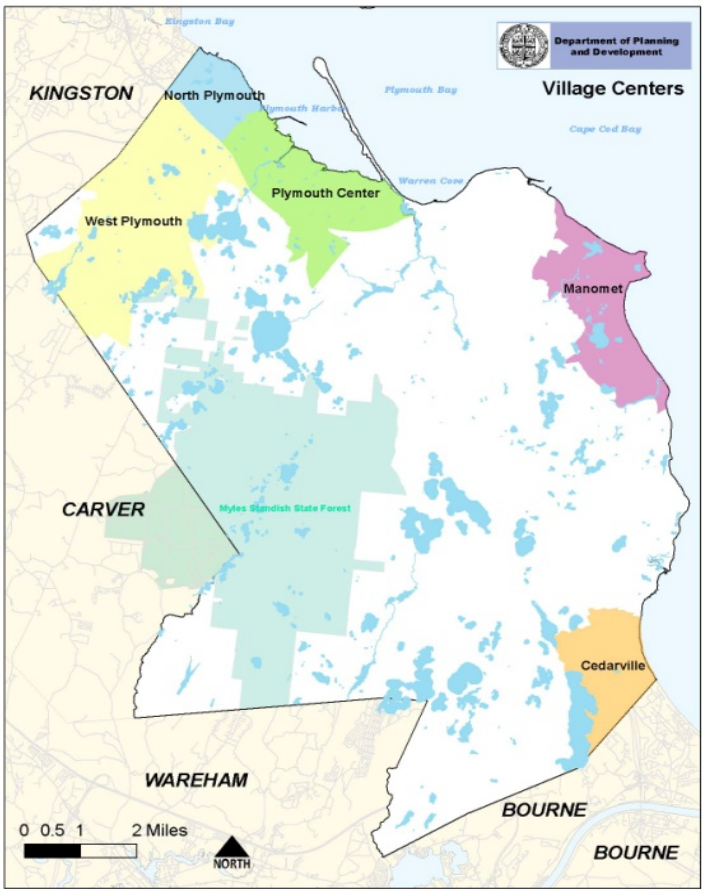
Robin B. Carver, AICP, Town Planner
Lee Hartmann, AICP, Director of Planning and Development
Patrick Farah, Energy Officer
Jessica Casey, Director of Economic Development

The committee would like to gratefully acknowledge them for their dedication, support and professional guidance.

INTRODUCTION

PLAN DEVELOPMENT AND PUBLIC PARTICIPATION

In July of 1977, the Town of Plymouth initiated the "Goals For Plymouth" project, which involved the community and consultant, John Brown Associates, in creating a Report of the Plymouth Goals-Setting Process. A direct outcome of this project was the Plymouth Planning Board's Plymouth Village Centers Plan, approved in 1979 to guide the Town's development to include updates on a regular basis. This plan established the Village (Commercial) Centers, the Village Growth Areas, the Rural Areas, and the Economic Development Areas town-wide. The intent of the Village Centers Plan is to concentrate growth within the five village centers identified at the time of the plan and by identifying areas for commercial, institutional, political and public focus of the villages in a form that provides a physical identification for each village. West Plymouth is one of the five Village Centers recognized in this plan.



In November of 1993, the West Plymouth Task Force, with the assistance of the residents of West Plymouth, in partnership with the Planning Board and the Board of Selectmen, originally adopted the West Plymouth Master Plan. The plan accounted for capital improvements, growth management, community development, and economic development in West Plymouth.

Updates on the progress of West Plymouth's growth continued over the years with Planning Board and West Plymouth Steering Committee joint meetings. In August 2011, the Planning Board, West Plymouth Steering Committee, and residents of West Plymouth held an initial brainstorming session to outline potential revisions to goals and objectives of the village plan. These goals and objectives are outlined below.

2011 Revised Goals and Objectives

- Continued support for existing forests, clubs and parks
- Balanced neighborhoods incorporating local-based commercial uses
- Infrastructure maintenance and improvements
- Balanced preservation of rural character
- Improved connectivity for pedestrian, bicycles and vehicles

THE COMMITTEE

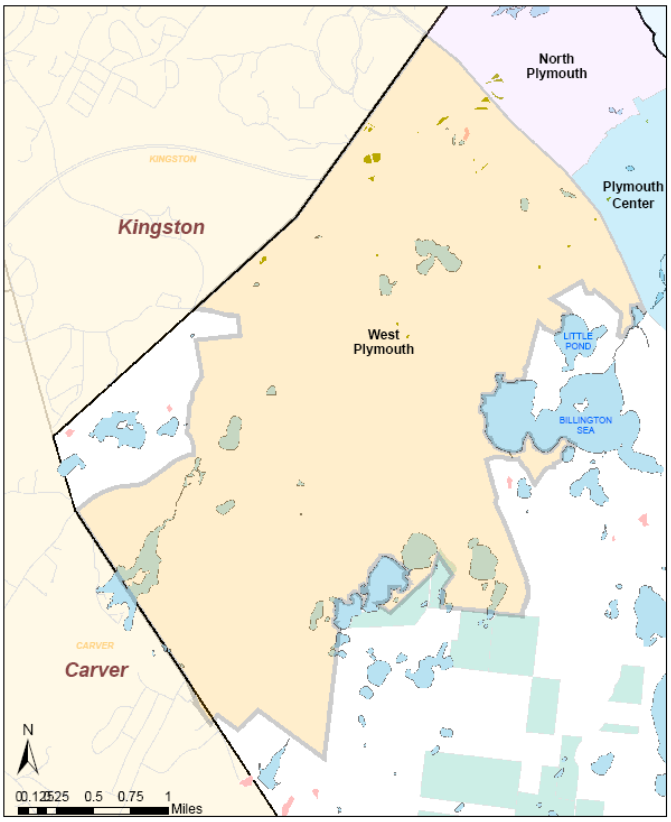
The West Plymouth Steering Committee with the Planning Department's assistance has worked to create an updated Master Plan for West Plymouth. Goals and objectives developed in 2011 were refined through the efforts of the West Plymouth Steering Committee, West Plymouth residents and the Planning Board.

THE VILLAGE

The Village of West Plymouth is bounded to the north by the Town of Kingston, to the east by Route 3, to the west by Plymouth Municipal Airport and the Town of Carver, and to the south by Billington Sea and the Myles Standish State Forest. The West Plymouth Village Service Area (WPVSA) shown on the map inserted above is the official boundary recognized by the Town for planning purposes. However, it should be noted that the historical boundaries of West Plymouth may differ.

OVERVIEW

The Village Centers Plan states that "a village center should serve as the commercial, institutional, political, and public focus of its village. Its form should be such that it provides a physical identification for the village, in addition to being its physical focal point." The need to establish a village center identity is perhaps the most difficult and challenging task to be considered by the Town. In 1980, the Town created the West Plymouth Village Center which is located between Carver Road and Plympton Road. It is zoned for general commercial uses. The recent development of the Cranberry Crescent project coupled with the previous development of West Plymouth Square in the mid-1980s make it unlikely that West Plymouth will ever have a "traditional New England village center". However; ownership, uses and tenants in these developments are constantly changing and opportunities to create public places or public uses may be presented in the future. For example, a one acre village green has been created in the Cranberry Crescent development. This green, as well as other potential sites within these properties, could become the gathering place for community and holiday events along with the display of public art. Public art and community events contribute to the overall goal of creating a sense of place. The challenge to the Town and the developer of the land is to encourage the enrichment of this area with some of the elements that define a traditional village center; consistent with the character of West Plymouth and addressing the needs of the businesses and residents of the community. These properties are physically the best location for village center type activities.



West Plymouth Village Center

Department of Planning and Development
Dec 2015

This village exemplifies the impact that automobile transportation has had on the pattern of residential and commercial development. More than any other portion of Town, West Plymouth and its development formation was influenced by the demand for suburban homes occurring in the late 1960's and the 1970's. Along with older commercial development found along South Meadow Road and Carver Road, more recent development including mixed commerce, retail, hotel, and medical businesses with immediate access to Route 3 and the

new State Road 44, continue to cater to the automobile with large parking areas and easy off-street access. Commerce Way is the main collector boulevard that was constructed to support the mixed commerce uses of Colony Place and surrounding retail, commercial and industrial businesses. The location of these developments surrounded by highway access and major collector roads once again lends itself to focus on automobile traffic as the chief means of transportation for customers and residents. However, Commerce Way was built as a complete street including sidewalks and bike lanes to address the Town's desire to provide alternative means of transport. As projects move forward, complete streets will be explored for all new road work to make West Plymouth a healthier community.

In addition to the General Commercial (GC) zoned area, the West Plymouth Village Service Area includes several other developed parcels where employment and economic activities are encouraged. These include the Arterial Commercial District, the Plymouth Industrial Park, the Mixed Commerce District, and the Airport District. The Arterial Commercial District encourages commercial uses of a traffic-oriented nature that may be inappropriate in a pedestrian oriented General Commercial District. This district is generally located along the Carver Road (old Route 44) corridor west of Route 3 and east of Pilgrim Hill Road. The Plymouth Industrial Park along with the Mixed Commerce District located off Commerce Way and Cherry Street provide for a mix of retail and industrial uses. The Plymouth Airport District is also located in West Plymouth and provides for employment and economic development for airport related businesses and growth.

Residential neighborhoods of predominantly detached single-family dwellings, as well as multi-family and mobile homes, surround the General Commercial District. West Plymouth also includes outlying low density rural residential zones. These rural districts are located in the southwestern corner of the Town, along Federal Furnace Road, and in the greater Morton Park / Billington Sea area.

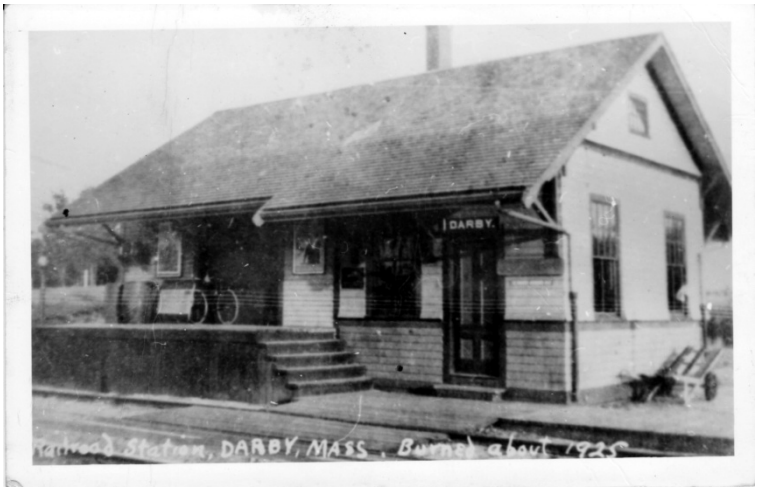
Although West Plymouth is not a traditional village with established municipal community town-owned buildings and gathering places; there are many private cultural and recreational places such as three golf courses: Squirrel Run, Village Links, and Southers Marsh; the Plymouth Rod & Gun Club, DropZone Aerial Adventure Park; and two camp grounds: Pinewood and Ellis Haven. Several places of worship lie within the West Plymouth Village Service Area (WPVSA); as well as many service clubs such as The American Legion, VFW Plymouth Post #1822 and the Mason's Lodge.

HISTORY

There is very little documentation of West Plymouth's history. Historically significant areas exist in West Plymouth such as Darby Train Station, Parting Ways Cemetery, Plymouth Airport, and cranberry bogs, ponds and lakes. The oldest residential structure existing in West Plymouth is located at 317 Carver Road. The Massachusetts Cultural Resource Information System Inventory identifies this Federal style home as the Lucas Dunham, Graflin House which was constructed in 1765, near the Darby Station Village.

West Plymouth has been associated historically to the smelting of iron ore in the eighteenth and early nineteenth centuries. In the book Cannonballs & Cranberries by Fredrika A. Burrows (1976), the author states: "the iron ore discovered by the early settlers in New England was of the brown hematite variety. It lay, loose and porous, in bogs and on the bottoms of ponds and streams, or layered in marshes and low lying meadows. The Pilgrim fathers called it 'bog iron'." (p. 13).

Further she recounts that in the War of 1812, Benjamin Ellis obtained a contract to furnish iron cannon balls for the American Army. One of the furnaces put into use for this product was the Federal Furnace located near the source of Crane Brook which is in the vicinity of Sampson Pond in Carver - that area being a recognized source of iron ore, as was Wenham Pond and the area off South Meadow Road. This blast furnace put demands on West Plymouth as well as the waterfront for it consumed huge areas of woodlands. Clam shells served as the flux to remove impurities. It also gave its name to the roadway leading out of Plymouth, connecting with South Carver and Wareham.



As for Ellis, (he) "made a fortune out of his dealings with the government and, at the end of the war, Ellis Company owned its own ships, sailing out of Wareham and Plymouth. The Ellis Company continued making ironware for domestic use and manufactured stoves and hollow-ware for the foreign trade. Benjamin Ellis died in 1852 leaving a fortune of $200,000.00, a fabulous sum in those days." (p.36)

Brides Hill is not shown on current maps but is said to be located on Plympton Road (Route 80) near Parting Ways. It was so named in the early days of the colony when the minister of Plymouth, walking to Plympton to visit some of his congregation, met a couple walking to Plymouth to be married, and he married them on the spot.

