Cedarville Village Center Master Plan Update

June 15, 2009

Little Red Schoolhouse (summer 2008) PHOTO BY **Patrick Farah,** Planning Technician

ACKNOWLEDGEMENTS

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

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The Cedarville Steering Committee recognizes the work of the Cedarville Master Plan Taskforce: Kay F. Gendreau, Bernard J. Hennessy, Genevieve Ash, John Lee, Jared R. McKee, and Ann Skelly, **who wrote the 1991 Cedarville Master Plan.**

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INTRODUCTION

Plan Development and Public Participation

In July of 1977, the Town of Plymouth initiated the Plymouth Goals Project. 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, with anticipated updates on a regular basis to adjust to changing laws, values, attitudes and perceptions. 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. Cedarville is one of the Village Centers recognized in this plan.

The Plymouth Planning Board, through the Cedarville Task Force, originally adopted the *Cedarville Master Plan* in 1991. The Cedarville 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 Cedarville Master Plan and to advocate for the needs of the area.

A subcommittee of the Cedarville Steering Committee formed to provide input and guide development of this update of the *Cedarville Master Plan.* An initial brainstorming session took place in August of 2008. This subcommittee then met with town, regional planning and state officials, the Cedarville business community, and local historians, with professional assistance from the Plymouth Department of Planning and Development.

A draft plan in May of 2009 was an outcome of the many meetings that took place in preparing the plan. Broader public comment on the draft plan has been accomplished through:

- Public posted meetings and invitations to guest speakers
- Fliers distributed throughout Cedarville May 2009
- Press Release May 13, 2009
- Public Hearing on May 21, 2009
- Joint Meeting of Cedarville Steering Committee & Planning Board June 15, 2009

VISION

VISION STATEMENT

The Cedarville community has access to large coastal and wooded open space that surrounds the village. There are recreational opportunities within the village center itself, including access to coastal areas, a central playground, beautiful ponds, and a variety of community services. Cedarville has a rich heritage in the Wampanoag community residing in the village. Cedarville will continue to enhance and expand these assets, building on the visual character and environmental quality of its natural surroundings, while strengthening the knowledge of its local and indigenous history. As Cedarville matures, a spectrum of connections throughout the village center and its environs that preserve visual character and enhance the sense of community will be a part of that growth. The community will continue to support economic activities in the village center to provide shopping and housing choices, encourage entrepreneurship and develop community stewardship.

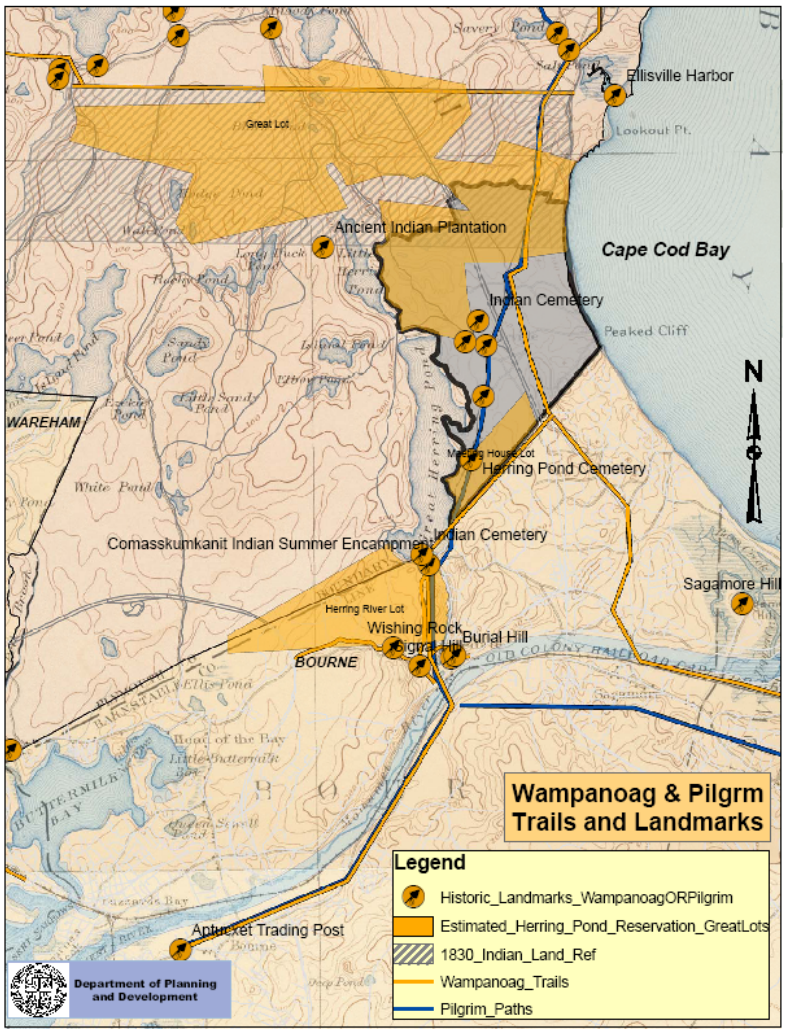
EXECUTIVE SUMMARY

Cedarville is located on a historic trade route developed by the Wampanoag, which evolved into what is now State Road (Route 3A).

Cedarville's population began to grow rapidly in the 1980s.

Local infrastructure has not kept pace with recent private development and resulting expansion in population, particularly with respect to traffic controls on State Road, safe pedestrian/bicycle travel, access to recreational facilities, and a sense of community for residents served by Cedarville Village.

The Master Plan Update identifies core goals for future enhancement of the village infrastructure while creating a greater sense of community in Cedarville Village.



CORE GOALS:

Improvements to provide safe vehicular, pedestrian and bicycle access.

Sense of identity - common themes that could create a sense of community.

Improved access to recreational opportunities for populations served by Cedarville.

Good stewardship of the land for future generations.

Improvements to provide safe vehicular, pedestrian and bicycle access.

Improve pedestrian and bicycle connections throughout commercial areas and between village residential, recreational and trail areas.

Work closely with the state to develop pedestrian and bicycle-friendly street crossings of Highway 3 and of State Road (Route 3A), and connect those crossings to Elmer-Raymond Playground, the town-owned land behind the Fire Station and surrounding residential neighborhoods.

Work with the state to explore whether safer alternatives, or a separate bike lane, could be established for the Claire Saltonstall bikeway.

Collaborate with the state to identify and install necessary infrastructure improvements in the village center to improve safety.

Sense of identity/common themes that could create a sense of community.

Preserve rural character in and around the village.

- Identify, protect and enhance the characteristics of existing residential neighborhoods that embrace a semi-rural quality of life.
- Research, identify, preserve and tell the history of Cedarville in Cedarville. This region's history is fragmented, and no compilation in a central location is available. The overall history of Cedarville is not well known.
- Identify, protect and enhance significant open space, scenic views and corridors.

A sense of identity and common themes that could create a sense of community.

Encourage development that maintains a traditional rural village character.

- Provide a balanced mix of housing to meet all lifestyles, age groups, and income levels of residents of the Cedarville area.
- Promote uses that compliment and enhance the historical and recreational significance of Cedarville and maximize the economic potential of the area.
- Create local tools to enhance cohesiveness, consistency, scale of building massing, design, signage and vegetated buffers in the village commercial areas. Aim for a compact, walkable retail and service district primarily for residents, consistent with the Plymouth Strategic Action Plan–2004/2024 and in keeping with Cedarville's rural character.
- Partner with the state to invest in and expand parking, lighting, signage, street furniture, landscaping, drainage, utilities and paving in a manner that maintains cohesiveness, consistency, scale of building massing, design, and vegetated buffers in the village commercial areas to enable Cedarville to evolve as a rural village center.
- Establish a village green, school facility, community center or large recreational area to build a sense of community around Cedarville.

Improved access to recreational opportunities for populations served by Cedarville.

Provide sufficient active recreation spaces and places to meet the residential demand for athletic fields, parks and playgrounds, and the needs of the senior citizens in the community.

Provide sufficient passive recreation and open spaces to enhance the scenic beauty, passive recreation and hiking opportunities of the Cedarville area and its residential neighborhoods, especially inland pond and coastal shoreline access.

Improve pedestrian and bicycle connections to recreational, conservation and open areas surrounding Cedarville village.

Good stewardship of the land for future generations.

Protect and improve water quality.

Coordinate with and support the efforts of local stewards of conservation and open space in the Cedarville region.

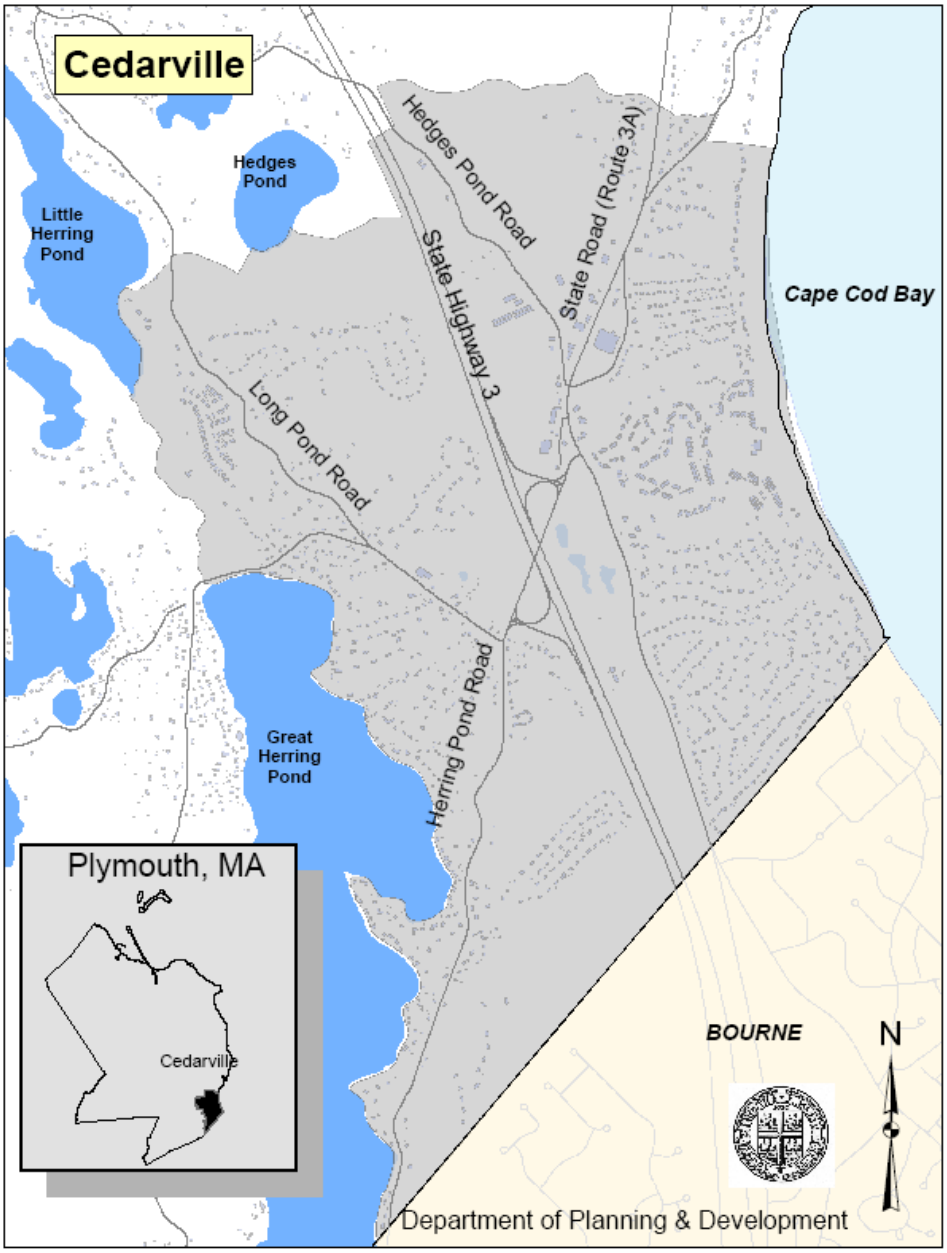
Acquire land for preservation of rural character, water quality and natural habitat.

Improve public access to town services for Cedarville residents.

Explore zoning changes that use innovative strategies to restore and enhance the area's environmental resources.

OVERVIEW OF CEDARVILLE VILLAGE CENTER

The Village of Cedarville is approximately 2-1/2 square miles in size, located in the southeastern portion of Plymouth along the coastline. The Cedarville area consists of a central commercial district, a surrounding residential service area, and outlying rural residential neighborhoods. The boundary of Cedarville Village, shown on the map at right, is the official boundary recognized by the Town for planning purposes; however, historically the boundaries may differ somewhat. Cedarville is bounded to the north by Ellisville Road and Hedges Pond, to the south by the Town of Bourne, to the west by Little Herring and Great Herring Ponds, and to the east by Cape Cod Bay.



In 1637, the Pilgrims first discovered cedar growing in the swamps of what are now several holes of the White Cliffs Golf Course. They used this cedar to pay off their debts to England. Originally known as "Cedar Swamp," the name of "Cedarville" was later derived.