JIM BURR'S HOUSE, AT PARTING WAYS, C. 1900. Parting Ways, on the Plymouth-Kingston line, was a neighborhood of properties that had been given to black Plymouth Revolutionary War veterans.

The Narragansett Pond and the adjacent Narragansett Ridge derive their ancient names from a battle fought on the ridge between the Narragansetts and the Pockonokets. A large number of Narragansetts were killed and their bodies thrown into the pond.

Source: William T. Davis, Ancient Landmarks of Plymouth, dated 1883.

LAND USE PATTERNS & ZONING

The village center is zoned General Commercial (GC) and is centrally located at the intersection of Samoset Street, Carver Road, and Plympton Road. Adjacent areas for economic development include the Samoset Street Corridor zoned Arterial Commercial (AC) located in the vicinity of Route 3, the Plymouth Industrial Park zoned Light Industrial (LI), and the Commerce Way Corridor zoned Mixed Commerce (MC). The Plymouth Airport (AP) also provides economic opportunities located on South Meadow Road in the southwestern edge of West Plymouth.

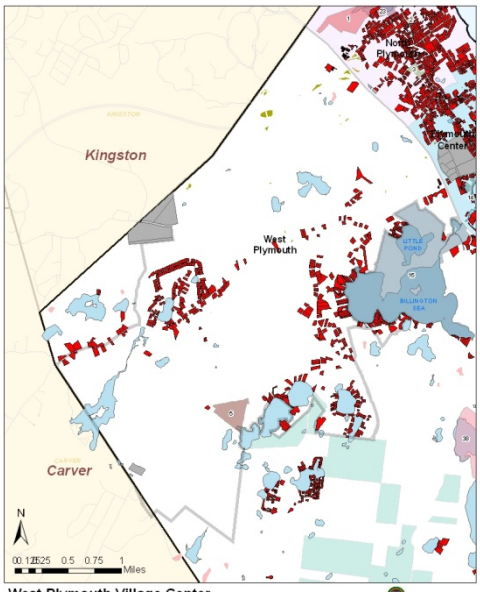
A combination of medium size lot residential (R-25) and mixed density residential (R-20MD) housing surround the commercial village areas. Lower density rural residential areas (RR) extend further out, surrounded by cranberry bogs, ponds, and wooded open space.

POPULATION

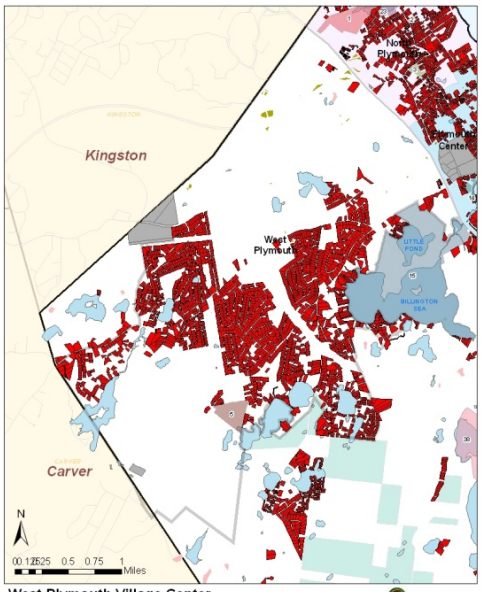
According to the 1990 Census, neighborhoods within West Plymouth contained approximately 25 percent of the entire population of the Town; with a year-round population of 11,067 people (see Table #1). Unlike Plymouth's other village centers, West Plymouth does not have a "traditional" or historical commercial center. In fact, before 1965 land used within West Plymouth was confined largely to seasonal recreational and agricultural uses with virtually no commercial development. During the ten year period between 1970 and 1980, West Plymouth's population grew at a staggering rate of 378 percent*. The population was estimated to be 1,793 by 1970; swelling to 8,569 in 1980. The population grew at a lower, but still brisk, rate of 29 percent from 1980 to 1990. For

the next twenty years from 1990 to 2010 the population in West Plymouth remained much the same while the Town as a whole grew 20 percent. Today, approximately 18% of the Town's population resides in West Plymouth. As developable land continues to become scarce in West Plymouth, the current growth trend occurs in the more southern portions of Plymouth.

In analyzing the age groups of Plymouth, the average age from the 1990 Census to the 2010 Census increased from 39 to 44. The 2010 Census indicates over sixty percent of the population under the age of 44. The estimated population growth for the next five years reduces the population under the age of 44 by 10 percent. This statistic has even greater significance when it is considered in conjunction with the fact that 81 percent of Plymouth's age-restricted 55+ communities are found in West Plymouth. Nationally, the average family size continues to drop. Both elementary schools in West Plymouth have seen decreased student enrollments of 25% to 33% from 1992 to 2016. With the change in family size and the increasing aging population, there may be a shift in emphasis on aging communities, which may have an impact on the types of services desired in West Plymouth.



West Plymouth Village Center
Residential Development Year 1970
Dec 2015



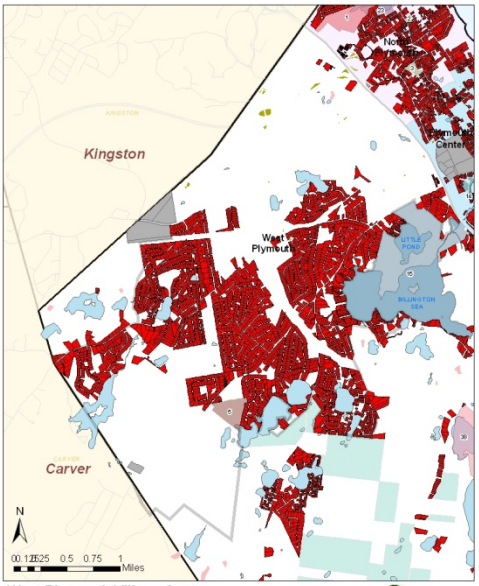
West Plymouth Village Center
Residential Development Year 1980
Dec 2015

Table I - Population of West Plymouth in relation to Town of Plymouth

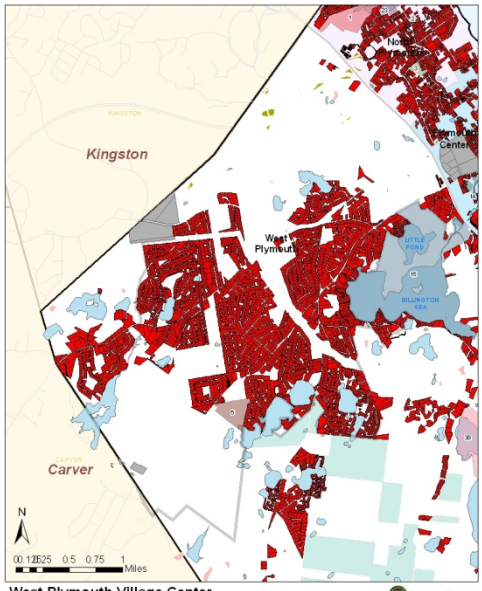
Area	1980	1990	2000	2010
West Plymouth	8,569	11,067	11,524	10,069
Plymouth	35,913	45,608	51,701	56,468

*Source: Plymouth Department of Planning and Community Development.

Note: Prior to 2010, U.S. Census data was collected in a method used before the availability of GIS. A population decline of 1,455 people in West Plymouth from 2000 to 2010 indicates a decline in size of households. This has been the trend. However, the different methods of data collection may have a bearing on the number provided.



West Plymouth Village Center
Residential Development Year 2000
Dec 2015



West Plymouth Village Center
Residential Development Year 2016
Dec 2015

EMPLOYMENT

As economic development continues within West Plymouth, a goal is to provide West Plymouth residents with the opportunity for a place to live and work. Business retention and job retention is critical to the continued economic success of this area.

The Plymouth Airport is a significant growing asset that provides expanding employment potential for West Plymouth. The Airport currently employs 319 workers and produces $13 million in payroll. There are currently 62 buildings at the airport that house 38 businesses consisting of both aviation and non-aviation businesses compatible and approved by the Airport Commission.

The Plymouth Industrial Park provides a mix of quality office, medical, high technology, retail, manufacturing, and warehousing uses. The Commerce Way corridor, along with the commercial development at the Carver Road / Plympton Road intersection, and at the Samoset Street / Route 3 interchange continue to grow with more traditional commercial such as retail, office and hotel uses.

POLICE & FIRE COVERAGE

Approximately eighteen percent of the Town's population is located in West Plymouth; however, only 8 1/2 percent (1,700 out of 20,000 yearly) of the total number of police

calls originate from West Plymouth. Based on population, the crime rate is far lower than other parts of Town. Furthermore, police protection in West Plymouth appears to be adequate. In 2015, the average response time on all 911 calls was under 3 minutes.

Several steps can be taken to improve the current police coverage. Most of these steps are citizen oriented. When necessary, neighborhoods in cooperation with the Police Department should form crime watches. A lack of visible and uniform street numbers on homes is a primary reason for delays in emergency response times. Homeowners should be educated on the importance of house numbers and encouraged to install uniform house numbers that are visible from the street.

Street signs are also important aids for emergency responses. Efforts should be made to reduce the occurrence of street sign thefts. Vandalism resistent design alternatives to the standard signs and posts should be considered.

Currently just over 20 percent of all Fire and EMS calls for the Town originate from this area of Town (West Plymouth, one fire district out of seven). This Fire Station (#2) is the second busiest in the Town, unfortunately over the years staffing levels have been reduced due to economic conditions. The Fire Department has provided the Town with a plan to increase staffing levels which will reduce response times. The community should continue to support the Department's requests for increased staffing.

Response times to portions of West Plymouth are still longer than the nationally recommended standards. There are still a number of developments within the West Plymouth area that do not have hydrants or a municipal water supply. These areas require much higher staffing levels to "shuttle" water to fire scenes using tankers and other specialty vehicles.

Development in the Airport and surrounding area is growing steadily. The Fire Department still recommends locating a Fire Station near the western end of South Meadow Road along with a connecting road to Federal Furnace Road for emergency response. Such a facility will be important for the Airport area. The Town and Airport Commission should cooperate and work together to investigate the future needs of this area and a location for a facility.

The ambulance stationed at West Plymouth is one of the busiest in the county. The call volume for this EMS crew has grown tremendously over the year causing the

Department to add a back-up ALS ambulance to support the call volume. During peak call hours that second ambulance is stationed in this area to handle the call volume. In addition to these two ALS ambulance crews, the current ambulance vendor, Brewster Ambulance Service, makes additional ALS and BLS ambulances available from their Obery Street Headquarters to assist in handling the vast call volume. *Basic Life Support (BLS) is an emergency transport provided by certified Emergency Medical Technicians (EMTs). Advanced Life Support (ALS) is provided when a patient is in more critical condition and a paramedic is required to assist in the treatment of the patient before and/or during transport to the emergency facility.*

VISION

VISION STATEMENT

The vision for West Plymouth is for a prosperous, balanced growth which includes protecting the environment and natural resources while allowing for healthy growth in housing, commercial business industry and industrial development. Interface of

developments with our municipal airport, currently and with future growth, offers exciting opportunities to provide quality jobs and offers a wide range of goods and services for residents and visitors alike.

Public safety is a chief concern along existing roadways throughout the community. Incorporating safe intersections, sidewalks and bikeways are essential for the well-being of the people. Demonstration of the ability to achieve this goal should assist in serving as a way to measure the viability of future development.

A sense of identity is fulfilled with West Plymouth's vibrant neighborhoods, surrounded by open space, ponds and cranberry bogs. Linking these assets with increased open space, trails systems and expanded recreational facilities will support this goal. West Plymouth's objective is to provide the connection of the Bay Circuit Trail from Kingston, through West Plymouth, into Myles Standish State Park.

Of prime importance is the protection of the aquifers such that they are preserved for safe public drinking water for future generations.

Plymouth's Master Plan identifies six planning priorities that were formulated throughout the master plan development creative process:

- *CONTROL SPRAWL*
- *ENCOURAGE ECONOMIC DEVELOPMENT*
- *BALANCE COSTS AND GROWTH*
- *PRESERVE CHARACTER*
- *PROTECT ENVIRONMENT*
- *IMPROVE QUALITY OF LIFE*

These priorities are supported in five core goals established through the West Plymouth Village Master Plan visioning process:

- *COMMUNITY IDENTITY*
- *ECONOMIC DEVELOPMENT*
- *ENVIRONMENTAL PROTECTION & OPEN SPACE*
- *INFRASTRUCTURE MAINTENANCE, IMPROVEMENTS & SAFTEY*
- *RECREATION & PUBLIC SPACES*
- These goals help to shape a solid balance of reasonable growth and viable preservation of open space and natural resources; and build and maintain a strong community.

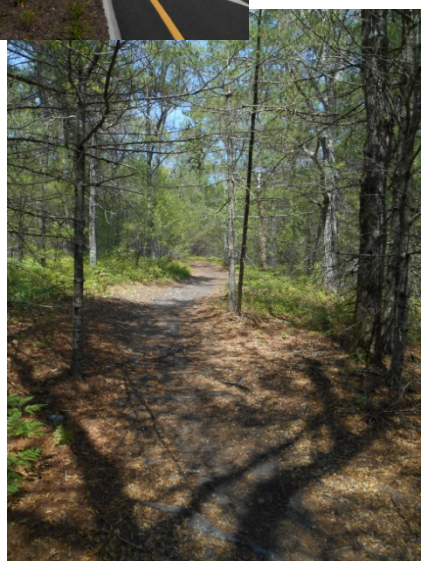
MASTER PLAN GOALS

The goals provided in this master plan embrace the vision of West Plymouth and will continue to shape the future of West Plymouth with focus on specific objectives. These objectives have been identified through the work of the West Plymouth Steering Committee and residents who have worked together over the years, brainstorming to establish core goals for West Plymouth Village Center and surrounding residential neighborhoods that rely on West Plymouth Village Center for their services. These goals are broken down into five sections that specifically describe the current environment and issues with policies and actions that will achieve positive results while growing the community.

CORE GOALS:

- **Community Identity – Sense of Place**
- **Economic Development**
- **Environmental Protection & Open Space**
- **Infrastructure Maintenance, Improvements & Safety**
- **Recreation & Public Spaces**

2014 Updated West Plymouth Master Plan Goals- Results of Priorities Analysis formulated at brainstorming sessions conducted with West Plymouth residents in 2011 are included in the APPENDICES.



COMMUNITY IDENTITY - SENSE OF PLACE

Create an identity that fosters community pride and provides a sense of place unique to West Plymouth. Strive for continuity in the Village by using branding techniques such as a tagline, symbol, and/or logo design and color that define West Plymouth. Use these branding elements repetitively throughout West Plymouth to reinforce community identity. Encourage cooperation from private and public entities to incorporate these elements within signage, identification tools, and events that are consistent and unique to West Plymouth. Establish and hold community events to help engage residents and businesses and strengthen community pride and character. In the future, West Plymouth should be known as a Plymouth village that provides a walking/hiking trail system that links the Bay Circuit Trail to Myles Standish State Forest, and eventually to downtown Plymouth. The Bay Circuit Trail and Greenway is a permanent recreation *trail* and greenway corridor extending through 34 towns in Eastern Massachusetts and linking the parks and open spaces in fifty-seven Boston area communities for 200 miles from Plum Island and Ipswich to the Duxbury/Kingston shore.

GOALS

I. The Brand - Establish a West Plymouth brand through visual continuity: symbols, logo, and color scheme.

II. Events & Gatherings - Create a sense of community- hold events and gatherings.

III. Neighborhoods - Reinforce West Plymouth as a unique place to live, work and play.

IV. History - Preserve and acknowledge historic sites and scenic locations.

V. Trails - Identify West Plymouth as the Plymouth village that provides the trail system that links the Bay Circuit Trail to Myles Standish State Forest Trails, and eventually to downtown Plymouth.

Goal I. "The Brand"- Establish a West Plymouth brand through visual continuity: symbols, logo, and color scheme.

POLICIES/ACTIONS:

1. Form an adhoc committee to oversee the design and selection of a West Plymouth brand. Announce and run a local design competition.
2. Establish uniform signage and building elements for both public and private facilities with focus on gateway locations.
3. Organize groups to seek opportunities and support fundraising to produce brand elements such as signs, banners, and gateway features.

Goal II. "Events & Gatherings"- Create a sense of community- hold events and community gatherings.

POLICIES/ACTIONS:

1. Encourage events and gatherings such as West Plymouth Trails Day (first Saturday in June), farmers' market, or local celebrations.
2. Identify public spaces used for community gatherings and events such as West Plymouth Recreation Park, Federal Furnace and West Elementary Schools, and the Airport.
3. Identify potential private locations for events such as the American Legion, Masonic Lodge, and VFW facilities.
4. Organize groups to seek opportunities and support fundraising for community events.
5. Encourage private organizations and schools to support such family events.

Goal III. "Neighborhoods"- Reinforce West Plymouth as a unique place to live, work, and play.

POLICIES/ACTIONS:

1. Encourage neighborhood activities such as block parties and family events to engage neighborhood residents.
2. Promote physical and social connections between neighborhoods such as sidewalks, bike paths, and trails.
3. Organize groups to seek opportunities and support fundraising for neighborhood events.

Goal IV. "Our History"- Preserve and acknowledge historic sites and scenic locations.

POLICIES/ACTIONS:

1. Expand the inventory of historic, cultural and scenic sites and locations such as Parting Ways Cemetery, Darby Train Station, and 317 Carver Road (MHC 1084), the oldest house in the area. Historic sites and buildings should be identified using a system of plaques and markers.
2. Document photographic and oral history of West Plymouth.
3. Encourage historic preservation.

Goal V. "Trails"- Identify West Plymouth as the Plymouth community that provides trail systems that link the Bay Circuit Trail to Myles Standish State Forest Trails.

POLICIES/ACTIONS:

1. Identify potential routes for trail connections and enhance existing trails.
2. Approach land owners for potential access easements that link trails.
3. Organize groups to seek opportunities and support fundraising for trail establishment, maintenance and construction.
4. Identify potential locations for a Bay Circuit Depot that could provide rest stop facilities such as bathrooms, bike racks, benches and picnic tables; with opportunities for food and water vendors.
5. Partner with non-profit land trusts such as Wildlands Trust.

Bay Circuit Trail-Kingston Connection

Checklist Items:

1. Trails- Identify West Plymouth as **the** Plymouth community that provides a trail system that links the Bay Circuit Trail (a 230 mile long connection that extends through 37 towns, linking parks and open space in 57 Boston area communities) to Myles Standish State Forest trails creating a southern gateway to Cape Cod.
   a. The Steering Committee and Town staff will continue efforts to identify potential links and contact land owners for potential easements where necessary.
2. The Brand- Establish a West Plymouth brand through visual continuity: symbols, logo, and color scheme.
   a. Form an adhoc committee of residents and business owners to oversee the design and selection of a West Plymouth brand. Announce and run a local design competition.
3. Establish a Community Center for public gatherings
   a. Identify possible uses and needs for the center
   b. Identify possible locations (such as the Airport)

ECONOMIC DEVELOPMENT

In total, West Plymouth contains the greatest amount of commercial acreage in Plymouth, which includes the Plymouth Industrial Park, Airport District, Commerce Way Mixed Commerce District, Plympton/Carver Roads General Commercial, and the Arterial Commercial District along Samoset Street and Pilgrim Hill Road. The acreage of these zoning districts total approximately 2,356 acres. Approximately 125 acres of commercial property and 268 acres of Industrial property remain undeveloped in West Plymouth.

West Plymouth does not have a true village center and much of West Plymouth has already been developed, therefore, to create a sense of place it is essential to establish a unified "West Plymouth" business theme by using common graphics, symbols and identifiers (i.e. incorporate West Plymouth or West Plymouth Village into business names). A unified approach to developing and marketing existing and potential business areas is equally important. The Airport provides a unique opportunity to encourage Airport related businesses to locate in West Plymouth. Highway access to major routes also presents an opportunity to attract various businesses to West Plymouth. To compliment this effort, the Town needs to invest in West Plymouth's transportation network as well as invest in water and wastewater infrastructure improvements.

GOALS

I. Simplify and streamline the permitting process
II. Expand allowed uses within the Airport District to allow for car rentals, restaurants and other support services
III. Encourage business associations to lead the development community in a unified direction

Goal I. Simplify and streamline the permitting process.

POLICIES/ACTIONS:

1. Modify the Zoning Bylaw to convert selected Special Permit Uses to Allowed Uses within commercial and industrial districts (partially addressed in the Fall of 2014).
2. Encourage time and cost efficiency in the permitting process by reducing or combining the required project review meetings. Steering Committee review is

only necessary by the committee that oversees the village service area in which the proposed project is located.

3. Encourage the highest and best use/value of property by amending Zoning Map & District to provide compatible uses.

Goal II. Expand allowed uses within the Airport District to allow for car rentals, restaurants and other support services.

POLICIES/ACTIONS:

1. Identify compatible businesses that complement and support existing businesses.
2. Promote airport support services and accessibility to encourage corporate headquarters to locate in West Plymouth.
3. Partner with groups such as the Plymouth Area Chamber of Commerce to market West Plymouth as a destination for businesses and shoppers alike.
4. Provide incentives such as Tax Increment Financing (TIFs) to existing businesses seeking to expand or new businesses seeking to locate in West Plymouth.

Goal III. Encourage business associations to lead the development community in a unified direction.

POLICIES/ACTIONS:

1. Encourage private/public investment and funding to assist with improvement costs.
2. Develop unified business names and signage to further identify West Plymouth as a unique village.
3. Develop a "West Plymouth" logo to be used by both Town facilities and private businesses.
4. Encourage businesses to "Adopt a Town Facility" to maintain with pride and a sense of ownership to sustain established community efforts.
5. Encourage modernization and beautification of existing industrial facilities.

PLYMOUTH AIRPORT (PYM)

Currently, aviation is the largest export industry in the U.S. with $118 billion in aircraft and equipment exports. Aviation employs 2 million people in the U.S. with an average salary of $57,000. The Plymouth Airport has seen significant growth, providing employment and economic development opportunities for West Plymouth. Of the 785 total acres that comprise Plymouth Airport within Plymouth and Carver, 566 acres are within Plymouth. 319 workers are employed at the airport, which produces $13 million in payroll. There are 62 buildings currently at the airport that house 38 businesses

consisting of both aviation and non-aviation businesses compatible and approved by the Airport Commission. Twelve of the buildings are utilized by non-aviation industries including the State Police Headquarters and Med Flight. At the fall 2015 Town Meeting the Town agreed to purchase the building from C3aerodynamics requesting a ten year lease with a loan to secure the State Police Headquarters use. This facility is the fourth largest fuel purchaser at the airport, adding to the airport's economic stability. The medical evacuation helicopter service housed at the airport is a valuable resource to the community and should continue to be supported and encouraged. Three new buildings were built in 2014. Cape Cod Community College Aviation School recently opened at the Airport as well. At this time the Airport owns and leases land to users making it difficult to attract businesses who want to own their property. The Airport zoning district includes other privately owned properties that surround Plymouth Airport.

Fall 2015 Town Meeting Capital Improvements apportioned funding for the following airport expansion and economic development:

- Purchase of the building from C3aerodynamics that houses the State Police Headquarters
- Upgrades to the Airport Administrative (terminal) building including design and construction
- Construction of runways 24 and 33 emergency stop-way extensions (300 feet long by 75 feet wide), increasing the total length of both runways to 4350 feet long.

There is an existing small wastewater treatment facility (WWTF) required by Massachusetts Department of Environmental Protection (MADep) to service airport facilities. There currently isn't funding to expand the WWTF, therefore, uses that require a lot of water discharge can't be considered on site. To increase the discharge capacity of the WWTF, grey water uses should be investigated through MADep such that existing and future users should be required to examine the possibilities. The Airport Commission voted to keep the airport a Class B2 category which controls aircraft size that can be handled. Hyannis Airport and Boston's Logan Airport are designated Class C2 and Class D3 respectively, which support larger aircraft. Shuttle services to the islands of Nantucket and Martha's Vineyard were previously provided by Cape Air. Contracting with an island airline in the future may be a possibility; however, nothing currently is proposed.

Through their master planning process, the Airport Commission should continue and expand their efforts to make the facilities at the airport available to the public. The Airport Conference Room is one of the more heavily used meeting places in Plymouth. It provides a venue for voting and various committees and groups to meet. With the lack of a West Plymouth Village Center that provides a community gathering place, the airport has made the conference room available, offering this opportunity. The airport expansion plans for the terminal should continue to meet the needs of the airport and the community as a whole including a new gathering space for public use. Due to the high non-airport (Town) use, the Town should participate in the renovation. The airport continues to be sensitive to the needs and life styles of the residents of the community. They have arranged land swaps with neighboring property owners to provide buffers around the airport, making efforts to minimize residential development in the immediate area.

PLYMOUTH INDUSTRIAL PARK

Established in the 1960s, the Plymouth Industrial Park is recognized regionally as a convenient and accessible location to establish a business. Over the past decades the area has evolved from a traditional industrial park consisting primarily of manufacturing and warehousing to a business park with a mix of quality office, medical, high technology, retail, manufacturing, and warehousing uses.

GENERAL COMMERCIAL at Carver Road & Plympton Road

Established in 1972, Plymouth envisioned this General Commercial Zoning to be West Plymouth's village center. Unfortunately, more current planning and design by the land owner/developer has shifted with this area evolving into a more traditional regional retail destination. In May 2016, the 80,000 square foot Market Basket at Cranberry Crescent opened its doors. A connecting road between Plympton Road and Carver Road was also opened in May, allowing traffic to flow more freely between West Plymouth and Carver. In total, Cranberry Crescent is programed for 350,000 square feet of retail and commercial space.

ARTERIAL COMMERCIAL at Samoset Street and Route 3

The intent of the Arterial Commercial District is to provide a location in Plymouth, adjacent to Route 3, for uses that generate large number of vehicular trips. Such uses include fast food restaurants, car dealerships, large retail establishments and gasoline stations. This area provides all of the above within several continuous developments. A streetscape/landscape plan was implemented several years ago along Samoset Street to encourage unification of the area. Additional unified features and elements would increase the value and create a sense of place to the overall area.

MIXED COMMERCE at Commerce Way

The Mixed Commerce District was established in 1995 in anticipation of the new Route 44. The intent of the Mixed Commerce District is to provide a mix of retail and industrial uses in a geographically suited area such as this. It allows for a range of traditional commercial uses such as retail, offices, medical offices, warehousing and hotels. Colony Place and other similar developments which include large retail uses and medical office buildings have capitalized on the districts unique location adjacent to two major highways (Route 3 and 44).