Real estate brochure circa 1990s

Population

Historically, Cedarville has been a small community set apart from greater Plymouth by its geographical location, with few public services or amenities. The village's population remained small and stable up until the late twentieth century. Route 3, constructed in 1963, reduced the travel time to and from employment centers. The construction of the Pilgrim Nuclear Power Station in Manomet (1972) and the Plymouth and Camelot Industrial Parks (1970s-1990s) brought employment and additional tax revenues to the Town. These factors, coupled with Plymouth's natural beauty and available land, made Plymouth (and Cedarville) an attractive location to live. Throughout the 1970s and 1980s, the Town experienced an accelerated growth rate. Most of the development in the 1970s occurred in the West Plymouth area; however, this growth shifts to South Plymouth in the 1980s. In the 1970s and 1980s, Cedarville experienced a tremendous increase in residential and commercial development. Cedarville, including the residential areas immediately outside of the village boundaries, had the largest percentage of population increase in the Town compared to the four other villages, increasing by eighty-five percent from 1970-1980, seventy percent from 1980-1991, and sixty-six percent from 1990-2000.[1]

Table I Population of Cedarville region in relation to Town of Plymouth

	*1980	*1990	*2000	**2009	2013**	***2025
Cedarville	1,304	2,211	2,737	3,038	4,679	n/a
Plymouth	35,913	45,608	51,701	58,681	n/a	73,572

Source: *U.S. Census (1980, 1990 & 2000)
**Town of Plymouth Department of Planning & Community Development Estimates, 2009
***U.S. Bureau of the Census (2000); Urbanomics (2005-2030 forecast).

Demographics

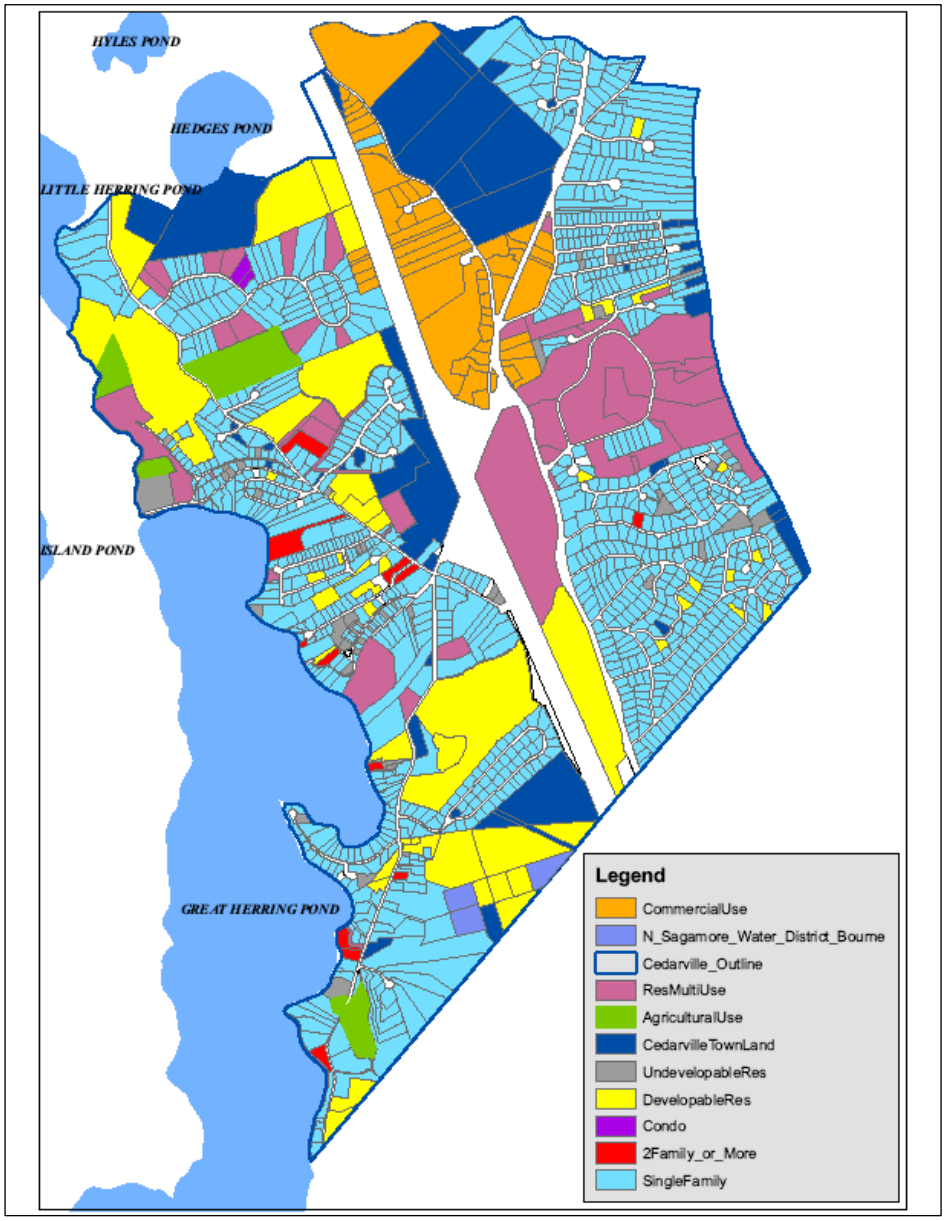
In the 1960s and 1970s, Plymouth had an aging population, evenly divided between male and female.[2] By 1980, the fastest growing segments of Plymouth's population were younger age groups: age 5-15 (20%) and age 25 -34 (19%).[3] The 1990 U.S. Census shows the fastest growing segments of the population included age 5-15, 25-34, and 35-44. The 2000 U.S. Census shows growth in age 5-14 (increased by 88.7% since 1990), age 15-19 (up 72.3%), age 35-44 (up 89.7%),

[1] DemographicsNow; U.S. Census Block Groups (See Appendix), 2008.
[2] 1960 and 1970 U.S. Census and the 1966 Comprehensive Plan.
[3] 1980 U.S. Census.

and even greater increases in the age 45-54, 55-64, 75-84 and 85+ age groups. The biggest projected increase by 2013 is age group 65-74 (37.1%), followed by age 55-64, 25-34 and 20-24 (17.7%, 16.8% and 15.2%, respectively). Currently, age 5-14 makes up an estimated 16.7% of the Cedarville population, followed by age 35-44 (16.4%), age 45-54 (15.3%) and age 25-44 (13.6%). Approximately 67% of the population over age 15 is married, similar to the percentage in 1990, projected to remain stable into 2013.[4] Cedarville area's population is primarily white (93.4%), with smaller populations of black (2.6%), American Indian (0.3%), Asian (1.3%), Hispanic (1.5%), Other (0.7%), and two or more races (1.6%).[5]

Land Use Patterns

Much of Cedarville is residential (62%). Scattered residential development has occurred at a slower pace along Great Herring Pond, the east side of which was historically a reservation for the Herring Pond Wampanoag people. Coastal areas developed in the 1970s and 1980s, especially along the shoreline. White Cliffs, a private condominium with a golf course, was constructed in the 1980s. Rapid single-family home development also occurred in and around Cedarville in the 1980s through 2000, including conversion of summer cottages to year-round residences.



Cedarville is on an old trade route (Megansett Trail ran along Great Herring Pond's shores and south[6]), later used by the colonists. The central business district evolved along State Road, which was

[4] DemographicsNow; U.S. Census Block Groups (See Appendix), 2008.
[5] DemographicsNow; U.S. Census Block Groups (See Appendix), 2008.
[6] Bournedale District of Critical Planning Concern, *Bournedale Historic Sites*, Bourne Historic Commission, May 2000, mapped by C. Moore, Town Planner, Town of Bourne.

the primary corridor for travelers to and from Cape Cod prior to the construction of Highway 3. Although there was significant expansion of the commercial uses in the 1980s and early 1990s, there remains nearly as much vacant commercial land now as was present in 1991, approximately 70 acres, much of which is underutilized. Commercial land makes up about 11% of Cedarville's land use.

Open space makes up approximately 12%, municipal uses another 6%, agriculture (cranberry farming) less than 2%, and state road layouts over 5% of the village. Non-municipal exempt uses, such as churches, make up approximately 6.4% of the land area in Cedarville.

Land Use Patterns

Table II Cedarville Village Land Use Summary (February 2009)
Source: Town of Plymouth Department of Planning & Development (utilizing GIS)

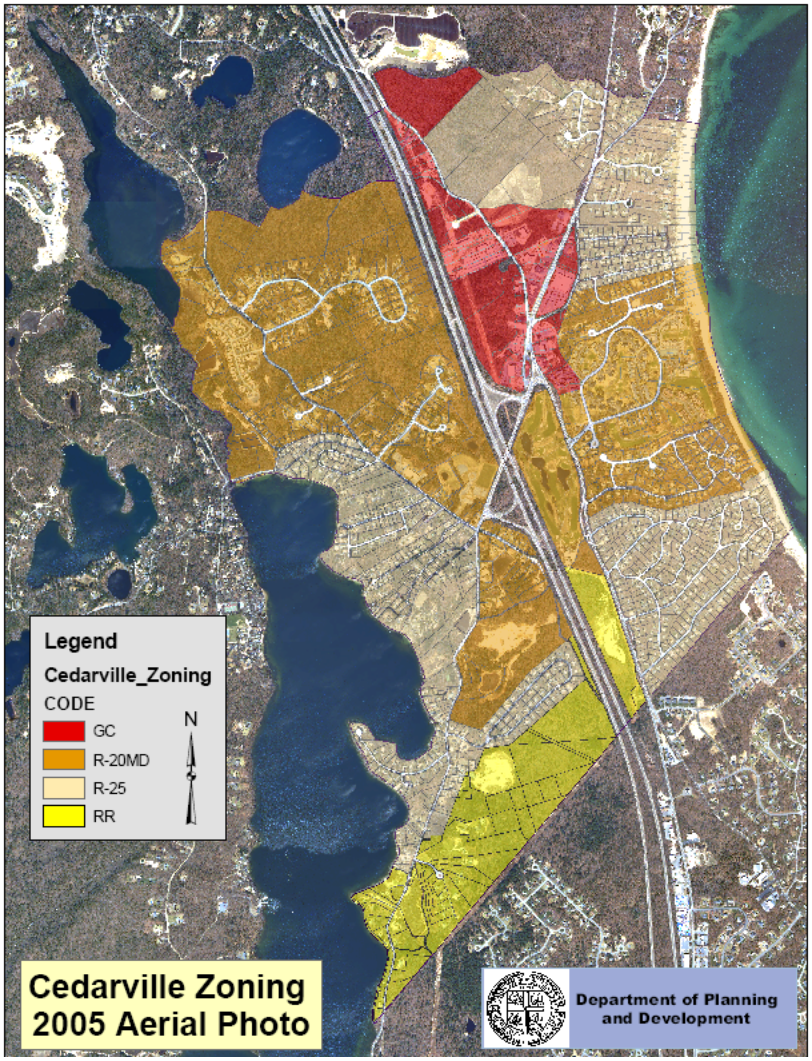
		No. parcels	Area (Acres)	% Village Service Area (1,616 acres total w/roads)
Residential Land		**1,208**	**1,005.5**	**62**
Multi-Use Residential*		50	13	1
Single Family		1,027	660	41
2 Family & 3 Family		12	13	**
Condominium		2	0	**
Developable***		53	296	18
Undevelopable		64	23.5	1
Commercial Land			**175.5**	**11**
Commercial Use		57	105	6.5
Developable		19	70	4.3
Undevelopable Commercial		6	0.5	**
Agricultural Land		8	**29**	**1.2**
Open Space			**203**	**12.5**
Private	White Cliffs Golf Course		42	
Private	Other		34	
Town	Hedges Pond Preserve (w/in village)		39	
	Cedarville Landing		4	
	Elmer-Raymond Playground		18	
	Tax Title (open space by permit)		10	
	Other beach parcels		4.4	
North Sagamore Water District (Bourne)			6.6	
Non-Municipal Exempt			103	6.4
Municipal (except open space)			**93.4**	**6**
Fire Station & Animal Shelter			1	
General Municipal (Plymouth)			70.4#	
Capped Landfill w/Transfer Station			22	
Other (utilities, roads)			31.2	2
State Highway:	Route 3 layout		76	4.7
	Route 3A layout		17	1

*Includes White Cliffs Community.
**insignificant (less than 1%)
***Includes exempt uses and potentially developable, but currently landlocked, parcels in residential zone; excludes Agricultural land.
#Town Meeting voted to convert 45 acres north of landfill to conservation land to prevent landfill expansion; however, transfer to conservation has not yet occurred (1993 Annual Town Meeting, Article 34).

Zoning

Zoning describes the preferred development outcome. Land use describes the existing patterns of development. Zoning and land use are often similar; however, they can be different. For the most part, the land use in Cedarville is consistent with the zoning. Cedarville contains General Commercial, Medium Lot Residential, Mixed Density Residential, and Rural Residential zones.