RESIDENTIALLY ZONED SITES SUGGESTED FOR FURTHER STUDY

Two undeveloped, residentially zoned, sites in West Plymouth were recommended for further study of rezoning for increased commercial and economic development in West Plymouth:

- A town-owned site consisting of approximately 53 acres, located on Samoset Street (west of Walgreens)
- A 22 acre site located abutting Shaw's Plaza on Pilgrim Hill Road (currently permitted for a 55+ housing development)

The Town owned 53 acre site located on Samoset Street (behind Walgreens) is also known as Site 101. The land is currently held as an alternative wastewater disposal site for Plymouth's water treatment facility. The property has over 600 feet of frontage on Samoset Street and is within 2,000 feet of Exit 6 for Route 3. The site is serviced by Town water and the Town's sewer system is nearby (Armstrong Road). Given the site's location and available infrastructure, it would be a desirable location for commercial development if no longer needed for wastewater disposal.

A 22 acre site located adjacent to the Shaw's Plaza on Pilgrim Hill Road (currently permitted for a 55+ housing development). Access should be via Pilgrim Hill Road with a no access/vegetative buffer provided along Summer Street.

Checklist Items:

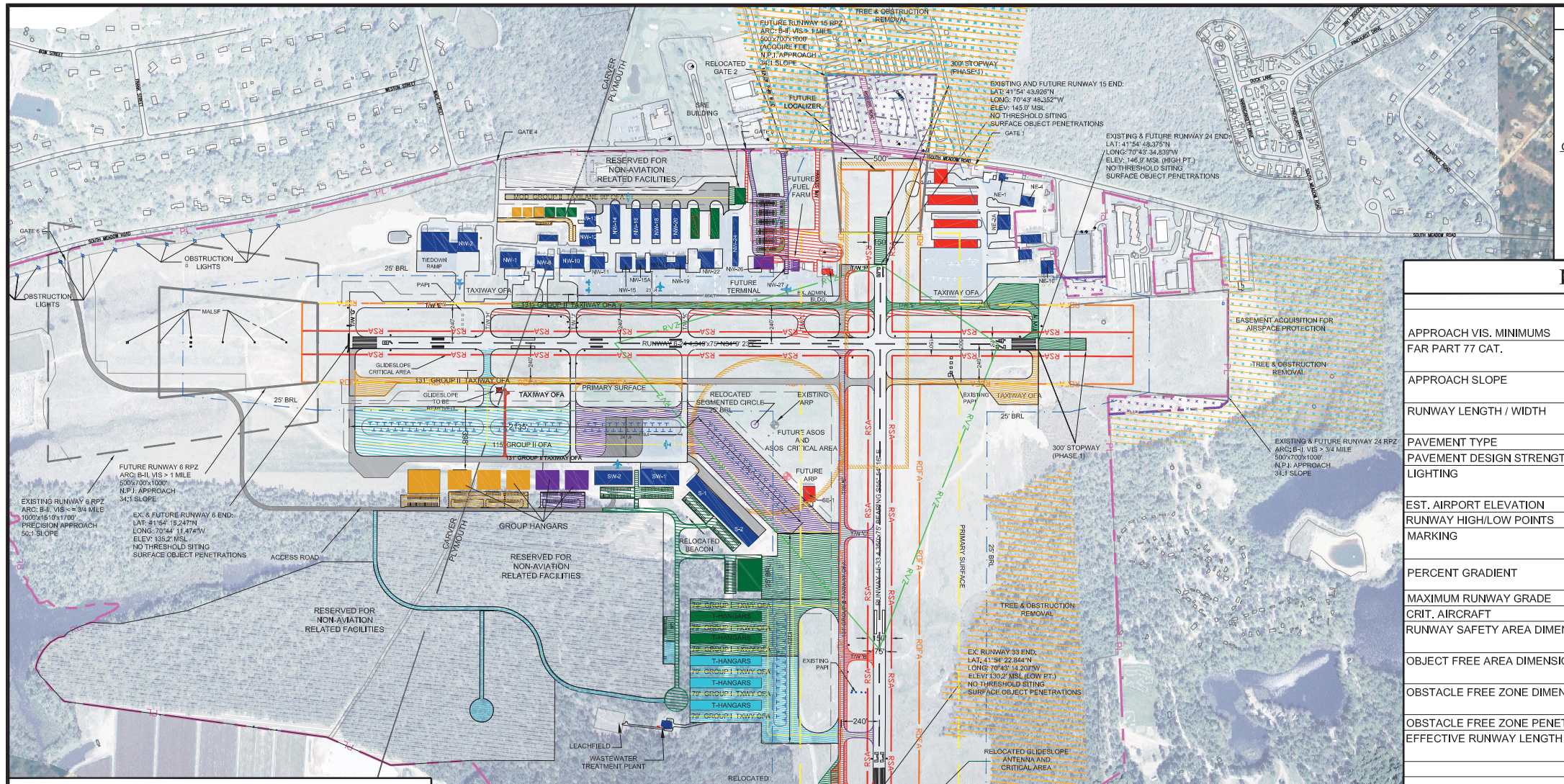
1. Support appropriate and acceptable development projects within Cranberry Crescent, Colony Place and the Plymouth Industrial Park to promote and retain jobs and encourage and sustain full occupancy rates for developments.

The table below identifies lands within the commercial and light industrial zones that are available for development and potential development. “Potential” development lands have constraints such as wetlands, limited access, easements and other such impediments.

Table II- Undeveloped available property

AVAILABLE LAND	AREA (ac)
Commercial	112
Potential Commercial	13
Industrial	120
Potential Industrial	148
Total	393

DRAFT AIRPORT MASTER PLAN- ULTIMATE AIRPORT LAYOUT PLAN



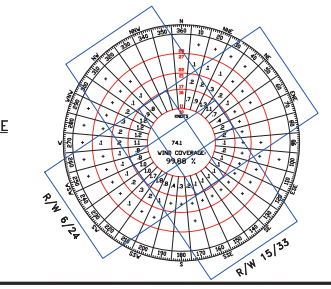
WIND ROSE

ALL WEATHER CONDITIONS

STATION: PLYMOUTH MA
RECORD PERIOD: 1997 – 2006
TOTAL OBSERVATIONS: 59,742

COMBINED RUNWAY WIND COVERAGE

10.5 Knot	98.04%
13 Knot	99.43%
16 Knot	99.88%



RUNWAY DATA TABLE

	EXISTING	FUTURE
APPROACH VIS. MINIMUMS	RW 6: ≥ 3/4 MI; RW 24 ≥ 3/4 MI RW 15 -33: VISUAL	RW 6: ≥ 3/4 MI; RW 24 ≥ 3/4 MI RW 33: ≥ 3/4 MI; RW 15 ≥ 1 MI
FAR PART 77 CAT.	RW 6 PRECISION	RW 33 PRECISION RW 6, 15, 24 NONPRECISION
APPROACH SLOPE	RW 6) 50:1 RW 24,15 & 33) 20:1	RW 6) 34:1; RW 24) 34:1 RW 33) 50:1, RW 15) 34:1
RUNWAY LENGTH / WIDTH	RW 6-24: 4,349' x 75' RW 15-33: 3,350' x 75'	RW 6-24: 4,349' x 75' RW 15-33: 4,350' x 75'
PAVEMENT TYPE	BITUMINOUS CONCRETE	SAME
PAVEMENT DESIGN STRENGTH	12,500 LBS (SW)	12,500 LBS (SW)
LIGHTING	MIRL	RW 6-24 HIRL RW 15-33: HIRL
EST. AIRPORT ELEVATION	146.9' MSL	146.9' MSL
RUNWAY HIGH/LOW POINTS	H: 146.9' MSL; L: 130.2' MSL	H: 146.9' MSL; L: 130.2' MSL
MARKING	RW 6: PRECISION	RW 6, 15, 24; NONPRECISION RW 33: PRECISION
PERCENT GRADIENT	RW 6-24: 0.3% RW 15-33: 0.44%	RW 6-24: 0.3% RW 15-33: 0.2%
MAXIMUM RUNWAY GRADE	1.5%	1.5%
CRIT. AIRCRAFT	HAWKER 850	HAWKER 850
RUNWAY SAFETY AREA DIMENSIONS	RW 6-24: 4,949' x 150' RW 15-33: 3,821' x 120'	RW 6-24: 5,249' x 150' RW 15-33: 5,250' x 150'
OBJECT FREE AREA DIMENSIONS	RW 6-24: 4,949' x 500' RW 15-33: 3,821' x 400'	RW 6-24: 5,249' x 500' RW 15-33: 5,250' x 500'
OBSTACLE FREE ZONE DIMENSIONS	RW 6-24: 4,749' x 400' RW 15-33: 3,751 x 250'	RW 6-24: 4,749' x 400' RW 15-33:4,750 x 400'
OBSTACLE FREE ZONE PENETRATIONS	NONE	NONE
EFFECTIVE RUNWAY LENGTH	RW 15-33: 3,351' RW 6-24: 4,349 '	RW 15-33: 4,350' RW 6-24: 4,349 '

MAGNETIC DECLINATION
15.2°W
July 28, 2008

GRAPHIC SCALE
400 0 200 400 800 1600
(IN FEET)
1" = 400'

AIRPORT DATA TABLE

	EXISTING	FUTURE
AIRPORT REFERENCE POINT (NAD 83)	41°54'32.50"N 70°43'43.60"W	41°54'31.24"N 70°43'36.63"W
MEAN DAILY MAX TEMP	82.4°F	
WIND COVERAGE (VFR/IFR %)	99.4%	
AIRPORT MAG. VARIATION	10.2°W - July. 28, 2008	
AIRPORT REFERENCE CODE	B-II	B-II
NPIAS SERVICE LEVEL	GENERAL AVIATION	
TAXIWAY LIGHTING	MITLS	
RUNWAY 06 LONGITUDE RUNWAY 06 LATITUDE	41°54'15.247"N NAD 83 70°44'11.474"W NAD 83	41°54'15.247"N NAD 83 70°44'11.474"W NAD 83
RUNWAY 24 LONGITUDE RUNWAY 24 LATITUDE	41°54' 48.375"N NAD 83 70°43' 34.839"W NAD 83	41°54' 48.375"N NAD 83 70°43' 34.839"W NAD 83
RUNWAY 15 LONGITUDE RUNWAY 15 LATITUDE	41°54'43.926"N NAD 83 70°43'48.352"W NAD 83	41°54'43.926"N NAD 83 70°43'48.352"W NAD 83
RUNWAY 33 LONGITUDE RUNWAY 33 LATITUDE	41°54'22.844"N NAD 83 70°43'14.207"W NAD 83	41°53'30.807"N NAD 83 70°43'27.374"W NAD 83
VISUAL APPROACH AIDS	RW 06: PAPI-4, MALSF; RW 24: PAPI-4; RW 15: ; RW 33: PAPI-4; ALL: WINDCONES, ROTATING BEACON	RW 06: SAME; RW 24: SAME; RW 15: PAPI-4; RW 33: PAPI-4, MALSF
OTHER NAVAIDS	RW 6: GLIDESLOPE & LOCALIZER, ASOS	RW 33: GLIDESLOPE & LOCALIZER, ASOS
RUNWAY 06 ELEVATION	135.2' MSL	135.2' MSL
RUNWAY 24 ELEVATION	146.9' MSL	146.9' MSL
RUNWAY 15 ELEVATION	145.0' MSL	145.0' MSL
RUNWAY 33 ELEVATION	130.2' MSL	134.99' MSL

DECLARED DISTANCES

	EXISTING				FUTURE			
	RW 6	RW 24	RW 15	RW 33	RW 6	RW 24	RW 15	RW 33
TORA	4,349'	4,349'	3,351'	3,351'	4,349'	4,349'	4,350'	4,350'
TODA	4,349'	4,349'	3,351'	3,351'	4,349'	4,349'	4,350'	4,350'
ASDA	4,349'	4,349'	3,351'	3,351'	4,649'	4,349'	4,350'	4,650'
LDA	4,349'	4,349'	3,351'	3,351'	4,349'	4,349'	4,350'	4,350'

APPROVAL

PLYMOUTH MUNICIPAL AIRPORT
APPR: _____
DATE: _____

MASSACHUSETTS DOT
APPR: _____
DATE: _____

FEDERAL AVIATION ADMINISTRATION
APPR: _____
DATE: NEW ENGLAND REGION
APPROVAL SUBJECT TO COMMENTS AND RECOMMENATIONS IN LETTER DATED:

BUILDING TABLE*

NO.	DESCRIPTION/USE	NO.	DESCRIPTION/USE
NW-1	BOSTON MEDFLIGHT	NW-24	SOMMER AVIATION
NW-2	PROFESSIONAL PILOTS	NW-25	PORT-A-PORT HANGARS
NW-5	IGS CORP	NW-26	ROBERT TRINQUE
NW-8	IGS CORP	NW-27	TOWN HANGAR/
NW-10	STATE POLICE		AIRPORT STORAGE
NW-11	RYAN ROTORS	NE-1	TOWN OF PLYMOUTH
NW-12	AMERICAN VELIDUR	NE-2A	KELLY AIR INC. (BASKY)
NW-13	BENDRIX CORP	NE-3	PAC TRUST
NW-14	PAC TRUST	NE-4	TOWN HANGAR
NW-15	RUSS ELECTRIC	NE-5	EDWIN RANDALL
NW-15A	WILLIAM CRAWFORD	NE-6	GYLNN ELECTRIC
NW-16	PAC TRUST	NE-7	PAC TRUST
NW-17	ALPHA ONE	NE-8	FOSDICK
NW-18	PAC TRUST	NE-10	PRAZI USA (CUMMINGS)
NW-19	ALPHA ONE	SE-1	EAST COAST HELO (KUBA)
NW-20	PAC TRUST	SW 1	C3 AERODYNAMICS
NW-21	PORT-A-PORTS	SW-2	F1 AVIATION
NW-22	YANKEE SERVICES	S 1	BENDRIX CORP
NW-23	PORT-A-PORTS	S-2	BENDRIX CORP