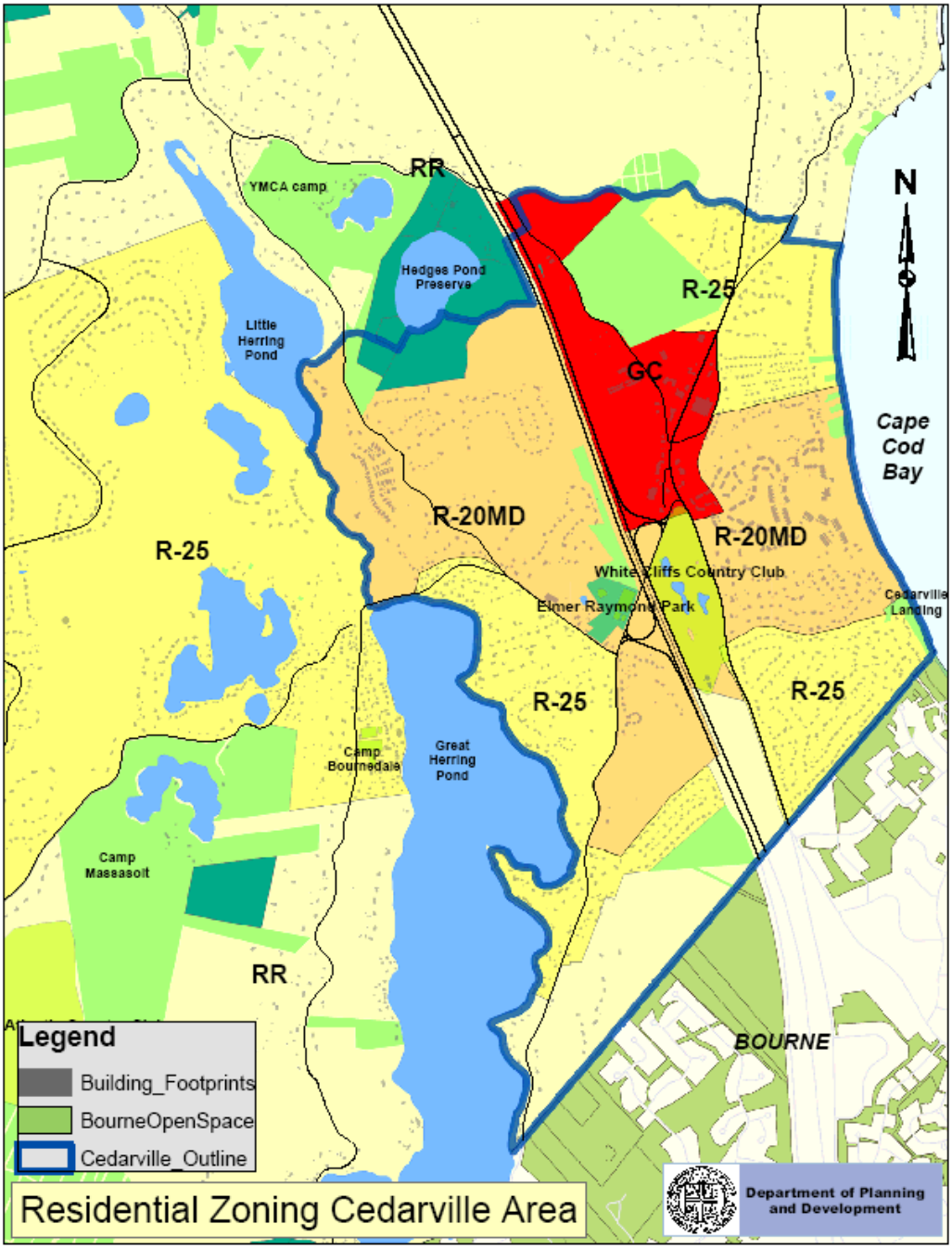
The 1991 Cedarville Master Plan identified the need to encourage smaller businesses aimed at serving the local community, and to site new commercial structures and associated parking in a manner that preserves the small village character of the community. April Town Meeting 1994 amended the Zoning Bylaw General Commercial Zone to restrict by-right commercial development to no more than 4,000 square feet of ground floor area and 6,000 square feet of total floor area in village centers. Larger projects are subject to a special permit, with a cap of 24,000 square feet in the Village area of Cedarville. The General Commercial District also restricts the maximum front yard setback in Cedarville to 60 feet, variable by special permit, to encourage parking to the side or rear of the building and to discourage a commercial strip appearance. Trees, groundcover and shrub plantings are specified within this district, as well.



Cedarville's zoning is generally consistent with the natural resources identified in the Environmental Goals section with respect to the location of commercial areas and rural density areas. Further adjustments in the commercial district to improve pedestrian access and traffic safety are key goals for the community, as well as a sense of rural character. Collaboration with the State on State Road to meet these goals, as well as careful infrastructure planning will be needed to implement these improvements. Where zoning can be strengthened in this regard is discussed further in the Zoning Goals section.

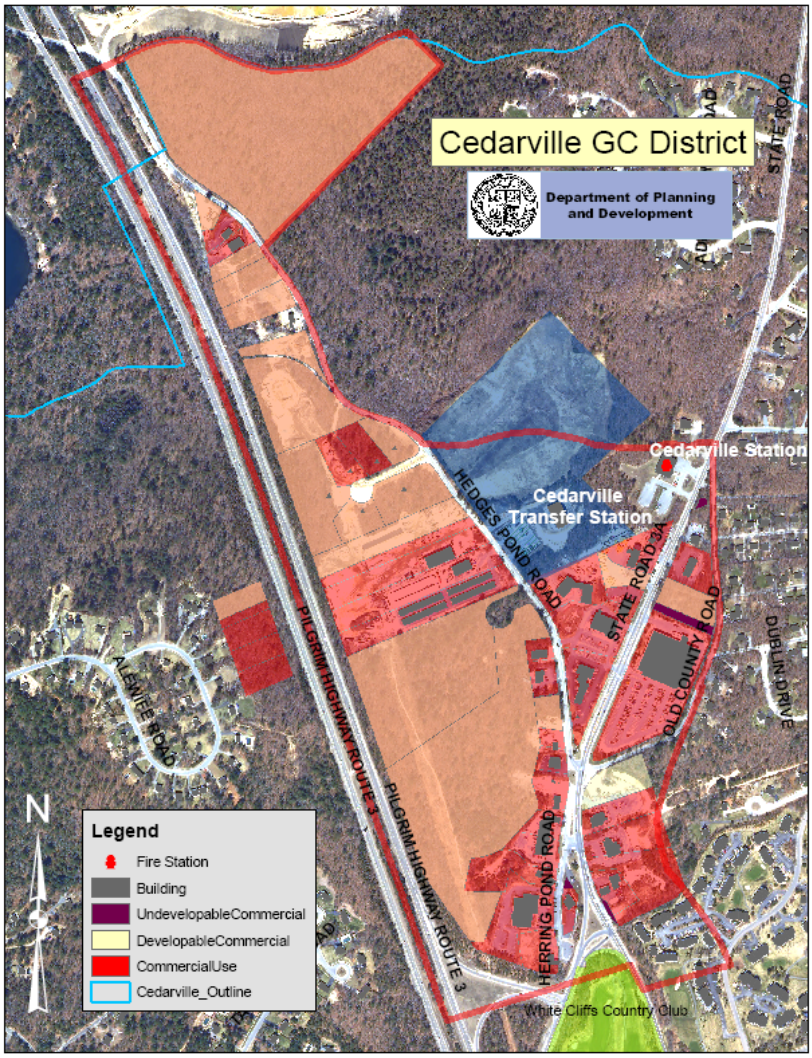
Residential

Much of the residentially zoned areas within the village center are developed, and there are no significant zoning changes from 1990 to the present. A few new projects have been permitted but not constructed: an age-restricted condominium was approved through a special permit next to the General Commercial zone (behind the British Beer Company off Old County Road), in easy walking distance of the village center amenities, and a 38-acre parcel is under construction for 38 additional house lots (Wadsworth Estates). Approximately 325 acres of privately owned developable residential land remains within the village center, although at present much of that land is landlocked or used as private recreational property.



Greater Cedarville Region within Plymouth

Within the past two decades, a large new subdivision was completed ('Ponds at Plymouth,' with 826 homes on approximately 1,200 acres, between Big Sandy Pond and Little Herring Pond), adding a new component of year-round residences to the immediate area west of the village center, many of whom use the Cedarville village service area for shopping and other basic services. In addition, many of the formerly seasonal cottages west of Great Herring Pond have converted to year-round residences.



Commercial

The Cedarville-Sagamore Business Association, created in 1988, has approximately 30 members. The commercial district is located east of Route 3, north of the White Cliffs Condominiums, west of Old County Road, east of Great Herring Pond, south of Hedges Pond, and west of Cape Cod Bay. Approximately 212 acres (13%) of the Cedarville Village Center is zoned General Commercial (GC). The majority of the commercially used land in Cedarville is within, or adjacent to, the General Commercial Zone.

In 1991, after a review of available vacant commercial and residential land in consideration with the projected growth rates in Cedarville, the need for changes in the zoning districts was not anticipated. In 2003, Fall Town Meeting rezoned 23 acres on Hedges Pond Road at the northern village boundary from Medium Lot Residential to General Commercial to allow for non-retail commercial development on this property.

At present, there does not appear to be a need for significantly more commercially zoned land in the village service area, as there are approximately 70 acres of available commercially zoned land. Infrastructure improvements are needed to accommodate further commercial uses. A small new commercial subdivision is located on Hedges Pond Road, with one new building, and another site is being graded for a small commercial subdivision in the 23-acre 'added' area.

Bourne

Cedarville is bounded to the south by the Town of Bourne. This section of Bourne contains a commercial and a residential zone. The commercial district (B-2) is located between State Road and Route 3 and in a triangularly shaped area located east of State Road. Commercial Uses allowed are: single, two, and multi-family dwellings, marine research, manufacturing, retail uses, hotels, motels, and resort developments. These uses currently consist of mix of office and light industrial uses, with some residential components in this area. Bourne has purchased large tracts of land south of the Plymouth town line in the past decade in order to protect drinking water supplies, as shown in the preceding map. The R-40 residential district is located east of the B-2 zone, requires 40,000 square foot lots and allows single and two-family dwellings. West of State Highway 3 is zoned R-80 residential zoning, requiring 80,000 square foot lots and allowing single and two-family dwellings.

GOALS

OPEN SPACE AND RECREATION

As seen on the map below, there are several significant ponds and public conservation areas surrounding Cedarville Village. Several campgrounds are also located in and around Cedarville. The Town recently acquired Hedges Pond Preserve at the northern end of Cedarville, and the Elmer-Raymond Playground is near central Cedarville. Volunteers from the Cedarville-Sagamore Business Association and the community actively fundraise for maintenance of the playground.

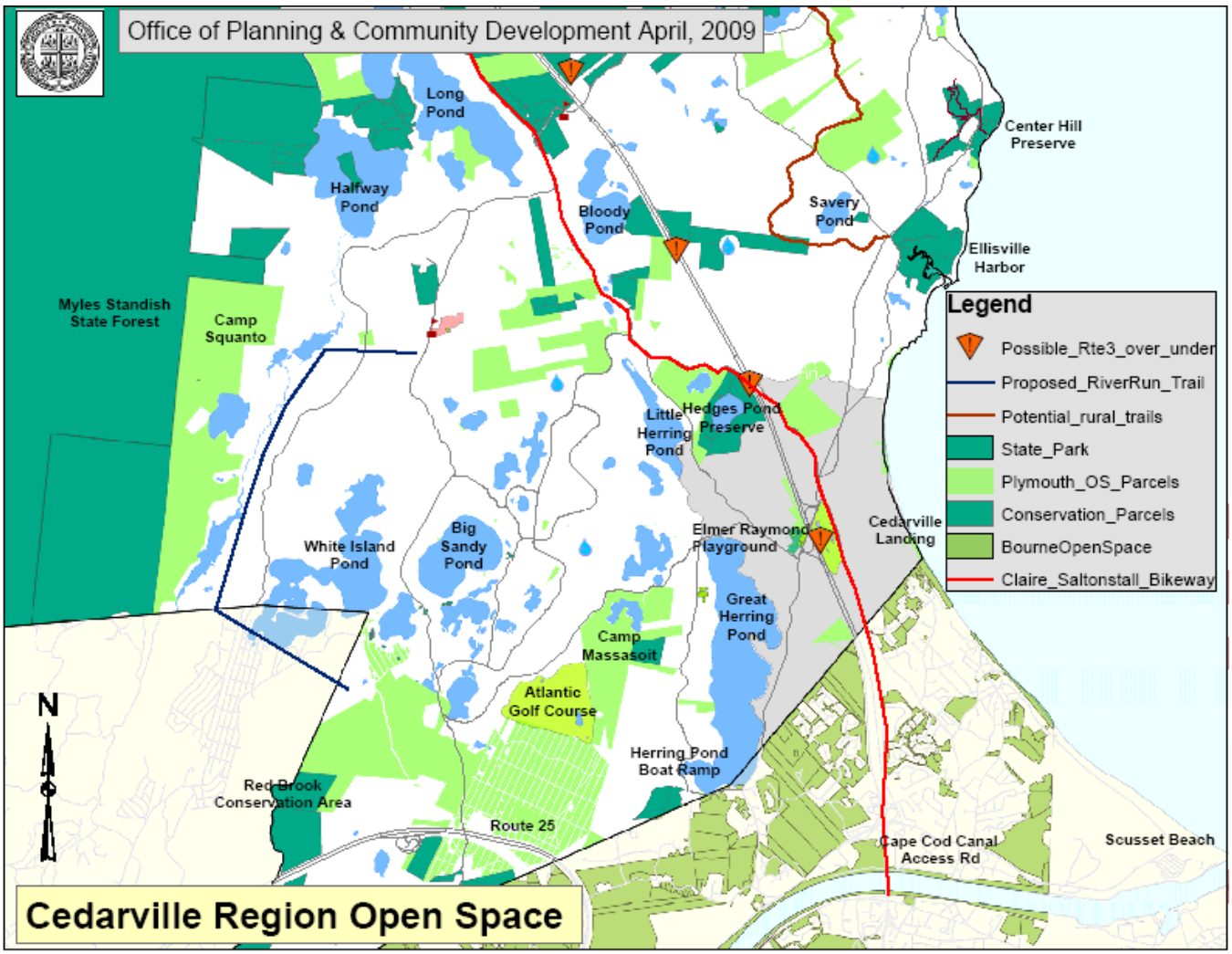


Table III – Open Space and Recreation in Cedarville Village Region

Public Village Parks & Playgrounds		
Elmer Raymond Park	Playground, ball fields, tennis, passive recreation trails	18 acres
Open Space adjacent to Elmer Raymond Park	Passive recreation trails	10 acres
Hedges Pond Preserve	Passive trails/pond	116 acres
USACE Cape Cod Canal Access Road and Scusset Beach (in Bourne, 4 miles south of Cedarville)	Camping, hunting, paved bicycle/hiking/walking trail, passive recreation, beach access	See map
Claire Saltonstall Bikeway	Public bike trail	n/a
Public Indoor Facilities		
Little Red Schoolhouse	Historic schoolhouse/community center	n/a
Fire Station community room	Meeting room	n/a
Public Conservation Areas near Cedarville		
Center Hill Preserve	Conservation, beach access	140
Ellisville Harbor State Park	Conservation, passive trails, beach access	102
Red Brook Conservation Area	Conservation, passive trails, river area	230
Myles-Standish State Forest	Conservation, passive trails, inland beach access	12,000 Plymouth 14,000 acres total
5 Cemeteries [7]		
Indian Cemetery	Cemetery	1
Public Landings		
Cedarville Landing	Ocean Beach access	4
Great Herring Pond	Pond access*	374
Private		
YMCA	Campground	84
Camp Bournedale	Campground	7
Camp Massasoit	Campground	128
Gold's Gym	Indoor Exercise Equipment, classes	n/a
Curves Gym*	Indoor Exercise Equipment, classes	n/a
White Cliffs	Golf, Private Pool	42
Atlantic Golf Course	Golf	159
Ellisville Harbor (land trust)	Conservation, passive trails, beach access	65

*Located in Bourne just over the Town Line.

[7]Source: *Plymouth Master Plan 2004*, p. 96 and Plymouth Department of Planning & Community Development.

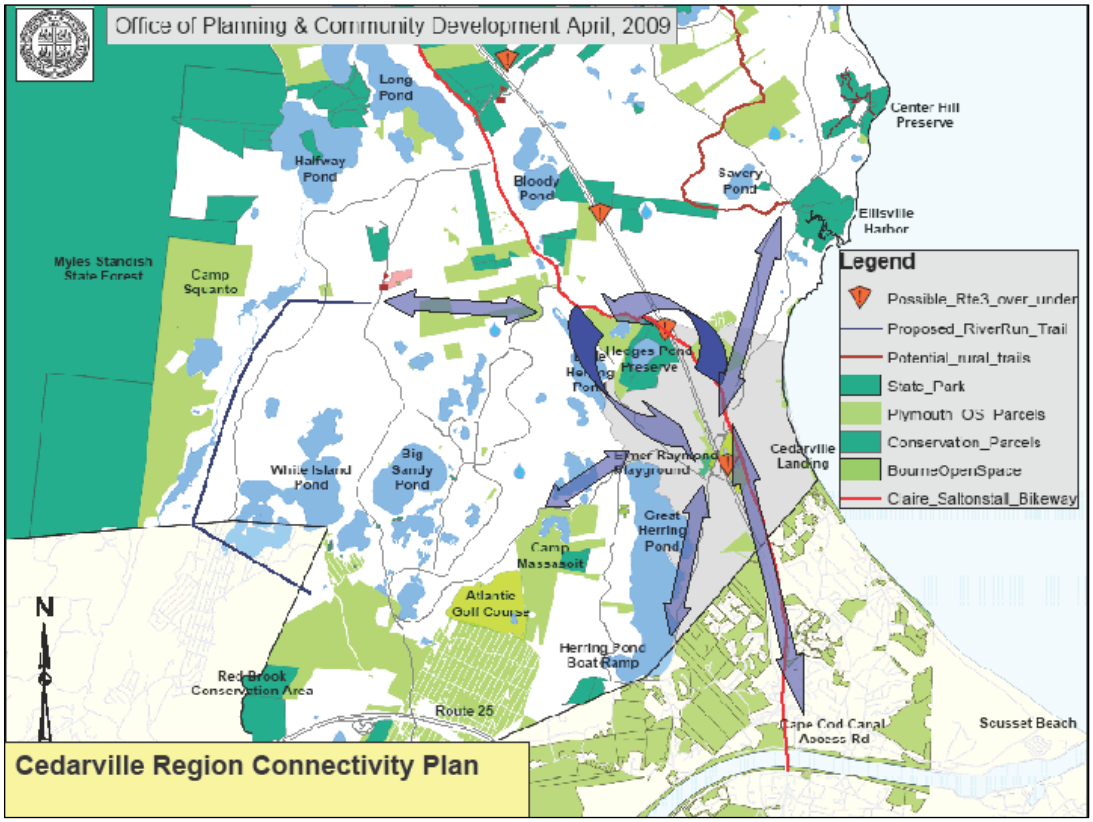
With limited recreational facilities in Cedarville, residents must travel north to the nearest town-owned recreation facility, such as Forges Field (4.7 miles north off Long Pond Road), in order for their children to participate in organized active recreation activities. Commercial property owners are concerned about the growing number of skateboarders and general loitering in the parking areas within the village center. Great Herring Pond has limited public access, none within Plymouth. Little Herring Pond has a public (but not Town owned) beach access point which is off an unimproved cart path that will not facilitate vehicular or bicycle travel. Due to the significant portions of the Cedarville coastline that consist of 90 to 150-foot bluffs, there are limited options for additional beach access.

GOALS

I. Improve pedestrian and bicycle connections throughout commercial areas and between village residential areas, recreation areas and trails.

II. Provide sufficient active recreation spaces and places to meet the residential demand for athletic fields, parks and playgrounds, and the needs of the senior citizens in the community.

III. Provide sufficient passive recreation and open spaces to enhance the scenic beauty, passive recreation and hiking opportunities of the Cedarville area and its residential neighborhoods, especially inland pond and coastal shoreline access.



POLICIES/ACTIONS

1. Identify, characterize and prioritize the needs for better and safer pedestrian connections throughout the village center.
   - Improve pedestrian and bicycle connections to: Cape Cod Canal recreational access road, Scusset Beach, Myles-Standish State Forest and the Red Brook Conservation Area; Center Hill Preserve and Ellisville Harbor; and Elmer Raymond Playground and Hedges Pond Preserve (refer to Cedarville Connectivity Action Plan map).
   - Create safe crossings of Highway 3 and of State Road (Route 3A), and connect those crossings to Elmer-Raymond Playground, the town-owned land behind the Fire Station and surrounding residential neighborhoods (refer to Cedarville Connectivity Action Plan map).
   - Work with the state to explore whether safer alternatives, or a separate bike lane, can be established for the Claire Saltonstall bikeway in Cedarville.

2. Establish local recreational area design guidelines and standards for signage, street lighting and furniture, pavement materials and landscaping that preserve the rural character of the community.
3. Acquire land for a village green.
4. Develop a use plan of the 70 acres of town land behind the Fire Station, which may include a Community Center and village green, which can provide additional active recreation opportunities that are within walking distance of the Cedarville residential neighborhoods.
5. Improve, enhance and maintain existing recreational facilities (such as Elmer-Raymond Playground and Hedges Pond Preserve), including access to these facilities such as sidewalks and bicycle/walking paths.

6. Explore acquisition of additional land for active and passive recreation, including hiking trail connections and pond/beach access where suitable.
7. Identify the need for additional small “tot lots” and playgrounds in residential neighborhoods, and identify potential locations where needed.
8. Identify the recreational needs of the senior citizens in the Cedarville region, and set specific goals to meet those needs.
9. Improve, enhance and maintain existing pond/beach access and significant view-sheds where feasible. This may include land acquisition.

RESIDENTIAL

GOALS

I. Identify, protect and enhance the characteristics of existing residential neighborhoods that embrace a semi-rural quality of life.

II. Provide a balanced mix of housing to meet all lifestyles, age groups, and income levels of residents of the Cedarville area.

III. Provide a variety of pedestrian pathways, connections, and links from residential neighborhoods to shopping, dining, and recreation activities and facilities within the Cedarville-Sagamore area.

POLICIES/ACTIONS

1. Encourage LEED[8]-certified construction methods and design, and encourage low energy rating appliances in new construction.
2. Encourage and support efforts of the Town Affordable Housing Trust and other local initiatives to provide affordable housing.
3. Improve pedestrian and bicycle connections to recreational, conservation and open areas surrounding Cedarville village.
4. Improve crossings of Highway 3 and of State Road to enhance safety, and connect those crossings to Elmer-Raymond Playground, the town-owned land behind the Fire Station and surrounding residential neighborhoods.
5. Identify, characterize and prioritize the needs for better and safer pedestrian connections throughout the village center.

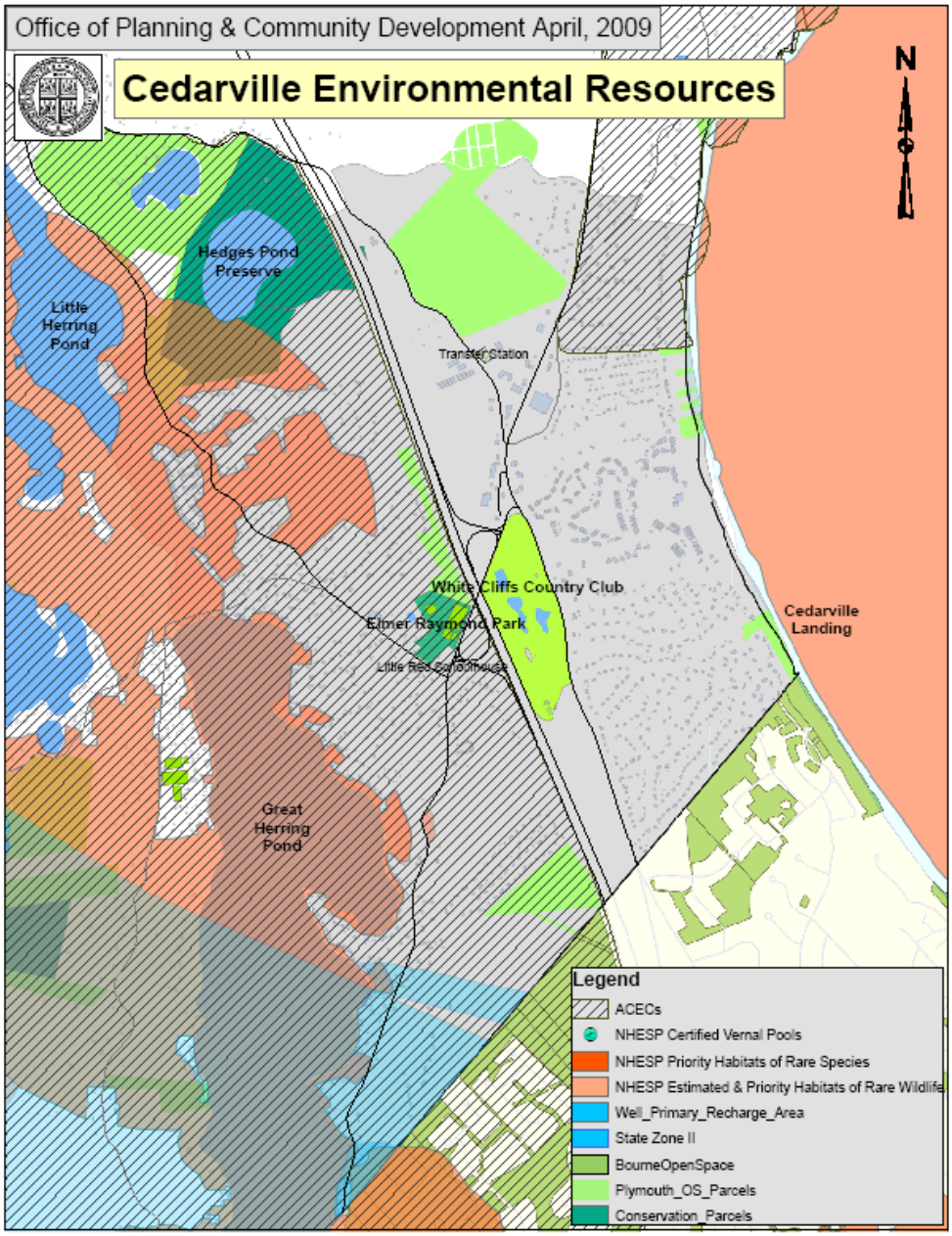
[8] Leadership in Energy and Environmental Design and is the Green Building Rating System developed by the U.S. Green Building Council

ENVIRONMENTAL

Great and Little Herring Ponds are part of an Area of Critical Environmental Concern (ACEC), which extends into the Town of Bourne. This designation, created by a community initiative, gives the area special recognition because of the quality, uniqueness and significance of their natural and cultural resources (large herring run).

The ACEC designation creates a framework for local and regional stewardship of critical resources and ecosystems.[9]

Ellisville Harbor, north of Cedarville Village, is also an ACEC, which extends south into Cedarville (salt marsh).



The areas mapped as Massachusetts Natural Heritage Program (NHESP) as Estimated and Priority Habitats indicate potential rare and endangered species. Areas shown in pale blue or are important with respect to drinking water quality.

[9] See Appendices; http://www.mass.gov/dcr/stewardship/acec/index.htm.

GOALS

I. Good stewardship of the land for future generations.

II. Acquire land for preservation of natural habitat.

III. Protection of water quality.

IV. Coordinate with and support the efforts of local stewards of conservation and open space in the Cedarville region.

POLICIES/ACTIONS

1. Support the Town DPW continuing efforts to monitor and manage the capped landfill and recycling efforts at the transfer station.
2. Create/acquire maps and educational information with respect to environmental stewardship topics, and make this information available in Cedarville at various locations.
3. Encourage LEED[10] development where appropriate.
4. Encourage careful management of public access points to water bodies to protect water quality and coastal areas.
5. Where feasible, acquire property that will protect significant habitat.
6. Support programs that create incentives for upgrades to older on-site septic systems on private residential properties.
7. Support efforts to reduce heavy metals in Great Herring Pond, which is listed as impaired or threatened for heavy metals on the states Integrated List of Waters (2004).
8. Support and encourage efforts by local stewards (see box, below) to monitor and improve water quality and natural habitat.
9. Explore financial incentives to encourage renewable energy use.
10. Support and encourage land acquisition and preservation activities that help to maintain and protect water quality and natural habitat.

LOCAL STEWARDS

Commonwealth of Massachusetts
Friends of Ellisville Harbor
Friends of Herring Pond
Herring Pond Wampanoag People
Plymouth Conservation Commission
The Wildlands Trust of Southeastern Massachusetts
Town of Bourne

[10] Leadership in Energy and Environmental Design and is the Green Building Rating System developed by the U.S. Green Building Council

11. Support efforts to develop an ACEC Plan for the Herring Pond ACEC.
12. Explore zoning changes that protect, restore and enhance the area's environmental resources, such as incentives to avoid construction and re-construction within close proximity to the ocean bluffs.