PHASING

PHASE	SYMBOL PVMT	SYMBOL BLDG
TO BE REMOVED		
COMPLETED BY 2011		
I 2008-2013		
II 2013-2018		
III 2018-2028		
IV BEYOND 2028		

* RED FONT = TO BE REMOVED

LEGEND

DESCRIPTION	EXISTING SYMBOL	FUTURE SYMBOL
RUNWAY SAFETY AREA		RSA
RUNWAY OBJECT FREE AREA		ROFA
RUNWAY PROTECTION ZONE		
BUILDING RESTRICTION LINE		SAME
TAXIWAY - TAXILANE OFA		SAME
TAXIWAY - TAXILANE CENTERLINE		SAME
SPOT ELEVATIONS	× 170	SAME
AIRPORT REFERENCE POINT		
AIRPORT PROPERTY LINE		
TREE LINE		SAME
ROADWAYS		
10' CONTOURS		SAME
FENCELINE		
NON-AERONAUTICAL AREAS		
HOLD LINES		SAME
ON AIRPORT BUILDINGS		SEE PHASE
OFF AIRPORT BUILDINGS		SAME
ROADS WITHIN RPZ		SAME
FUTURE PROPERTY (FEE)		
FUTURE PROPERTY EASEMENT		
TREES TO BE REMOVED		
MALSF		
OBSTRUCTION LIGHT TOWERS		SAME
TOWN BOUNDARY		SAME

FAA'S APPROVAL OF THIS AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE GENERAL LOCATION OF FUTURE FACILITIES DEPICTED. DURING THE PRELIMINARY DESIGN PHASE, THE AIRPORT OWNER IS REQUIRED TO RESUBMIT FOR APPROVAL THE FINAL LOCATIONS, HEIGHTS, AND EXTERIOR FINISHES OF STRUCTURES. FAA'S CONCERNS ARE OBSTRUCTIONS, IMPACT ON ELECTRONIC AIDS AND ADVERSE EFFECT OF CONTROLLER VIEW OF AIRCRAFT APPROACHES AND GROUND MOVEMENTS WHICH WOULD ADVERSLY AFFECT THE SAFETY, EFFICIENCY OR UTILITY OF THE AIRPORT.

DRAFT ALP SET

DuBois & King inc.

DESIGNED BY:	DRAWN BY: DEM
CHECKED BY: DEM	SCALE: AS SHOWN
APPROVED BY: GTP	C&P JOB #: 0618
FILE NAME: SHEET 3	
DATE: MAR 2011	

NO.	DATE	REVISIONS	BY	APPR.

PLYMOUTH MUNICIPAL AIRPORT
PLYMOUTH, MASSACHUSETTS
AIRPORT LAYOUT PLAN

ULTIMATE AIRPORT LAYOUT PLAN

A.I.P. PROJECT NO.

SHEET NO. 3 OF 12

ENVIRONMENTAL PROTECTION & OPEN SPACE

West Plymouth has the potential to increase and preserve open space through the acquisition of privately owned lands that are currently undeveloped or minimally developed. The majority of the undeveloped land in West Plymouth is privately owned. The larger privately owned open space parcels include a farm, campground, outdoors club, the Boys Scouts of America land near Darby Pond, and approximately 700 acres held in Chapter 61, 61A and 61B tax programs (including cranberry bogs). These privately held lands total over 1,000 acres. Potential acquisitions to preserve land will assist in minimizing the negative impacts of development while protecting groundwater resources.

GOALS

I. Provide sufficient open space for passive recreation. Acquire land to connect open space and recreation areas. Improve public access to ponds and lakes.

II. Preserve natural open space for environmental and wildlife protection, while protecting scenic beauty.

III. Identify measures to further protect the aquifer and ground water resources.

Goal I. Provide sufficient open space for passive recreation. Acquire land to connect open space and recreation areas. Improve public access to ponds and lakes.

POLICIES/ACTIONS:

1. Identify potential properties for acquisition that provide connectivity from existing town recreation land to passive recreation land.
2. Identify potential acquisition of existing recreational non-public areas and farms.
3. Improve public access to ponds and lakes:
   - Ellis Pond
   - Big and Little West Ponds from West Plymouth Recreation Park
   - Darby Pond – (Boy Scouts Camp Norse)

- Morton Park
- Billington Sea

Goal II. Preserve natural open space for environmental and wildlife protection, while protecting scenic beauty.

POLICIES/ACTIONS:

1. Work in conjunction with the Town, Community Preservation Committee (CPC) and non-profits; seek to permanently protect Chapter 61, 61A, and 61B lands.
2. Identify and change care and custody of tax title properties to conservation land, recreation or other appropriate designation.
3. Identify and prioritize a list of possible acquisitions:
   - Environmentally sensitive land
   - Future recreation land
   - List Chapter 61, 61A and 61B properties that may be conveyed as natural open space

Goal III. Identify measures to further protect the aquifer and ground water resources.

POLICIES/ACTIONS:

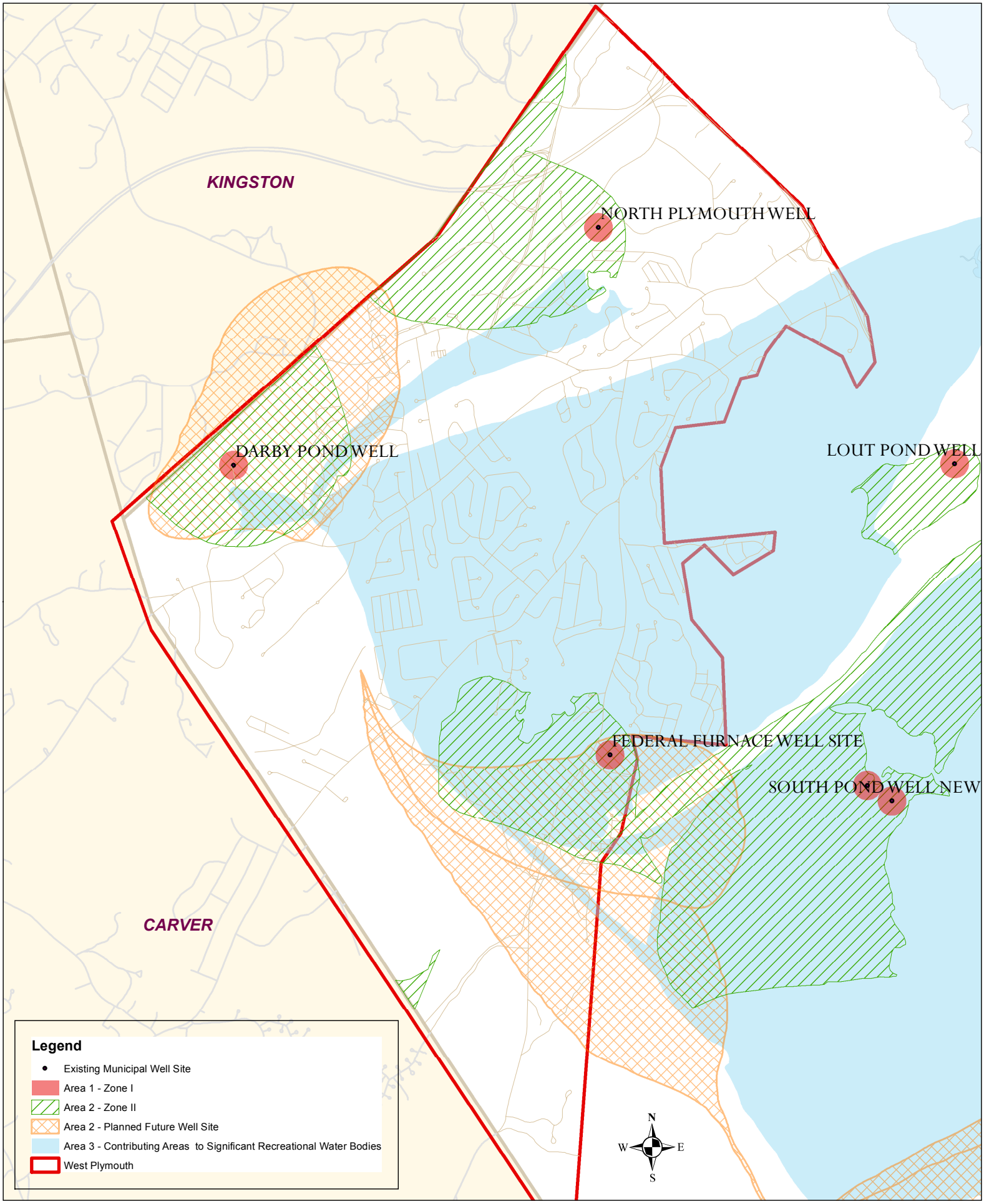
1. Minimize development within Zone I and Zone II areas.
2. Create appropriate buffers and setbacks to water resources.
3. Acquire land and adopt regulations to further minimize pollution of ground and surface water.
4. Expand the Town's sewer system throughout the village to minimize individual septic systems that impact ground water quality.
5. Public outreach on the importance of aquifer protection, water quality of waterbodies, and open space and recreation areas through workshops, information brochures, and signage.
6. Continuous review of the Zoning Bylaws and environmental regulations to adjust to new developments and changing conditions.

Table III – Private Open Space in West Plymouth

Private Spaces	Facilities	Area (ac)
Boy Scouts of America	Camping, hiking, outdoor skills, boating, swimming	134
Barengo's Farm	Landscape and plant nursery	21
Pinewood Campground	Camping, lodge, fishing, swimming, boating	129
Ellis Haven Campground	Camping, fishing, swimming, boating	200
Plymouth Rod and Gun Club	Shooting and practice range	109

Checklist Items:

1. Expand existing network of open space for passive recreation. Acquire land to connect open space and recreation areas.
   a. Identify and prioritize possible acquisitions (tax title land and Chapter 61 land).
2. Identify measures to further protect the aquifer and ground water resources.
   a. Create signs that include the brand logo and information on awareness of the aquifer and protection needed. Locate signs at parks, trail heads, and at environmentally sensitive areas that tie to the aquifer.
   b. Continuous review of the Zoning Bylaws and environmental regulations to adjust to new developments and changing conditions.



2016 West Plymouth Master Plan Aquifer Protection Zones

Data Sources: MassGIS and Plymouth Eng. Dept

Department of Planning and Development

INFRASTRUCTURE - MAINTENANCE / IMPROVEMENTS & SAFETY

West Plymouth is the largest of the five villages in area and population. Development of West Plymouth is laid out in typical suburban sprawl patterns with neighborhoods and development spread out and separated by major roads, and natural and manmade land features. Town water is supplied throughout most major residential subdivisions, neighborhoods and commercial areas. Town sewer is provided in the Plymouth Industrial Park and Mixed Commerce commercial areas. The Plymouth Airport, surrounding commercial properties on South Meadow Road and residential neighborhoods are served by private on-site systems.

Sidewalks have been an ongoing concern for years. The development boom of the 1980s and 1990s created fast paced development of many neighborhoods and roads without sidewalks. Today the roads are busier and travelled at a faster rate, requiring an effort to address safety and connectivity of existing and potential residential neighborhoods and commercial centers for pedestrians and bicyclists, as well as vehicular traffic.

GOALS

I. Safety
   a. Improve safety at existing intersections and crossings
   b. Design roads to include sidewalks and/or bike lanes
II. Connectivity
   a. Improve and provide pedestrian connections between residential neighborhoods and commercial areas
   b. Identify potential trail locations
III. Improve and maintain existing and proposed infrastructure and facilities
   a. Roads- drainage and paving improvements
   b. Water and sewer updates and improvements

Goal I. Safety

POLICIES/ACTIONS:

1. Improve safety at existing intersections and crossings. Identify and prioritize locations for safe pedestrian crossings, sidewalks and bike lanes.
2. Include sidewalks, bike lanes, and complete streets design wherever possible in new

development and reconstruction of existing roads.

Existing locations to implement safety features:

- Traffic signal at Carver Road and Plympton Road (Rte 80)
- Traffic signal at Federal Furnace and South Meadow
- Samoset Street at Pilgrim Trail - vehicular and pedestrian
- Samoset Street at Marc Drive - vehicular and pedestrian

Goal II. Connectivity

POLICIES/ACTIONS:

1. Improve and provide pedestrian and bicycle connections between residential neighborhoods and commercial areas.
2. Identify potential trail locations to complete connection from Myles Standish State Forest to the Bay Circuit Trail
   - Research properties from Carver Road southeast across South Meadow Road to West Recreational Park
   - Research properties from West Recreational Park southeast across Federal Furnace Road to Myles Standish State Forest
3. Prioritize streets listed in the Proposed Facilities Table below for upgrades to complete streets

Goal III. Improve and maintain existing and proposed infrastructure and facilities

POLICIES/ACTIONS:

1. Identify and prioritize existing roads in need of drainage improvements and paving.
2. Support Town initiatives to improve and enhance Town water and sewer services.
3. Identity and prioritize locations where utility improvements are needed.