COMMERCIAL

GOALS

I. Promote uses that compliment and enhance the historical and recreational significance of the Cedarville region of Plymouth, and maximize the economic potential of the area.

II. Promote creation of a compact, walkable retail and service district primarily for residents, consistent with the Plymouth Strategic Action Plan–2004/2024 in keeping with Cedarville's rural character.

III. Partner with the state to invest in and expand pedestrian links, bicycle links, parking, lighting, signage, street furniture, landscaping, drainage, utilities and paving in a manner that promotes a compact, walkable service area primarily for residents, consistent with the Plymouth Strategic Action Plan–2004/2024, in keeping with the rural character of Cedarville.

IV. Create tools to enhance Cedarville's rural character through cohesiveness, consistency, scale of building massing, design, and vegetated buffers in the village commercial areas.

POLICIES/ACTIONS

1. Support and encourage the activities of the Cedarville-Sagamore Business Association to develop, expand and promote recreation, retail and dining activities at different venues and locations throughout the Cedarville-Sagamore area.
2. Expand public transportation links to other village areas of town where feasible.
3. Encourage meaningful pedestrian and bicycle links in reviewing plans for commercial developments.
4. Collaborate with the state to establish design guidelines and standards for signage, street lighting, street furniture, pavement materials and landscaping in commercial areas in keeping with the rural character of Cedarville.
5. Develop design guidelines and standards tailored to Cedarville's unique character for commercial development and redevelopment.
6. Identify, characterize and prioritize the needs for better and safer pedestrian connections throughout

the village center.

7. Enhance traffic management for limited vehicular speeds, limited curb cuts.
8. Create incentives to eliminate billboards on State Road and improve signage in the village commercial district.

9. Create financial incentives for ADA accessibility.
10. Place existing above-ground utilities (including propane, where feasible, by extending the main from White Cliffs north) underground in the village center.
11. Create way-finding tools for visitors to the area.
12. Create financial incentives for improved maintenance of buildings, landscaping and buffering within the commercial district.
13. Continue to create incentives and explore opportunities to encourage village-oriented development, keeping larger buildings articulated to appear as smaller buildings attractively joined together, the use of traditional building materials such as wooden shingles or clapboards (or suitable substitutions), and separation of loading areas from customer parking.

HISTORIC PRESERVATION

INTRODUCTION

Cedarville's unique cultural character is different from other villages in Plymouth because of its remote location and relatively peaceful coexistence between its early European inhabitants and the indigenous Herring Pond Wampanoag people, who were living along Great Herring Pond. Eventually, when Europeans arrived in Cedarville, some intermarried with these indigenous people. Some freed slaves also moved to the area and were able to live harmoniously, and intermarry. Cedarville remained relatively unchanged during the first three hundred years following the arrival of the European colonists. Archaeological studies have established indigenous populations in the region as long as 2,500 to 3,000 years ago.

Description - Tribal territories of Southern New England tribes about 1600; **Source** - Wikimedia Commons; Image:Wohngebiet_Südneuengland.png, as of 5 July 2006; **Date** - 25 November 2008; **Author** - Nikater; adapted to English by Hydrargyrum

Cedarville is located on what was a major trading route for the Wampanoag. Cedarville was on the trading route between the colonists in Plymouth and the Dutch colonists on the Hudson River. July 21, 1669 is generally recognized as the official founding date of 'Cedarville,' when the indigenous people conveyed 'land at the Sandy Sea and Manamet and Herring River' to the Pilgrims (Manamet was the Wampanoag village at Herring River). From 1700-1869, there was a 3,000-acre Herring Pond Reservation along Great Herring Pond, where many of the indigenous Wampanoag people resided after King Philip's War (1675–1676). In 1850, two-thirds of the reservation land was divided, and each reservation resident received an individual house lot and wood lot. Many current Cedarville families can trace their lineage to the original Herring Pond Wampanoag people.[11]

Source: http://www.websigns4u.com/GrapevinePIX/CranberryBog-MiddleboroMa-331.JPG

Cranberries were used by indigenous Americans, who discovered the wild berry's versatility as a food, fabric dye and healing agent. The name "cranberry" derives from the Pilgrim name for the fruit, "craneberry", so called because the small, pink blossoms that appear in the spring resemble the head and bill of a Sandhill crane. European settlers adopted these uses for the fruit and found the berry a valuable bartering tool. American whalers and mariners carried cranberries on their voyages to prevent scurvy. Cranberry bogs in the Cedarville region played an integral role in the late 1800s and into the late 1900s, where workers

[11] *Plymouth Master Plan 2004*

migrated to the bog harvests. These bogs have been commercially harvested for over 110 years.[12]

The migrant cranberry workers' children, as well as children of local residents, attended classes in the Little Red Schoolhouse (formerly the Old Red Schoolhouse), built sometime before 1876 at the intersection of Herring Pond and Long Pond Roads. Use of the schoolhouse as a one-room school ended in 1935 after the school committee transferred its 15 students to the Manomet and Cornish Elementary Schools. The schoolhouse went into private ownership in 1939, where after many years it fell into disrepair, later re-purchased in 1975 by the Town, restored and now provides an active meetinghouse and landmark for the community.

Ellisville Harbor (Ellisville State Park, acquired by the state in 1991) is the site of the former Harlow Farm. A tavern frequented by Daniel Webster was operated by Joseph Harlow on this site (circa 1889). Old County Road was the route from Ellisville Harbor to Barnstable County.

The second Cedarville Fire Station (1965) was sold and converted to a private veterinarian's office, located at the intersection of Hedges Pond Road and State Road.

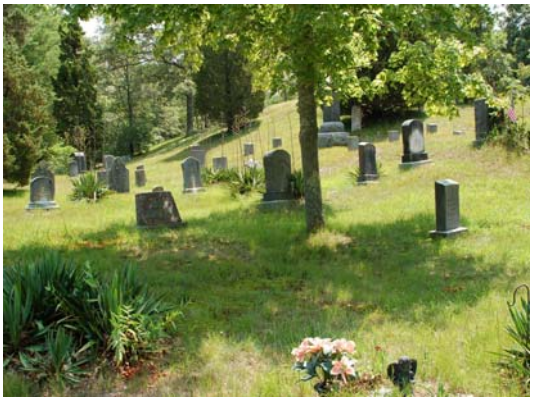
GOALS

I. Preservation of rural character in and around the village.

II. Identify, preserve and tell the history of Cedarville in Cedarville.

III. Acquire land for preservation of rural character and natural habitat.

POLICIES/ACTIONS



1. Create incentives for buffers along scenic travel corridors, such as Ellisville Road, Center Hill Road, Valley Road, Herring Pond Road, northerly Hedges Pond Road, and Carter's Bridge Road, among others.
2. Explore land acquisition options to preserve scenic corridors, landmarks and unique view-sheds.
3. Coordinate with the Herring Pond Wampanoag people to learn and document their history.
4. Tell the history of Cedarville in Cedarville in a variety of ways (such as written, audiotape, videotape, photograph, public art, kiosks, place-markers, etc.)
5. Preserve, map and maintain cemeteries, the Little Red schoolhouse, and other Cedarville landmarks.

[12] *Plymouth Master Plan 2004*, p. 96 and http://www.cranberries.org/cranberries/history.html Cape Cod Cranberry Growers' Association.

PUBLIC UTILITIES & INFRASTRUCTURE

INTRODUCTION

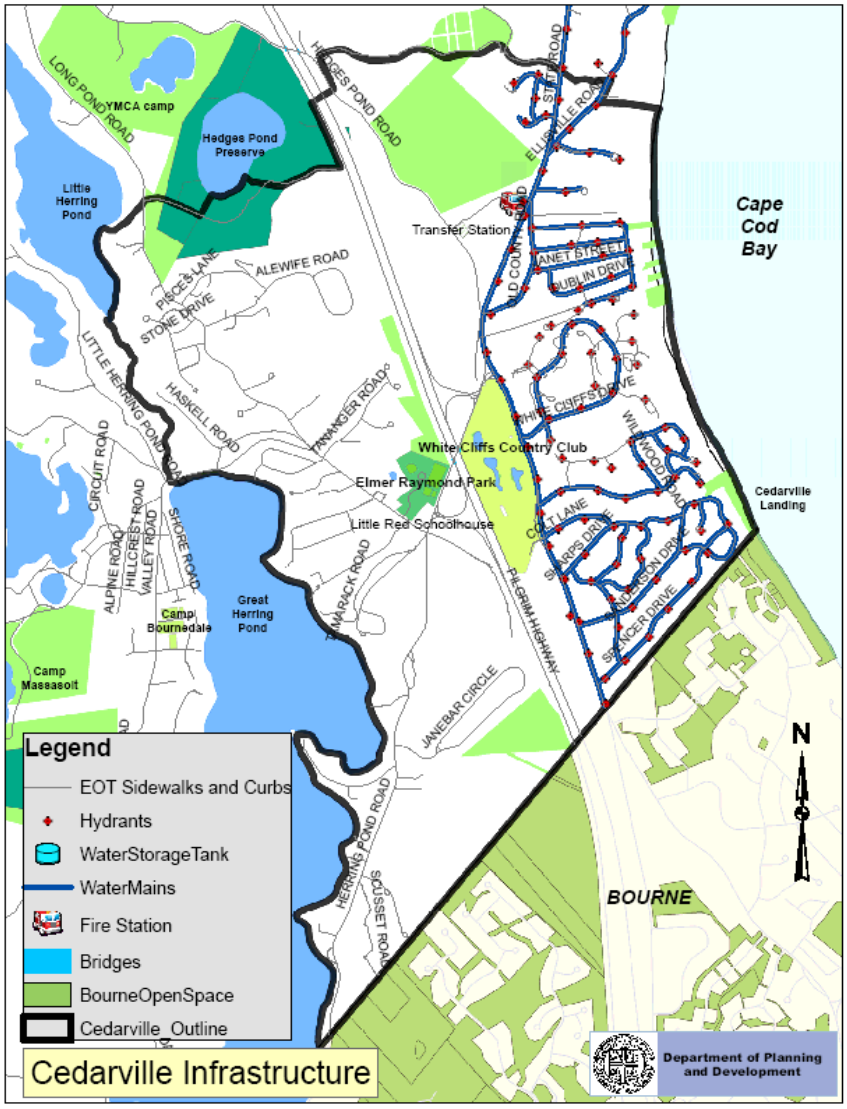
Cedarville has the following local infrastructure amenities:

- Cedarville Fire Station with Community Meeting Room
- Little Red Schoolhouse
- Elmer-Raymond Playground
- Transfer Station at the capped landfill
- Town water east of Route 3A for a majority of residents linked to northerly public water supply wells and water mains. The nearest town-owned public water supply well is located just north of the village (Ellisville well).
- Cedarville Landing is a town-owned beach access, with no public parking.

Cedarville also has two important state roadways running north south through its center: State Highway 3 and State Road (a/k/a Route 3A), with access ramps both northbound and southbound to the highway. Route 3A was the primary north-south travel road prior to construction of the highway. The state highway spans bridges over Herring Pond Road and over Hedges Pond Road, which allow local traffic to travel under the highway.

The Claire Saltonstall Bikeway is a designated bicycle route through the center of Cedarville from Long Pond Road to Hedges Pond Road, then southerly on State Road.

The Town Department of Public Works (DPW) continuously monitors the capped landfill for potential groundwater contamination.



Although groundwater contamination was a concern in the past, there are no groundwater contamination issues at this time based on current sampling, according to Acting DPW Director David Gould.

The Town installed sidewalks along the southerly portion of Long Pond Road a few years ago, extending part of the way to Carter's River Bridge at the north end of Great Herring Pond. Greater pedestrian trail connectivity is needed throughout Cedarville.

There are few pedestrian access/sidewalks in Cedarville; this is especially evident, and of major concern, in the General Commercial center. Local traffic studies done by the Old Colony Planning Council (*Cedarville Traffic Study*, 2005, and others by private developers[13]) identify the following intersections as in need of these improvements:

- State Road/Herring Pond Road – pedestrian movement, a traffic signal, widening, creating a right-turn lane for Herring Pond Road, and sidewalks/crosswalks.
- State Road/Hedges Pond Road/Old County Road – pedestrian movement, a traffic signal, widening, and sidewalks/crosswalks.
- State Road between the above-referenced intersections – widening, paved shoulders for bike route, sidewalks, slower posted speeds (to 35 mph).
- Herring Pond Road at Route 3 northbound ramps - traffic signal.

A number of these improvements are designated as mitigation for locally permitted private development projects; however, those development projects have not materialized, and in the present economy, the future of these private developments is uncertain. The Town continues to work with the State and Old Colony Planning Council to seek funding for these improvements.

Cedarville is linked to greater Plymouth by the Plymouth Area Link bus route serviced by the Greater Attleboro Taunton Regional Transit Authority (GATRA) [five Cedarville stops daily].

GOALS

I. Improve pedestrian/bicycle connections between the commercial areas and residential village, recreational and trail areas.

II. Preserve rural character in and around the village.

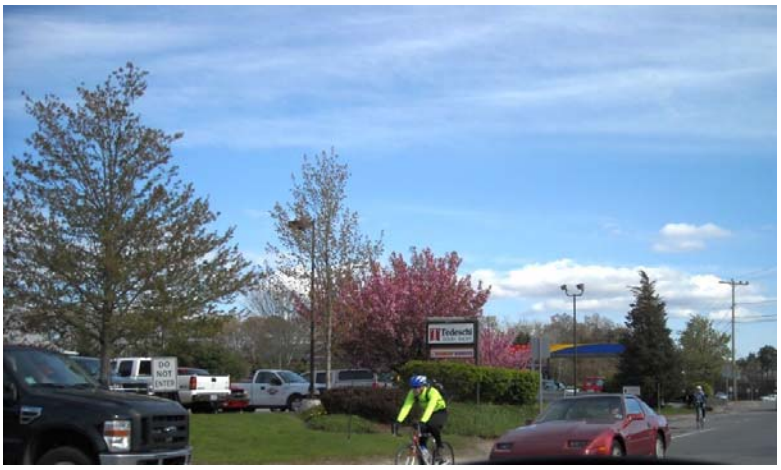
III. Improve public access to town services for Cedarville residents.

IV. Improve visual character of infrastructure in commercial areas.

V. Partner with the state to invest in and expand parking, lighting, signage, street furniture, landscaping, drainage, utilities and paving in a manner that maintains cohesiveness, consistency, and vegetated buffers in the village commercial areas to enable Cedarville to evolve as a rural village center.

[13] Traffic and Impact Study for Proposed Cedarville Retail/Residential Development, January 2006, prepared by Greenman-Pedersen, Inc. of Nashua, New Hampshire for British Beer Company site.

POLICIES/ACTIONS



1. Improve pedestrian and bicycle connections to open space, conservation and recreation areas outside of the village.
2. Create safe pedestrian/bicycle crossings of Highway 3 and of State Road (Route 3A), and connect those crossings to Elmer-Raymond Playground, the town-owned land behind the Fire Station and surrounding residential neighborhoods.
3. Develop design guidelines and standards tailored to Cedarville's unique character for commercial development and redevelopment.
4. Work with the state to explore whether safer alternatives, or a separate bike lane, could be established for the Claire Saltonstall bikeway.
5. Identify, characterize and prioritize the needs for better and safer pedestrian connections throughout the village center.
6. Explore land acquisition options for preservation of scenic corridors and unique view-sheds.
7. Develop a re-use plan for the 70 acres of town land behind the Fire Station (excluding the 22 acres of transfer station and capped landfill)[14] that may include a village green/Community Center. Acquire land for a village green.

8. Expand access to public drinking water where feasible in the Cedarville village center.
9. Book drop off and pick-up location for town library system.
10. Expand public transportation links to other village areas of town where feasible.
11. Explore whether service at the transfer station would be improved if it were open on a third day of the week (open 2 days now).
12. Improve ADA accessibility in the commercial areas.
13. Explore opportunities with the US Postal Service to establish a post office in this region.

[14] It should be noted that although Town Meeting voted that this land could be transferred to the care and custody of the Conservation Commission, this transfer has not yet taken place. The intent was to prevent the Town from expanding the landfill use, which has since been halted and the landfill capped.

14. Partner with the state to establish design guidelines and standards for signage, street lighting, street furniture, pavement materials and landscaping in commercial areas including opportunities to improve and maintain the landscaping around the MassHighway utility boxes on State Road (just north of the Hedges Pond Road/State Road intersection).
15. Place above-ground utilities underground in the commercial areas (including propane, where feasible, by extending the main from White Cliffs north).

16. Tell the history of Cedarville in Cedarville infrastructure where suitable and feasible (such as through kiosks or public art, place-markers along walkways, placards).
17. Create financial incentives for improved maintenance of buildings, landscaping and buffer strips.
18. Create incentives and explore opportunities to encourage village-oriented development, such as keeping larger buildings articulated to appear as smaller buildings attractively joined, the use of traditional building materials v. steel buildings, and separation of loading areas from customer parking.
19. Create incentives to eliminate billboards on State Road and improve signage in the village commercial district.
20. Identify, characterize and prioritize the needs for better and safer pedestrian connections throughout the village center.
21. Enhance traffic management for limited vehicular speeds, limited curb cuts.
22. Create way-finding tools for visitors to the area.

ZONING

GOALS

I. Provide zoning changes to strengthen, improve, and enhance the sense of a Village Center by attracting and retaining viable commercial/retail entities to the area.

II. Provide zoning changes to promote active and passive recreation.

III. Provide zoning changes by using innovative strategies to restore and enhance the area's environmental resources.

IV. Use zoning to promote creation of a compact, walkable retail and service district primarily for residents, consistent with the *Plymouth Strategic Action Plan–2004/2024* in keeping with Cedarville's rural character.

POLICIES/ACTIONS

1. Collaborate with the State to establish design guidelines and standards for signage, street lighting and furniture, pavement materials and landscaping in commercial areas in keeping with the rural character of Cedarville.
2. Create incentives and explore opportunities to encourage village-oriented development, such as keeping larger buildings articulated to appear as smaller buildings attractively joined, the use of traditional building materials v. steel buildings, and separation of loading areas from customer parking.
3. Encourage meaningful pedestrian and bicycle links in reviewing plans for commercial developments. Examine the zoning bylaw to determine whether additional criteria are needed as part of site development review and planning.

4. Encourage LEED[15] design through incentives in zoning
5. Explore zoning changes that protect, restore and enhance the area's environmental resources, such as incentives to avoid construction and re-construction within close proximity to the ocean bluffs.
6. Explore zoning incentives to encourage renewable energy use.

[15] Leadership in Energy and Environmental Design and is the Green Building Rating System developed by the U.S. Green Building Council.

7. Explore whether a reduction of allowed building height would be appropriate and consistent with the goals of the Cedarville community.

IMPLEMENTATION STRATEGIES & ACTION PLAN

Cedarville 2009 Master Plan Implementation Strategies and Action Plan		
Provide safe vehicular, pedestrian and bicycle access. ***Create a subcommittee of the Cedarville Steering Committee to implement this section.***		
Encourage new infrastructure to incorporate kiosks and a sense of history where feasible.	Include this objective in the below-referenced planning and outreach materials so that grants include enhancement options.	See below.
Map, prioritize pedestrian/bicycle connections between commercial, village residential, recreational areas and trails.	Once mapped and prioritized, state grants should be sought. Community Preservation Committee may be able to assist with local match dollars for such improvements.	Cedarville Steering Committee, Open Space Committee, Town of Plymouth officials (Selectmen, DPW, Planning). MassHighway is the Authority on State Road and Highway 3.
Collaborate with the state to develop pedestrian and bicycle-friendly street crossings of Highway 3 and of State Road (Route 3A), and connect those crossings to Elmer-Raymond Playground, the town-owned land behind the Fire Station and surrounding residential neighborhoods.	Walk and photograph the bridge overpasses and conditions surrounding them to identify potential links under or over the highway, using municipal and state lands where available, as potential links. Map and summarize these findings. Use for outreach purposes and potential funding opportunities, including those at the state level. Investigate Buzzards Bay infrastructure improvements funding.	MassHighway is the Authority on State Road and Highway 3. Town of Plymouth officials, Cedarville Steering Committee, Old Colony Planning Council, Cedarville-Sagamore Business Association and the Regional Chamber of Commerce are the local outreach channels.
Work with the state to explore whether safer alternatives, or a separate bike lane, could be established for the Claire Saltonstall bikeway.	Walk and photograph the bikeway and conditions surrounding it in Cedarville. Identify potential alternative routes or widening that could accommodate a bike lane. Map and summarize these findings. Use for outreach purposes and potential funding opportunities at the state level.	MassHighway is the Authority where the bike lane is along State Road, with input from the Executive Office of Energy and Environmental Affairs (EEA). Town of Plymouth officials, Cedarville Steering Committee, Old Colony Planning Council, Cedarville-Sagamore Business Association and the Regional Chamber of Commerce are the local outreach channels.
Collaborate with the state to identify and install necessary infrastructure improvements in the village center to improve safety.	Meet with local delegation after the above steps have been accomplished to assess priorities. Meet with MassHighway and EOEEA officials after this meeting.	MassHighway is the Authority on State Road. Town of Plymouth officials, Cedarville Steering Committee, Old Colony Planning Council, Cedarville-Sagamore Business Association and the Regional Chamber of Commerce are the local outreach channels.

Cedarville 2009 Master Plan

Implementation Strategies and Action Plan

Sense of identity - common themes that could create a sense of community.

Encourage development that maintains a traditional village and the village's rural character.

Goals	Actions	Authority(s)
Provide a balanced mix of housing to meet all lifestyles, age groups, and income levels of residents of the Cedarville area.	Continue to support activities of the Plymouth Housing Trust and Community Preservation Committee (CPC) to enhance housing opportunities in Cedarville.	Review zoning through the Planning Board and Town Meeting. Support changes identified as needed to support these objectives.
Promote uses that compliment and enhance the historical and recreational significance of Cedarville that maximize the economic potential of the area.	Continue to support activities of the Cedarville-Sagamore Business Association. Support the microloan program sponsored through the Plymouth office of Community Development in support of small businesses.	Private sector.
Create local tools to enhance cohesiveness, consistency and scale of building massing and design, signage and vegetated buffers to development in the village commercial areas, and to maintain Cedarville's rural character. Collaborate with the state to invest in and expand parking, lighting, signage, street furniture, landscaping, drainage, utilities and paving in a manner that maintains cohesiveness, consistency, scale of building massing, design, and vegetated buffers in the village commercial areas to evolve as a village center.	Cedarville Steering Committee can seek grant funding, and potentially use 40R monies if they become available, to develop a collaborative approach to design guidelines in conjunction with MassHighway officials. State Road impacts will be strongly associated with pedestrian improvements, and may be a part of the pedestrian/bicycle efforts outlined in the preceding section. Encourage the local business community to make use of the 2009 Façade Improvement Loan Program through the Plymouth office of Community Development, which assists commercial property owners in rehabilitating their storefronts, to revitalize neighborhood commercial area, eliminate blight and enhance the livability of surrounding neighborhoods.	MassHighway is the Authority on State Road. Design Guidelines that affect State Road will have to be supported/adopted by MassHighway. Design Guidelines can be adopted through the Planning Board at the local level. Town of Plymouth officials, Cedarville Steering Committee, Old Colony Planning Council, Cedarville-Sagamore Business Association and the Regional Chamber of Commerce are the local outreach channels. Private sector business owners.
Establish a village green, school facility, or large recreational area to build a sense of community around Cedarville.	(A) Develop a re-use plan for the municipal land behind the capped landfill. Include a needs assessment for the Cedarville population for local services, with a feasibility study for options providing these services at this location.	Board of Selectmen. Town of Plymouth officials (DPW, Planning), Cedarville Steering Committee, Old Colony Planning Council can coordinate once Selectmen authorize.
	(B) Cedarville Steering Committee can identify available undeveloped parcels and contact property owners to assess potential acquisition.	Town of Plymouth officials (DPW, Planning) can assist with grants or other alternatives to acquire land. CPC funds may provide opportunities for local match or purchase.

Cedarville 2009 Master Plan *Implementation Strategies and Action Plan*		
Sense of identity - common themes that could create a sense of community. *Preserve rural character in and around the village.*		
Goals	Actions	Authority(s)
Identify, protect and enhance the characteristics of existing residential neighborhoods that embrace the quality of life.	Cedarville Steering Committee can coordinate with specific neighborhoods to identify these characteristics and ways in which they can be enhanced.	Varies depending on the characteristics identified.
Identify, preserve and tell the history of Cedarville in Cedarville. This region's history is fragmented, and no compilation in a central location is available. The overall history of Cedarville is not well known.	• Create a subcommittee of the Cedarville Steering Committee to identify local history. • Contact Herring Pond Wampanoag people to coordinate; they will establish committee to facilitate location and telling their history in conjunction with the Cedarville Steering Committee. A member of this community to be invited to join the Cedarville Steering Committee. • Interview elders in the community, collect old photographs, maps and historic information. May be accomplished through schools, personal interviews, and informal coffee gatherings. • Map historic places. • Encourage new infrastructure to incorporate kiosks and a sense of history where feasible, through murals or sidewalk imprints, bench placards, etc.	Cedarville Steering Committee. Planning Board controls appointments to the Cedarville Steering Committee, contact with respect to the desire to add a representative of the Herring Pond Wampanoag people.
Identify, protect and enhance significant open space, scenic views and corridors.	Cedarville Steering Committee to coordinate with specific neighborhoods to identify these views and open space areas with ways in which they can be enhanced.	Varies depending on the characteristics identified.

Cedarville 2009 Master Plan

Implementation Strategies and Action Plan

Improve access to recreational opportunities for populations served by Cedarville.

Goals	Actions	Authority(s)
Provide sufficient active recreation spaces and places to meet the residential demand for athletic fields, parks and playgrounds, and the needs of the senior citizens in the community.	Perform a needs assessment and identify priorities for the South Plymouth area with respect to these activities.	Plymouth DPW Parks & Recreation, Plymouth Council on Aging.
Provide sufficient passive recreation and open spaces to enhance the scenic beauty, passive recreation and hiking opportunities of the Cedarville area and its residential neighborhoods, especially inland pond and coastal shoreline access.	Cedarville Steering Committee can identify available undeveloped parcels and contact property owners to assess potential acquisition.	Town of Plymouth officials (DPW, Planning) can assist with grants or other alternatives to acquire land. CPC funds may provide opportunities for local match or purchase.
Improve pedestrian and bicycle connections to open space, conservation and recreation areas outside of the village.	Map and prioritize potential pedestrian and bicycle connections and routes to these areas. Meet with stewards of these resource areas and communicate these potential routes. Cedarville Steering Committee can identify available undeveloped parcels and contact property owners to assess potential acquisition, including trail easements or narrow strips of land from larger parcels.	Town of Plymouth officials (DPW, Planning) can assist with grants or other alternatives to acquire land. CPC funds may provide opportunities for local match or purchase. May include neighboring Towns, including their Open Space Committees. Town of Plymouth officials (DPW, Planning) can assist with grants or other alternatives to acquire land. CPC funds may provide opportunities for local match or purchase.

Good stewardship of the land for future generations.

Goals	Actions	Authority(s)
Protect and improve water quality.	Continue to support activities of the Plymouth DPW and local stewards of open space.	Various.
Coordinate with and support the efforts of local stewards of conservation and open space in the Cedarville region.	Continue to support activities of the Plymouth DPW and local stewards of open space.	Various.
Acquire land for preservation of rural character, water quality and natural habitat.	Cedarville Steering Committee can identify available undeveloped parcels and contact property owners to assess potential acquisition	Town of Plymouth officials (DPW, Planning) can assist with grants or other alternatives to acquire land. CPC funds may provide opportunities for local match or purchase.