Table IV - Facilities / Infrastructure in West Plymouth

Existing Facilities - Improve and Maintain Infrastructure	Task	Priority
Esta Road	Drainage and paving-contract out	2015
Carver Road & Plympton Road (State Road 80) intersection	To be monitored annually by Cranberry Crescent	
Federal Furnace & South Meadow Road intersection	Traffic light modifications - Capital Project - Needs Funding and support	
Samoset Street & Marc Drive intersection and/or Pilgrim Trail	Safety improvements-OCPC completed Safety Audit 2015- Needs MassDOT approval	

Proposed Facilities - Establish and Create Infrastructure	Task	Priority
Cranberry Crescent	Construction underway with connector road completed, off-site improvements on Carver Road, and wastewater/sewer construction	Spring 2015
Carver Road & Seven Hills Road intersection	Provide pedestrian crossing to sidewalk- Capital Project - Needs Funding and support	
Carver Road (from State Road 80 west)	Mill Overlay- sequence w/ Cranberry Crescent work	Next few years
Seven Hills Road	Drainage Improvements	Next few years
Federal Furnace Rd from Kings Pond Plain Rd to Diane Ave	Drainage Improvements- have the design-contract out	
Complete Streets	Federal Furnace, Carver Road, Seven Hills Road, South Meadow	10-20 yrs Funded by State

INFRASTRUCTURE

Roads

Historically, the road development pattern in West Plymouth can best be described as radial. The center or hub of this radial road network is the Seven Hills Road, Samoset Street, Carver Road intersection. The various major roads of West Plymouth (Carver Road, Plympton Road, Seven Hills Road, Federal Furnace Road, Summer Street, and Samoset Street) radiate from this center. This development pattern makes it extremely difficult to travel from one section of West Plymouth to another or to other parts of the Town. These major roads are not interconnected due to historical development patterns and natural barriers.

With the exception of Commerce Way and newer subdivisions in West Plymouth there are few sidewalks in the community. Sidewalks do not exist on the major roads such as Federal Furnace Road, South Meadow Road, Seven Hills Road, Summer Street, and portions of Carver Road and Plympton Road. The lack of sidewalks creates a hazardous situation for residents who choose to walk to other neighborhoods, schools or commercial establishments. In addition, the lack of sidewalks increases the volume of vehicular traffic on the roads as residents are forced to drive to every destination. It also contributes to the isolation of various neighborhoods and inhibits the development of a sense of community. Opportunities for safe bicycle travel along major roads are also a challenge. One of the best locations in Massachusetts for bicycling, Myles Standish State Forest, is located in Plymouth. The creation of bicycle lanes and trails will provide access

to existing recreational resources and provide neighborhood connections.

Some of the primary goals listed in this master plan are to increase safety and connectivity with the installation of sidewalks, bike lanes and trails throughout the village. This Master Plan includes a proposed trail system with the intention of connecting the Bay Circuit Trail from Kingston into the Myles Standish State Forest through West Plymouth open space and neighborhoods; encouraging the continuation and providing a gateway to Cape Cod.

Since the 1993 master plan, the following road infrastructure projects have been completed including the new Route 44, Commerce Way constructed as a complete street, Route 80 improvements from Carver Road to Commerce Way, and traffic calming measures on Charlotte Drive.

Utilities

The installation of underground utilities is encouraged whenever possible. The "Push Back" concept should be used for utility poles whenever possible. The "Push Back" concept refers to the placing of utility poles several feet off the road or sidewalk where they are less visible.

Some of the homes in West Plymouth are serviced by natural gas. The extension of natural gas lines is encouraged. The use of natural gas will reduce the proliferation of propane tanks. The availability of natural gas will also encourage oil users to convert and remove existing underground oil tanks, limiting the risk of leaks in West Plymouth.

Checklist Items:

1. Work with Plymouth Town Departments to provide the following:
    a. Left turn lane and/or left turn signal onto Plympton Road (State Road 80) from eastbound Carver Road;
    b. Vehicular safety measures, such as a delayed green light, at the intersection of Federal Furnace Road and South Meadow Road;
    c. A sidewalk along South Meadow Road from the Airport to Federal Furnace Road;
    d. Continue the sidewalk along Plympton Road west from Commerce Way to Kristin Road, to provide safe pedestrian access to West Elementary School from neighborhoods along Plympton Road; and
    e. Install vehicular and pedestrian safety measures at the intersection of Samoset Street and Marc Drive.

RECREATION & PUBLIC SPACES

West Plymouth is the largest of the five villages in area and population yet there is surprisingly little publicly owned open space within its boundaries. Town owned land includes Plymouth Airport, West Plymouth Recreation Area, West Elementary School, Federal Furnace Elementary School, Parting Ways Cemetery, tax title parcels, 49+/- acres under the Conservation Commission jurisdiction and land used by the Department of Public Works. There are 56 total bodies of freshwater in West Plymouth; 23 make up named ponds consisting of 349+/- acres. In addition, the 180 acre Morton Park and the 14,635 acre Myles Standish State Park are directly adjacent to the village. These adjacent recreational areas are also important community resources.

GOALS

I. Improve pedestrian and bicycle **connections** from residential neighborhoods to community centers, parks, ponds, and open space with bike lanes, sidewalks, and hiking /biking trails.

II. Improve and expand existing parks, providing sufficient **active recreation** spaces that meet the demand for athletic fields, parks and playgrounds, and including restroom/comfort station facilities. Encourage private/public investment and funding to assist with improvement costs.

III. Establish a **Community Center** for public gatherings

Goal I. Improve pedestrian and bicycle connections from residential neighborhoods to community centers, parks, ponds, and open space through bike lanes, sidewalks, and hiking/biking trails.

POLICIES/ACTIONS:

1. Identify and prioritize the needs for better and safer pedestrian access throughout the village center.
2. Improve pedestrian and bicycle connections to the village center and airport complex.

3. Create safe crossings at Carver Road and Seven Hills Road; Carver Road and Plympton Road (State Route 80); Carver Road and Marc Drive.
4. Improve pedestrian connection from residential neighborhoods to other residential neighborhoods and recreational parks and open space systems.
5. Improve pedestrian and bicycle access to West Plymouth Recreation Area, Morton Park and Myles Standish State Forest

Goal II. Improve and expand existing parks, providing sufficient active recreation spaces that meet the demand for athletic fields, parks and playgrounds. Encourage private/public investment and funding to assist with improvement costs.

POLICIES/ACTIONS:

1. Identify and prioritize the needs for each park or public space.
   - Expand West Plymouth Recreation Area facilities
   - Improve Morton Park facilities
   - West Elementary and Federal Furnace Elementary Schools- add trash barrels, lighting and bathrooms to ball fields
   - Address dogs on the ball fields
   - Establish new facilities

Goal III. Establish a Community Center for public gatherings

POLICIES/ACTIONS:

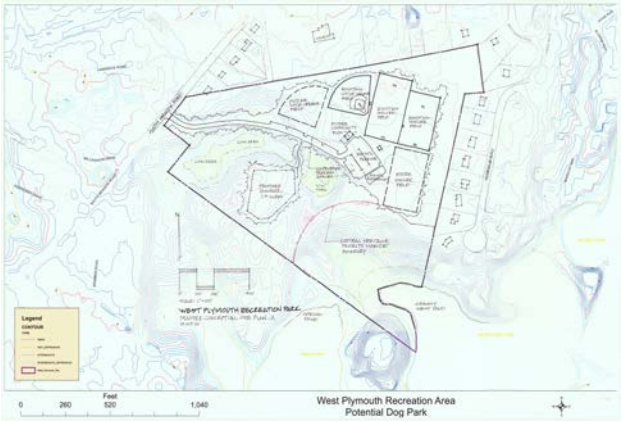
1. Determine possible uses and community needs for a center. The public currently utilizes the meeting room at the Airport facility for civic organizations' meetings and polling place.
2. Identify and prioritize possible locations for a Community Center. The West Plymouth Steering Committee is working with the Airport to continue the privilege of utilizing a meeting place for polling, voting, community organizations and the like. Other locations, such as at West Plymouth Recreation Area, will require funding to construct a facility to provide space for municipal and community events and meetings.

Table V – Recreation and Public Spaces in West Plymouth

Public Spaces	Facilities	Area (ac)
West Plymouth Recreation Area	Two soccer fields (1 junior and 1 senior size), jr league baseball field, playground	40
Morton Park	Little Pond (43 ac), Billington Sea (269 ac), swimming, picnic areas, trails	180
Parting Ways Cemetery	Cemetery, trails	76

West Elementary School	2 soccer fields, baseball field, playground, 2 tennis courts, 2 basketball courts	32
Federal Furnace Elementary School	Two tennis courts, two basketball courts	20

WEST PLYMOUTH RECREATION AREA



West Plymouth Recreation Area, located on South Meadow Road just north of the airport, consists of 40+/- acres. The site currently provides two soccer fields, a junior league baseball field and playground. As needs and funding become available, there is space for expansion of additional fields, a potential community center and associated parking. (A conceptual plan for a Dog Park is currently approved with plans to be constructed in 2016 - 2017.)

MORTON PARK

Morton Park consists of 180 acres of park land. Billington Sea and Little Pond are located in this park. Billington Sea received its name in the 1620's when Francis Billington a passenger of the Mayflower climbed a tree upon the top of a hill and saw this large body of water which he thought to be a sea. Since this observation, the lake has been humorously referred to as Billington Sea. Morton Park can be accessed by Summer Street or by Billington Street.

Morton Park was originally created in 1889 through a series of acquisitions and land transfers. Additional land has been periodically added to the park since that time. A series of gravel roads and parking areas service this park. Bathrooms are also located in this park. Uses of the park include: swimming, small boating, fishing, picnicking, and hiking. It is one of the more heavily used recreational areas in Town.

PARTING WAYS CEMETERY

Five hundred seventy two black slaves served in Massachusetts' armies during the Revolutionary War. In return for their service they were freed from slavery. In 1792 the Town of Plymouth awarded a grant of 106 acres of land to four of these former slaves, Plato Turner, Cato Howe, Prince Goodwin, and Quamony Quash. They constructed homes and farmed and were subsequently buried on the land. Ownership of the land reverted back to the Town because some of the conditions of the grant were never fully met. Despite the reversion, descendants of the veterans

continued to live on the land until the early 1900's. In the 1950's the four graves were identified and a granite marker was erected to indicate the participation of the four in the Revolutionary War in 1969.

An archeological excavation of the area was undertaken in 1975, bringing national attention to the site. Several important findings relating to early African American life were revealed by the study.

(Source: The Massachusetts Teacher May/June, 1981, Karen Martin)

In 1979, a vote of Town Meeting conveyed 15 acres of these 106 acres to the Museum of Afro- American Ethnohistory, Inc. for the purpose of constructing a historical museum and educational resource center for Afro-American studies.

WEST ELEMENTARY SCHOOL

West Elementary School was constructed in 1975 and is situated on approximately 30 acres of land on Plympton Road (Route 80). In 1992 West School had a student population of 570; today the school serves 381 students. The Town's "Life Skill" program operates from the West School. The Life Skill program was initiated to address the needs of students with special needs while keeping them in the community's educational system. The school is supported by an extremely active Home/School association. An extensive adult volunteer program is also in place. The school has recently created a “Nature’s Classroom” project on the grounds which includes a weather station, a gardening center and an aviary for birds.

The recreational facilities available at the school include: a baseball field, 2 tennis courts, a basketball court, and three soccer fields. The soccer fields are maintained by the Plymouth Youth Soccer Association, which in turn, allows them exclusive non-school hour use of the fields.

The baseball diamond has also been improved recently through private funds.

The indoor gymnasium is available for use (during the school season), which may require a fee to pay for custodian time. The gymnasium is used almost every night of the week by West Plymouth Youth Basketball league, other leagues or adult groups. In addition, the cafeteria and other rooms are used by a wide variety of groups and organizations.

The recreational facilities at West School represent one of only two recreational locations in West Plymouth. The primary use of these areas is associated with daily school activities. Summertime, evening and weekend use of the facilities also occurs. Due to a lack of funds and manpower, the fields are only minimally maintained. The soccer fields are privately maintained by the Plymouth Youth Soccer Association.

FEDERAL FURNACE ELEMENTARY SCHOOL

Constructed in 1977 the Federal Furnace School is located on Federal Furnace Road on the outskirts of the village. The school is situated on approximately 20 acres of land. In 1992, this elementary school had a student population of approximately 570; today the school serves approximately 425 with a staff of 80. Federal Furnace School is the home of the acclaimed “Treble Choir” which performs regularly with the Plymouth Philharmonic Orchestra. The recreational facilities on this site include a baseball field, two tennis courts and a basketball court. Indoor uses of this school are similar to those at West School.

The school grounds comprise the second recreational area. This field is located in a secluded area of the property. It is also minimally maintained especially during the summer months.

MYLES STANDISH STATE PARK

The Myles Standish State Park delineates the southern boundary of the Village of West Plymouth. Myles Standish State Park is owned by the Commonwealth of Massachusetts and operated by the Department of Environmental Management. Myles Standish is one of the oldest, largest and most diverse properties in the state park system. It is the State's second largest park with a total of 14,635 acres (12,635 acres are in the Town of Plymouth and 2,000 acres are in Carver). Purchased in 1916, this park has become extremely popular for picnicking, camping, swimming, fishing, and boating. The park boasts many miles of trails for bicycling, cross-country skiing, horseback riding, and hiking.