Cedarville 2009 Master Plan *Implementation Strategies and Action Plan*		
Good stewardship of the land for future generations.		
Goals	Actions	Authority(s)
Improve public access to town services for Cedarville residents.	Perform a needs assessment and identify priorities for the South Plymouth area with respect to these services.	DPW, Board of Selectmen.
Explore zoning changes that use innovative strategies to restore and enhance the area's environmental resources.	Explore where TDR or other incentives can encourage reconstruction away from coastal bluffs; explore LEED incentives.	Review zoning through the Planning Board and Town Meeting. Support changes identified as needed to support these objectives.

Appendices

Cedarville Steering Committee

CEDARVILLE STEERING COMMITTEE CHARGE

FEBRUARY 11, 1992
REVISED JUNE, 1995; AUGUST 8, 2006

Appointments

The Cedarville Steering Committee shall be a permanent committee consisting of seven members serving three year overlapping terms. One member shall be appointed by the Board of Selectmen. The remaining six members shall be appointed by the Planning Board. Appointments shall be made annually as terms expire. Vacancies occurring during the year shall be filled within thirty days of when the vacancy occurs.

The committee shall notify the Planning Board of members missing three or more meetings. The Planning Board may remove a member if reasons for such absences are insufficient.

Town Meeting Members from the Cedarville Precincts not appointed to the committee are ex officio members.

Notice of Meetings

All meetings must be posted with the Town Clerk in accordance with the Open Meeting Law.

Organization

The committee shall organize at the first meeting held after the new annual appointments are made and shall elect departments as the committee deems appropriate. The committee may also re-organize at any meeting of the committee, by a majority vote of members present and voting in the affirmative calling for such a re-organization. The committee shall notify the Planning Board and the Board of Selectmen of any organization or of re-organizations as they occur.

Duties

This committee is advisory only. Its primary functions are to assist in the implementation of the Cedarville Master Plan and to advocate for the needs of the area. The committee shall work through the Planning Board and the Board of Selectmen on issues requiring Town Meeting action.

The committee can deal directly with the private sector in implementing the recommendations of the master plan in consultation with the Department of Planning and Development and the Planning Board.

At the request of a board, committee or department the committee may provide guidance on specific proposals (such as: zoning or planning petitions, sidewalk installations, park and play ground improvements, and beach access).

If the committee proposes to take action on an issue not addressed in the Master Plan the committee shall first consult with the Planning Board and/or the Board of Selectmen.

Reports

The committee shall meet twice a year with the Planning Board and file a written annual report with the Planning Board and the Board of Selectmen. Said report will include information on the numbers of meetings held, member attendance, the issues addressed, and the committee's progress in implementing the Master Plan.

Minutes of all committee meetings must be filed with the Town Clerk and Planning Board.

Steering Committee Chairs

The chairs of all five steering committees shall meet annually with the chair of the Planning Board to discuss ongoing committee activities.

MASTER PLAN SUBCOMMITTEE CHARGE

The Cedarville Steering Master Plan Sub-Committee is charged with an update of the November 1991 Cedarville Master Plan, which shall include:

- Collecting and reviewing existing information (development, traffic, land uses, number or residents, etc.) for the Village and environs.
- Analyzing and summarizing this information.
- Defining the Village area's strengths and weaknesses.
- Defining and examining the external threats and opportunities.
- Documenting its findings in a brief summary accompanied by a series of summary maps of the area (Composite Site, Design Issues and Opportunities, Transportation Issues and Opportunities, and Open Space Issues and Opportunities)
- Preparing a "land use" vision for the Village, including the State Road – Hedges Pond Road and Herring Pond Road corridors, in context with the Town of Plymouth's 2004 Comprehensive Plan.
- Suggesting land use, zoning and policy recommendations to help achieve the preferred vision. (action plan).
- Suggest road design and streetscape improvements (action plan).

BRAINSTORMING SESSION

On July 22, 2008, the Subcommittee began the master plan update planning process with a brainstorming session. This session helped establish a framework that the committee used to develop goals, policies and actions. Throughout the planning process, the committee used this information to make sure they were on the right track. The questions and responses were as follows:

What do you like about Cedarville?

- Great and Little Herring Ponds
- Proximity to Center Hill Preserve, Center Hill Road, Ellisville Harbor, Hedges Pond Preserve, Harlow Farm, ocean, Red Brook Conservation Area
- Long history to the community
- Elmer-Raymond Playground
- Views along the shoreline
- Pockets of green spaces in village area
- Views of rural areas along the roads
- Old cemeteries
- Little Red Schoolhouse
- Native indigenous heritage in the landscape (trails, history, cemeteries)

What do you dislike about Cedarville?

- Poor pedestrian connections within the commercial district, between residential areas and from residential areas to commercial areas
- No village green
- Poor landscaping/streetscaping in portions of the commercial corridors
- Highway separates the village
- The lack of landscaping around the MassHighway utility boxes on Route 3A makes for an ugly impact in the village area
- Claire Saltonstall bikeway is unsafe due to heavy traffic within the village commercial areas
- Traffic issues in the commercial district needs to be addressed; road/signal/pedestrian crossing improvements are needed
- Most historic structures have been demolished, with the exception of the Little Red Schoolhouse – sense of history is being lost/scattered

What most concerns you?

- Coastal erosion
- The traffic in the commercial corridors including Hedges Pond Road, Herring Pond Road and Route 3A
- The need for better and safer pedestrian connections throughout the village center, especially to and within the commercial corridors
- Redevelopment of existing commercial corridors and new development within these corridors could complicate an already poor traffic circulation issue; state controls the main corridor – 3A, need to coordinate with the state
- Recent residential growth to the west of Great Herring Pond isn't "zoned" as part of the village (such as the Ponds at Plymouth), yet it is very close to the village
- Historic illegal pollution of groundwater at the capped landfill could be an issue in the future
- Sense of history of Cedarville is being lost/scattered

What do you want to see in the future?

- Pedestrian and bicycle connections to Cape Cod Canal recreational Road and Myles-Standish State Forest including the Red Brook Conservation Area
- Improved pedestrian and bicycle connections to and within the commercial areas and between village areas, recreation areas and trails
- A boat launch on Great Herring Pond with a swimming area in Plymouth
- A re-use plan for the old landfill site
- Cohesive signage, lighting and streetscaping in the commercial areas, including benches
- Maintain cohesiveness, consistency and scale of building massing and design, and road improvements, which have vegetated buffers to development in the village commercial areas to evolve as a village center rather than as commercial strips (for example: moving parking to sides/rear of new buildings which will also help define a street line, keeping larger buildings articulated to appear as smaller buildings attractively joined together, use of traditional building materials v. steel buildings, reduction of building height)
- Traffic management in the commercial corridors for limited vehicular speeds, limited curb cuts
- Good working relationship with the state and town officials on the above three bullet objectives
- Preservation of scenic roads in and around the village
- A village green
- Tell the history of Cedarville in Cedarville (such as through kiosks or artwork)
- Improved maintenance of buildings, landscaping and buffer strips in the commercial district
- Improved coastal beach access for residents
- Active/passive recreation areas, including hiking trails
- Better access to inland ponds in the area for recreation
- Acquire land for preservation of rural character and natural habitat
- Access to town water for all residents
- Renovate public meeting hall at Fire Station
- Convert commercial areas to natural gas to eliminate the propane tanks by extending natural gas line to commercial area from White Cliffs
- Book drop off and pick-up location for library system
- Cedarville post department
- Public transportation links to other village areas of town
- Place above-ground utilities underground in the commercial areas
- ADA accessibility in the commercial areas
- Eliminate billboards
- Separation of loading areas from customer parking in commercial areas
- Visitors kiosk (unmanned)
- Welcome committee for new businesses with information packet
- Protection of water quality
- Have transfer station open on a third day of the week (open 2 days now)
- Explore tourism opportunities in Cedarville
- Cooperative efforts on affordable housing with the Town's Housing Trust and CPC for housing opportunities for town residents and employees

COMMENTS FROM MASTER PLAN PUBLIC HEARING THURSDAY MAY 21, 2009

Attendees: 19

- Five years have been dedicated to doing the update; Planning staff facilitated the process to get it done.
- Connectivity of the village is a major component of the goals, especially with respect to the crossing of State Road and the highway.
- Landscaping and design guidelines in the commercial area are important goals.
- Researching Cedarville's history is an important next step.
- Involving the Wampanoag community in planning and in researching the history of Cedarville is an important step.
- There is a desire, acknowledged in the plan, to control speeds on State Road and for funding for infrastructure improvements in the commercial area to improve safety.
- Coordination with the business community in goal setting was an important part of the process, working with them to help improve the commercial area will be an important factor in Cedarville.

Minutes of the seven (7) Cedarville Steering Subcommittee meetings facilitated by Planning Staff are on file with the Town Clerk and available at the Planning Office.

COMMENTS FROM PLANNING BOARD MEETING (FROM APPROVED MINUTES) MONDAY JUNE 15, 2009

Attendees: approximately 45

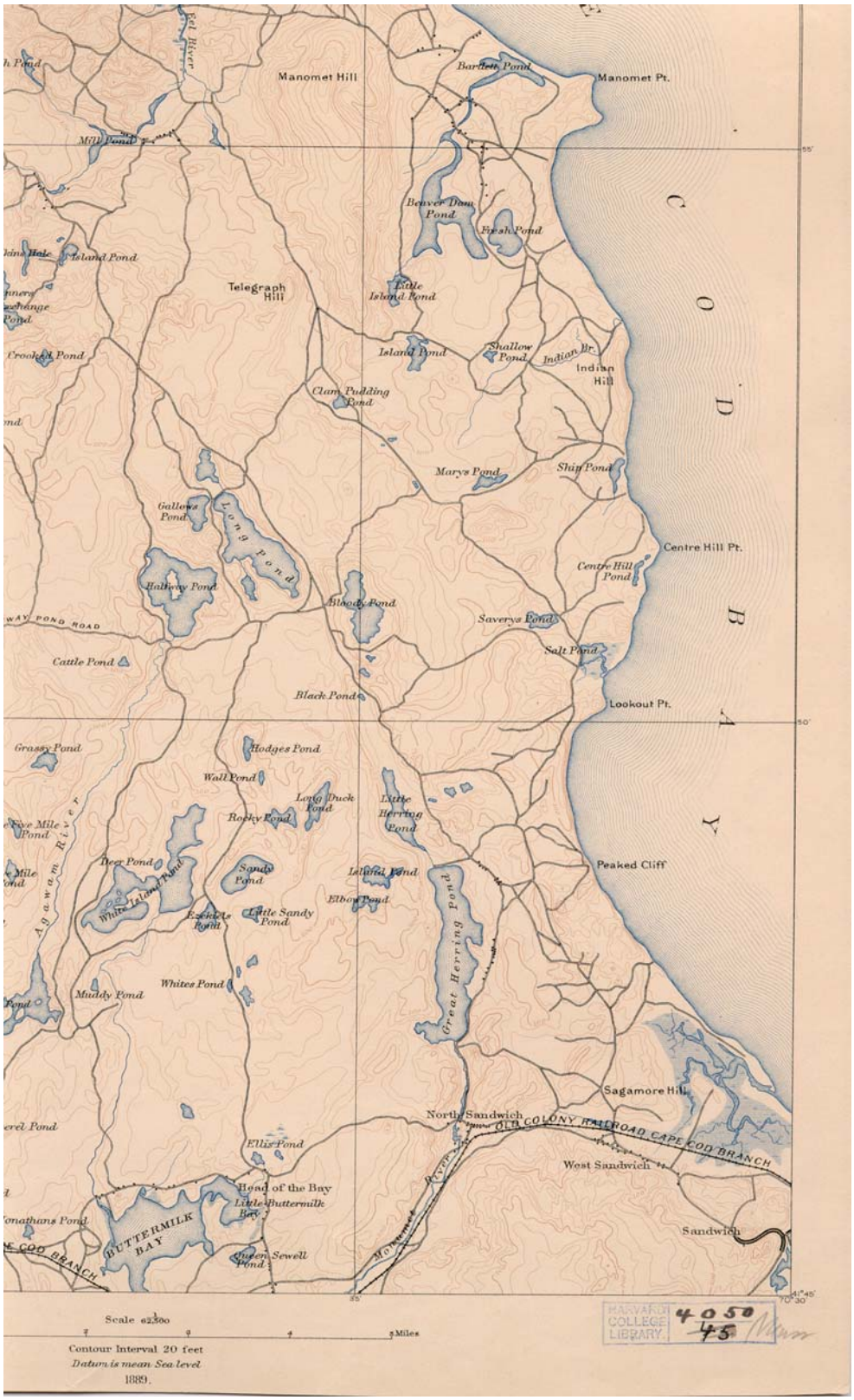
- The Planning Board thanked the volunteers, members of the community and staff for their work on the project.
- Valerie Massard noted that the Public Hearing for the plan was well attended. Ms. Massard presented an overview of the draft Cedarville Master Plan. She noted the following goals:
  - Improvements to provide safe vehicular, pedestrian, and bicycle access throughout the village
  - Create a sense of identity and community
  - Improved access to recreational opportunities
  - Good stewardship of the land for future generations

  Highlights of factors considered include the village character (design guidelines for landscaping and street furniture in the commercial center); the history of the community; the scenic character and preservation of landscape; recreational opportunities; prioritizing connection of open space and recreation areas; historic preservation; design guidelines in the commercial area; safety improvements; possible re-use of the land behind the Cedarville Fire Station for a village green or community center; safety issues in the General Commercial area; and creating a bike lane or relocation of the Clare Saltonstall bicycle trail.
- Tony Shepherd, Chair of the Cedarville Master Plan Subcommittee, thanked the members of the committee for their input, especially Ann Skelly who has been on the Cedarville Steering Committee for 20 years, as well as, Valerie Massard for her professionalism and hard work. Mr. Shepherd noted that one of the main issues in Cedarville is that the community is dissected by State roads. A solution would be to create a pedestrian walkway across Route 3. Traffic is also another major concern. The goal would be to create a more user and pedestrian friendly community. There are many natural

resources including the coastline and Herring Pond that have limited public access, in part due to the steep sandy bluffs along the coast.