OTHER HOLDINGS

The Town owns several other parcels in West Plymouth totaling approximately 70 acres. These parcels tend to be either landlocked or small neighborhood parcels taken as tax title land.

Checklist Items:

1. Work with Plymouth Town Departments to improve and expand existing parks, providing sufficient active recreation spaces that meet the demand for athletic fields, parks and playgrounds.
2. Provide rest room facilities, lighting, and trash and recycle barrels at athletic fields and parks.
3. Update the West Plymouth Recreation Park Master Plan to include future needs (athletic fields, parking, community building and dog park).

APPENDICES

EXHIBITS (maps)

- Exhibit A- Zoning Districts
- Exhibit B- Buildout
- Exhibit C- Utilities
- Exhibit D- Economic Development
- Exhibit E- Trails
- Exhibit F- Environmental Resources

2014 Updated West Plymouth Master Plan Goals- Results of Priorities Analysis

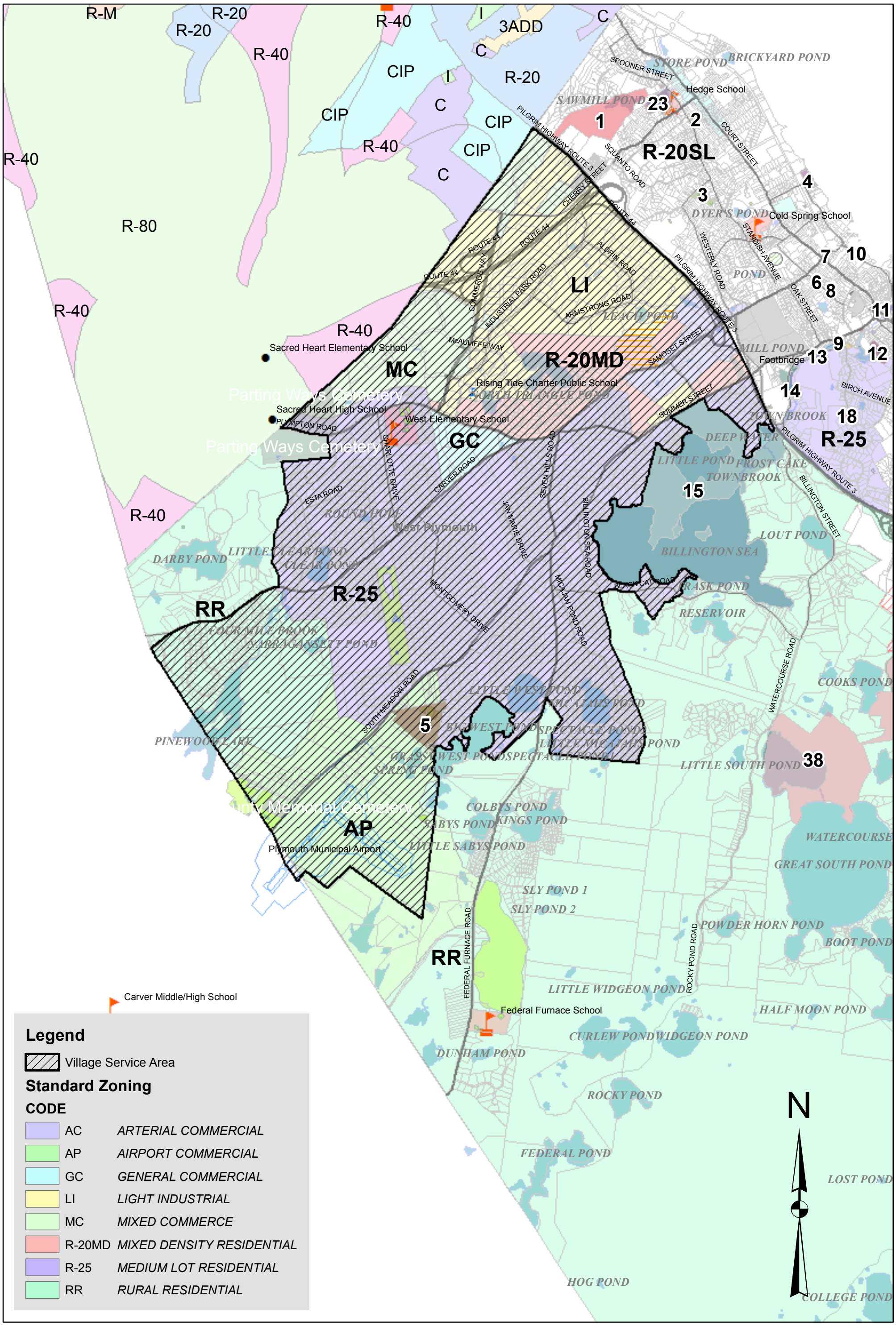
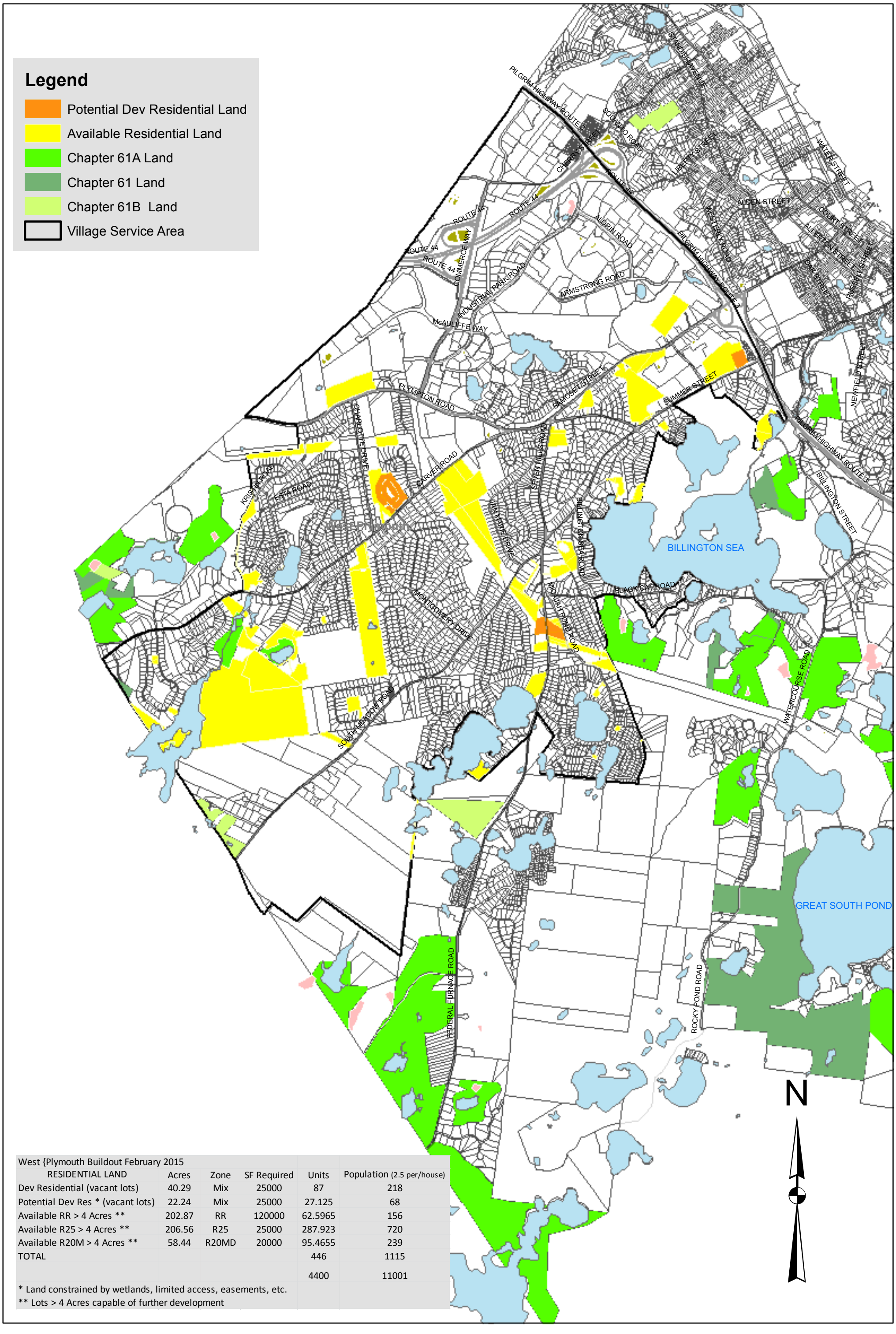


EXHIBIT A- 2016 West Plymouth Master Plan Zoning Districts

Department of Planning and Development



West {Plymouth Buildout February 2015					
RESIDENTIAL LAND	Acres	Zone	SF Required	Units	Population (2.5 per/house)
Dev Residential (vacant lots)	40.29	Mix	25000	87	218
Potential Dev Res * (vacant lots)	22.24	Mix	25000	27.125	68
Available RR > 4 Acres **	202.87	RR	120000	62.5965	156
Available R25 > 4 Acres **	206.56	R25	25000	287.923	720
Available R20M > 4 Acres **	58.44	R20MD	20000	95.4655	239
TOTAL				446	1115
				4400	11001

* Land constrained by wetlands, limited access, easements, etc.
** Lots > 4 Acres capable of further development

EXHIBIT B- 2016 West Plymouth Master Plan Residential Buildout

Department of Planning and Development

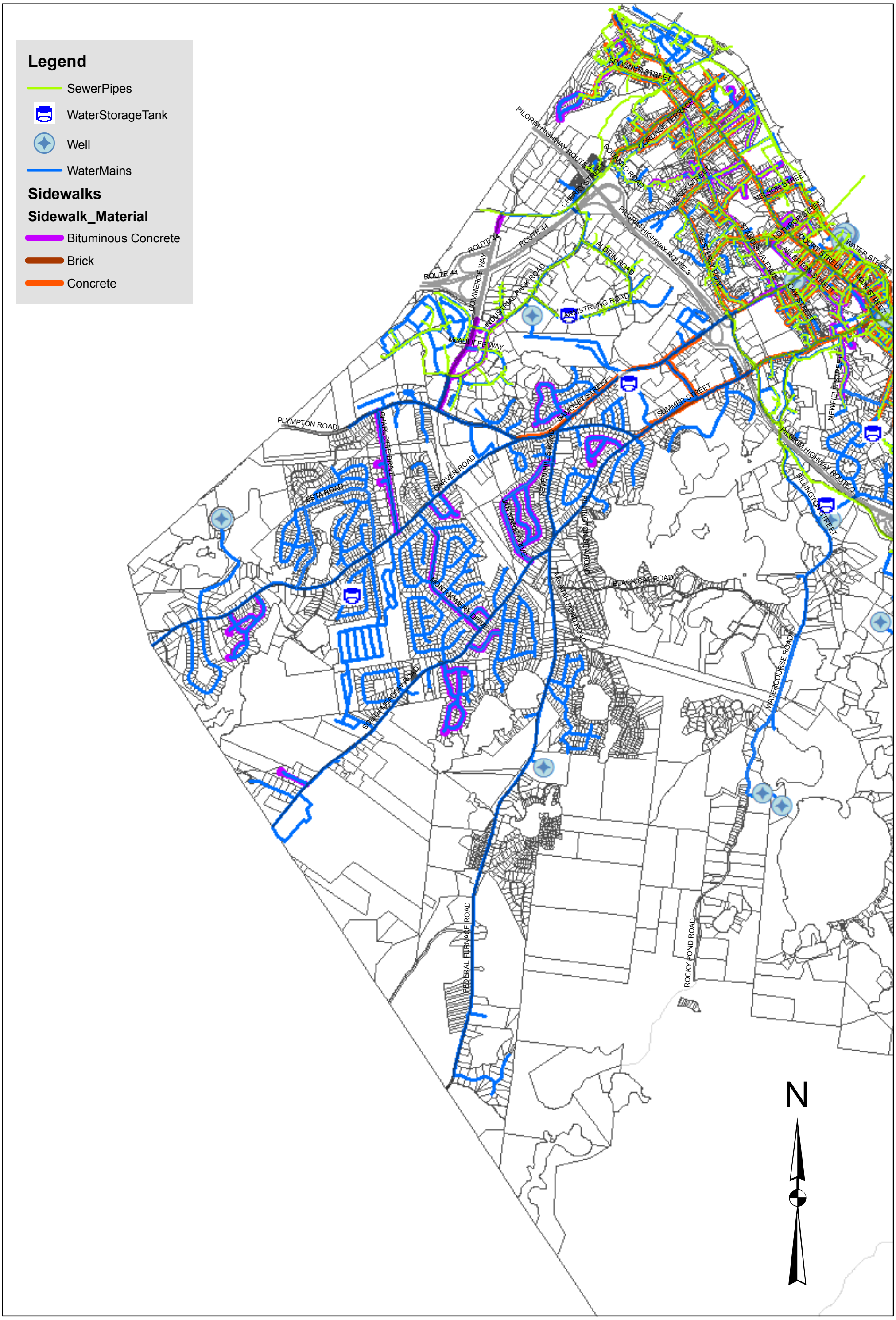
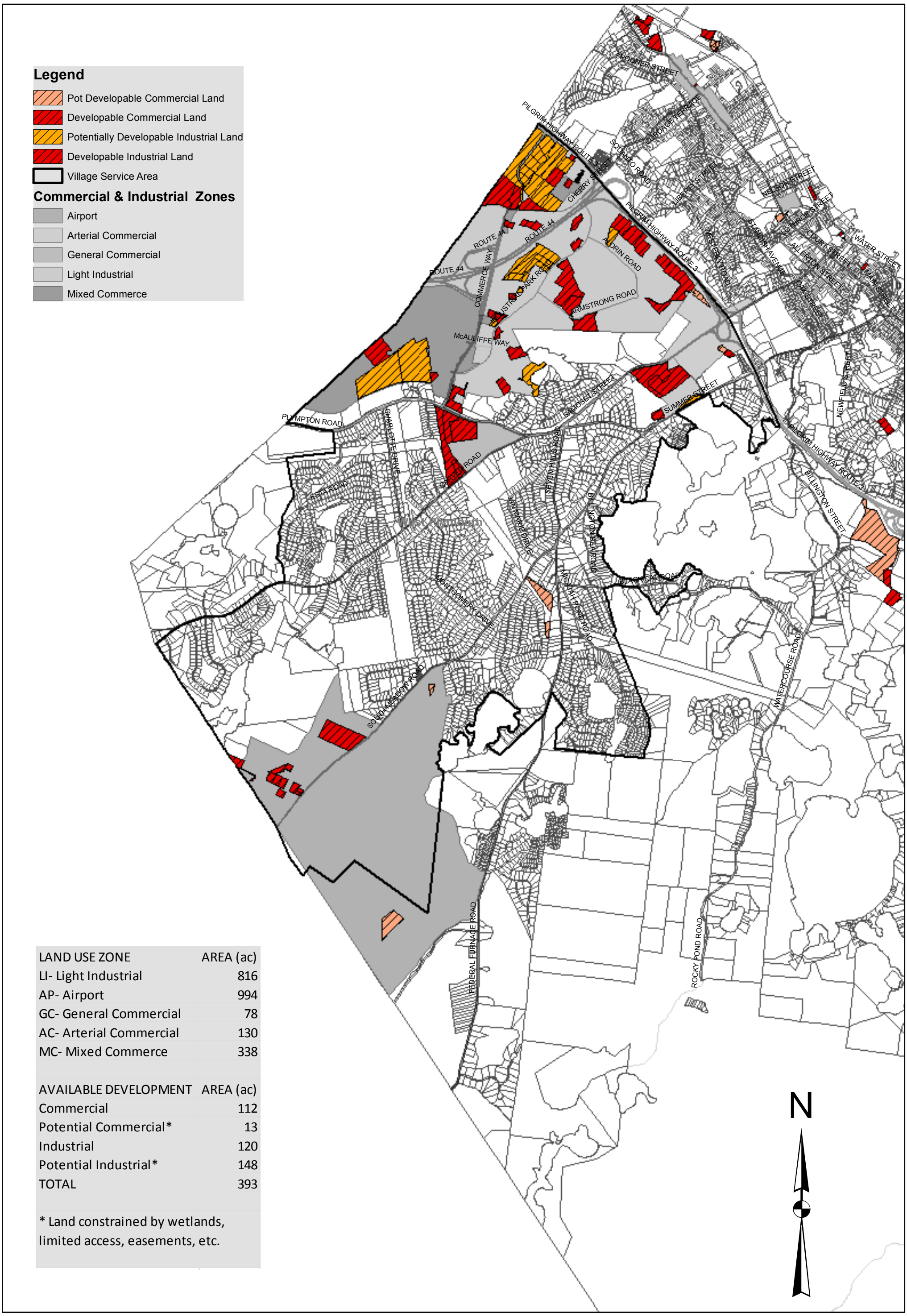


EXHIBIT C- 2016 West Plymouth Master Plan
Utilities

Department of Planning and Development



LAND USE ZONE	AREA (ac)
LI- Light Industrial	816
AP- Airport	994
GC- General Commercial	78
AC- Arterial Commercial	130
MC- Mixed Commerce	338

AVAILABLE DEVELOPMENT	AREA (ac)
Commercial	112
Potential Commercial*	13
Industrial	120
Potential Industrial*	148
TOTAL	393

* Land constrained by wetlands, limited access, easements, etc.

EXHIBIT D- 2016 West Plymouth Master Plan Economic Development

Department of Planning and Development

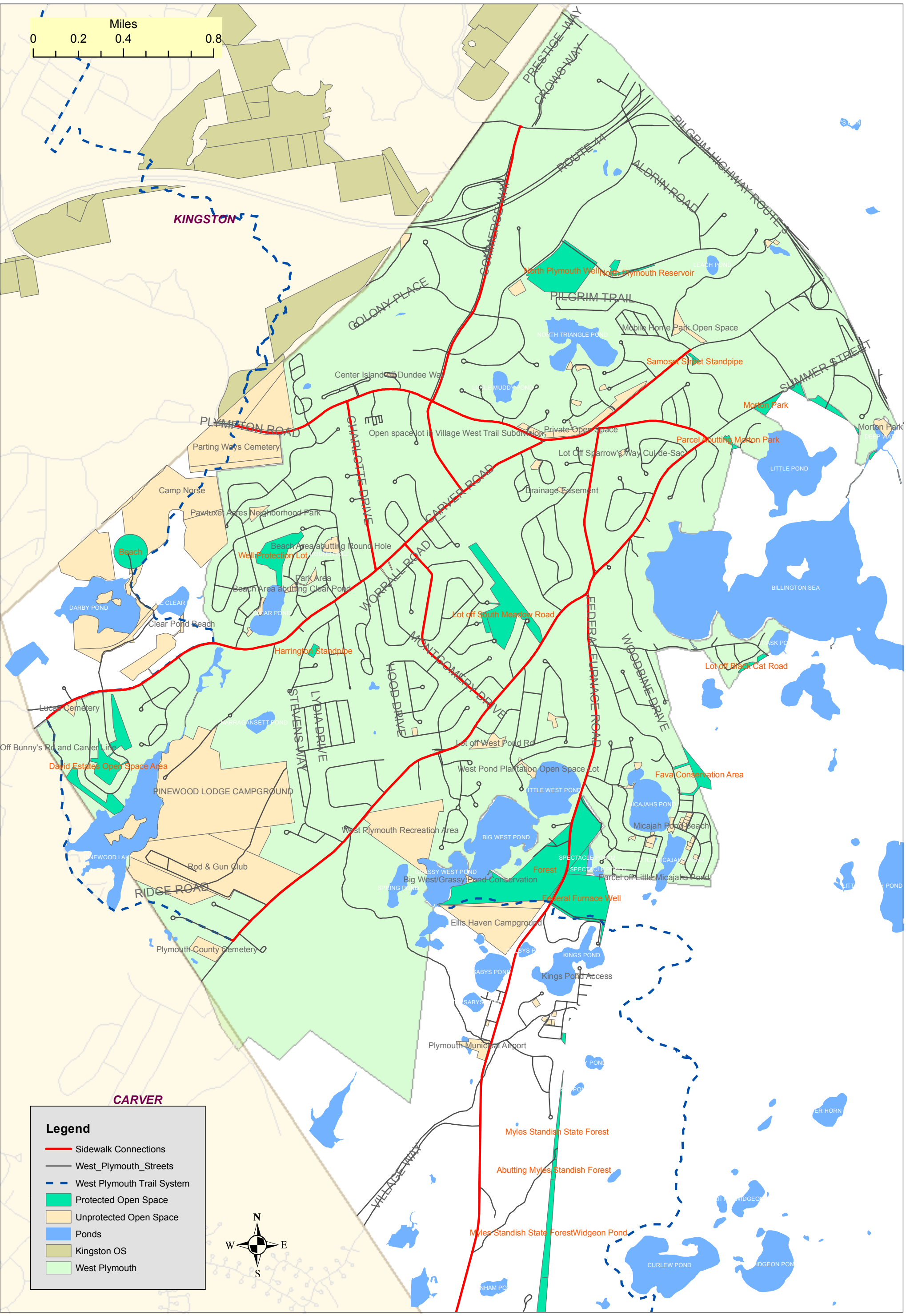


EXHIBIT E- 2016 West Plymouth Master Plan Trail System

Data Sources: MassGIS and Plymouth Eng. Dept

Department of Planning and Development

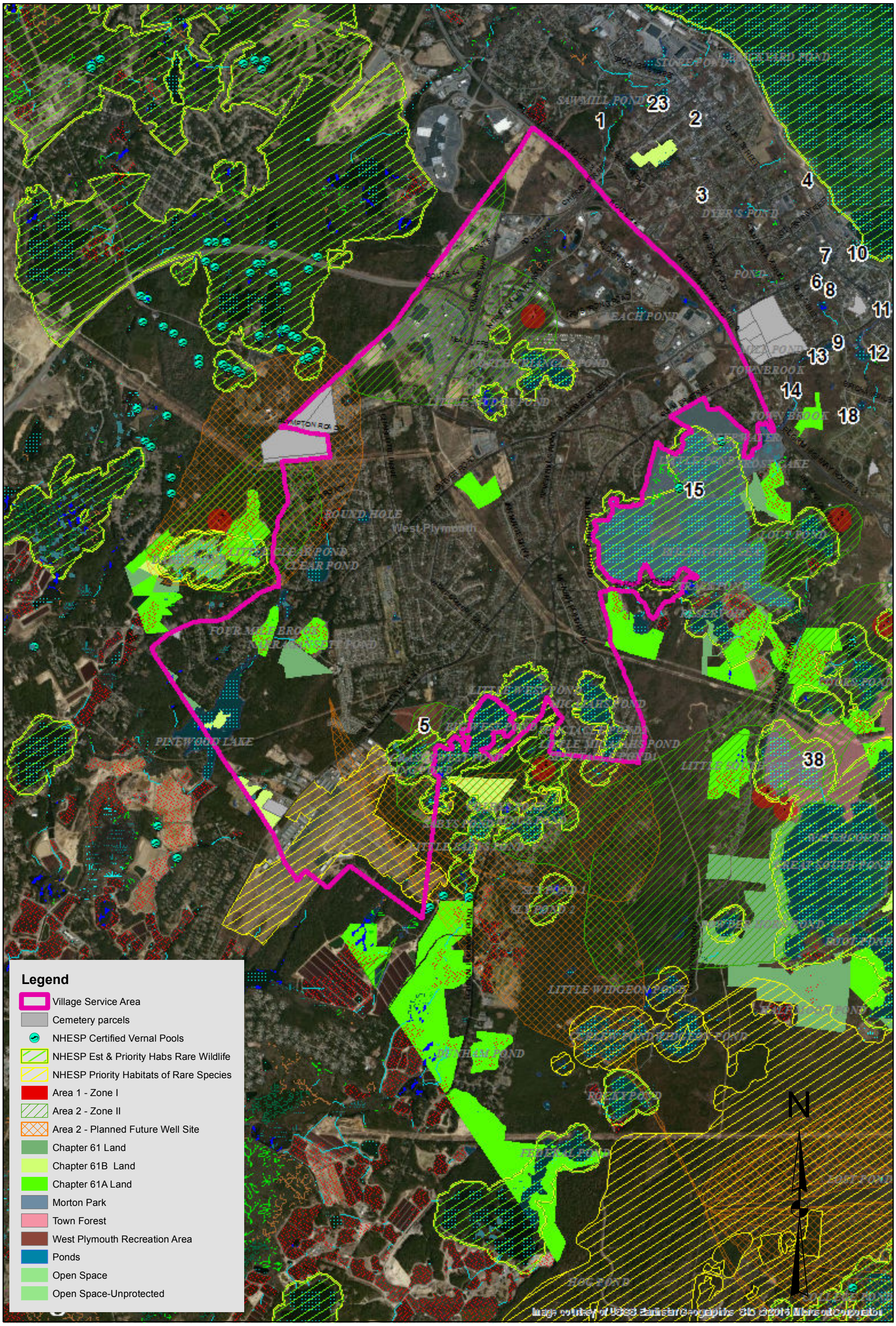


EXHIBIT F- 2016 West Plymouth Master Plan
Environmental Resources & Open Space

Department of Planning and Development

2014 Updated West Plymouth Master Plan Goals
Results of Priorities Analysis

Based on the priorities and comments identified by the Planning Board and West Plymouth Steering Committee in 2011, staff has reviewed the existing Master Plan Goals and brainstorming priorities, and suggests the following amendments to the Master Plan Goals. In addition, the committee should use this information to assist in the formulation of Master Plan action items and strategies.

Identity:

- Sense of community - within and between neighborhoods
- Locate and establish a community center
- Historic sites, acknowledgement and preservation
- Village Center for West Plymouth

Recreation and Public Spaces:

- Establish a Community Center
- Upgrade and expand parks
- Create bike paths and hiking trails- connecting community to parks and open space
- Increase public access to ponds and lakes

Infrastructure maintenance and improvements:

- Safety - road intersections, crossings and sidewalks
- Connectivity - network hierarchy for vehicles, pedestrians and bicycles
- Prioritize maintenance - most needed

Environmental protection of natural resources and preserving rural character:

- Protect water supply - well locations
- Promote and support farming
- Preserve open space and scenic views
- Potential acquisitions of lands for open space, recreation and preservation

Economic Development:

- Establish a village center
- Zoning - streamline process, increase allowed uses, and add 75’ ht. districts
- Airport - expand uses for hotel, car rentals, restaurants
- Neighborhood commercial - establish appropriate locations