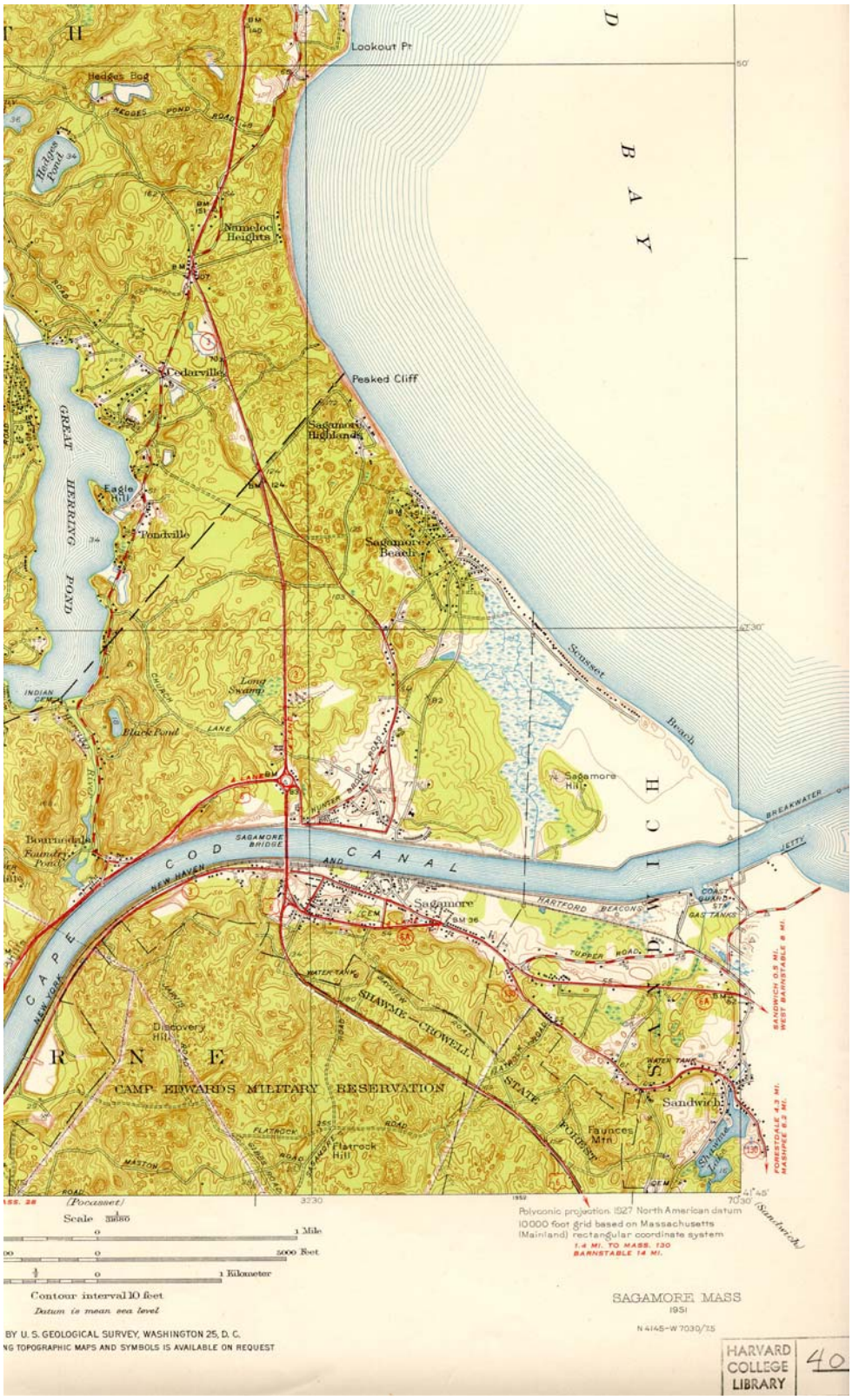
- Larry Rosenblum suggested looking at opportunities to control how and where commercial uses might intensify and developing landscaping and design guidelines in order to create a framework for developers.
- Malcolm MacGregor suggested that the Committee identify ways to acquire beach and pond front property and to provide pedestrian access and a drop off area to existing beaches and pond fronts.
- Mr. Shepherd noted that beach and pond access and parking has been an issue addressed in the previous master plan and the current draft.
- Paul McAlduff stated that the Ellisville Landing State Park is a forgotten beach that does have access and some parking. Mr. McAlduff thanked the Committee and Ms. Massard for all their hard work and dedication to creating the update of the master plan.
- Marc Garrett was very supportive of integrating the heritage that was here before the Europeans into the master plan.
- Malcolm MacGregor moved for the Board to support the draft of the Cedarville Master Plan; the **vote** was unanimous (5-0).

Older Maps



Source: http://docs.unh.edu/ **1889**
University of New Hampshire Library, Government Information Department

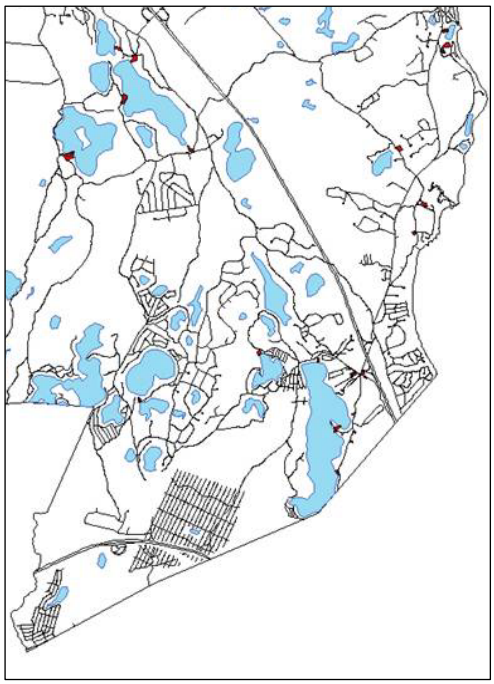
Source: http://docs.unh.edu/ **1940**
University of New Hampshire Library, Government Information Department



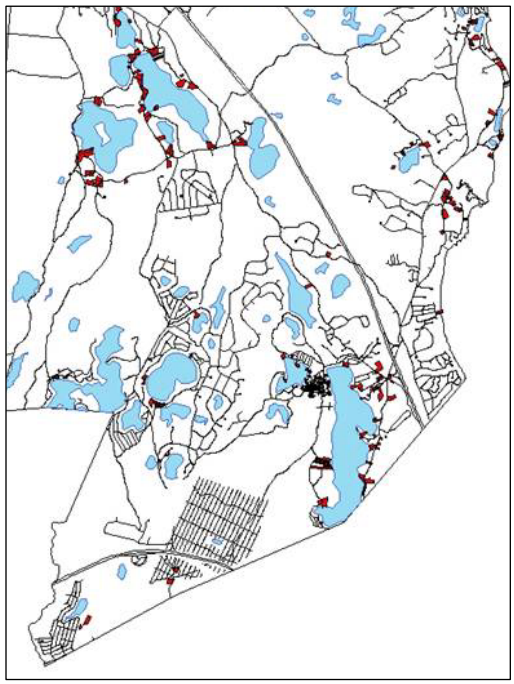
Source: http://docs.unh.edu/ **1951**
University of New Hampshire Library, Government Information Department

Residential Growth Patterns

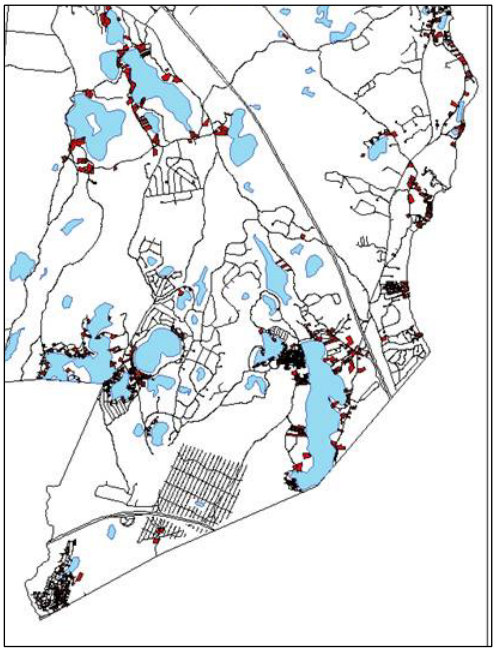
The following maps illustrate the rapid growth in residential housing consistent with the growth in population in Cedarville in recent decades. Since 1980, much of the single-family residential growth in the Town, including the Cedarville area, has been outside of the Village Centers.[16]



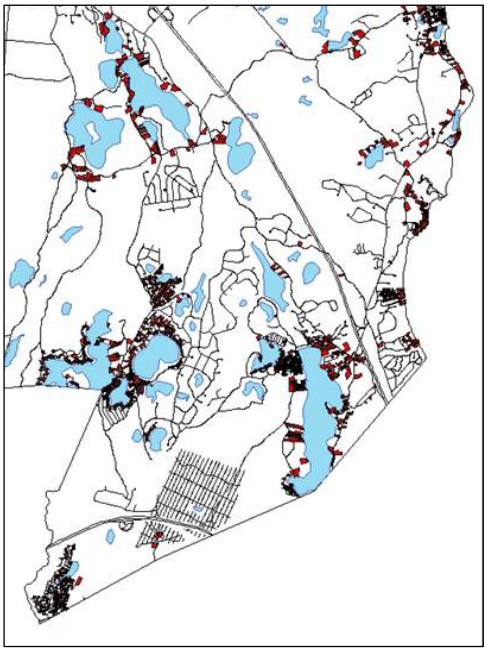
Cedarville Region -Residential pre-1900



Cedarville Region -Residential pre-1940

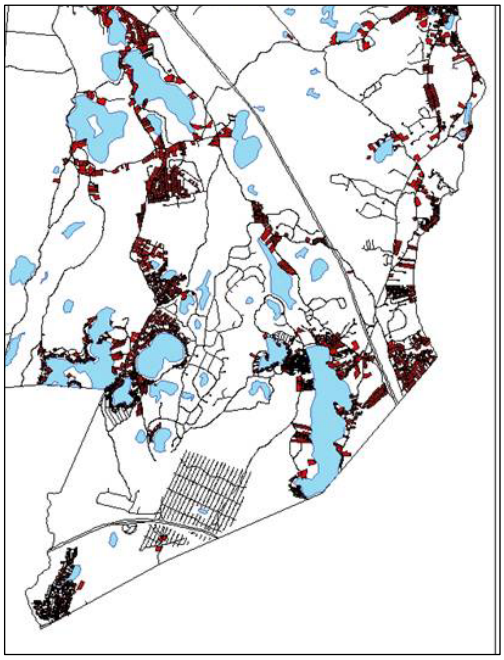


Cedarville Region -Residential pre-1960

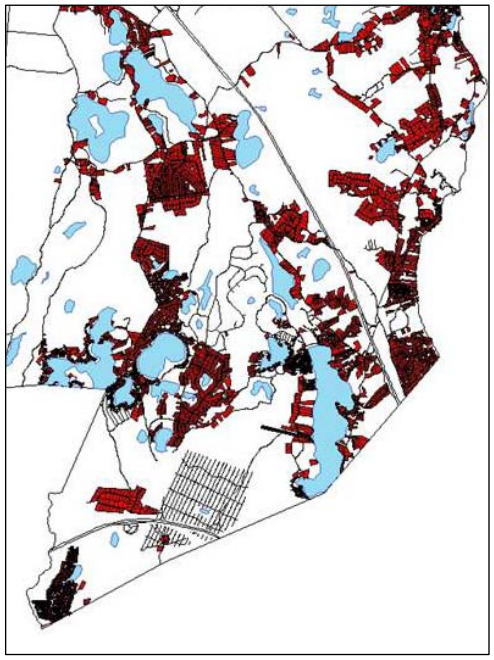


Cedarville Region -Residential pre-1970

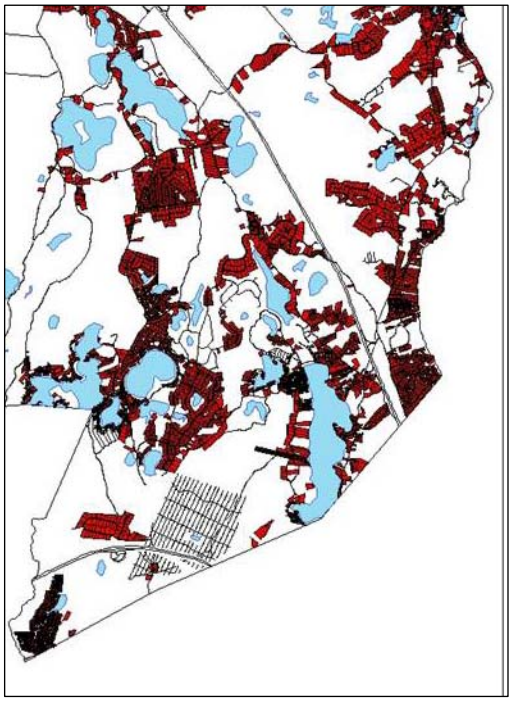
[16] *Plymouth 2004 Master Plan*, p.15, Maps: pp. 14-15.



Cedarville Region -Residential pre-1980



Cedarville Region -Residential pre-2000



Cedarville Region – Residential 2007

Cedarville Zoning