

WHITE HORSE BEACH PARKING COMMITTEE  
**FINAL REPORT**



TOWN OF PLYMOUTH

SEPTEMBER 2013

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INTRODUCTION

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In the Fall of 2012, the Board of Selectmen initiated the process of reviewing the seasonal parking situation at White Horse Beach. The Selectmen created a short-term Committee consisting of nine members as follows:

- 1 Natural Resources & Coastal Beaches Committee designee
- 1 East White Horse Beach Representative
- 1 Manomet Height Association Representative
- 1 Sands of White Horse Beach Association Representative
- 1 Ocean Point Condominium Representative
- 1 White Horse Beach Representative
- 1 Manomet Village Steering Committee Representative
- 1 Priscilla Beach Association Representative
- 1 Member at Large

The White Horse Beach neighborhood consists of many associations each stakeholder group was represented on the committee.

THE WHITE HORSE BEACH PARKING GUIDING TEAM

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- Dawn Dillon (Chair).....East White Horse Beach Association
- Christine Bostek (Vice-Chair). ....Sands at White Horse Beach Association
- Peg O’Hearn ..... Manomet Heights Association
- John Vacha ..... White Horse Beach Association
- Cheryl Damiano..... Member at Large
- Linda Evans ..... Manomet Village Steering Committee Representative
- Tim Bennett.....Priscilla Beach Association
- Jan Zabriskie..... Ocean Point Condominium
- Peter Denehy.....Natural Resources Beach Committee Designee

## COMMITTEE CHARGE

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**General Mission:** The Town of Plymouth recognizes the requests of White Horse Beach residents to assist in adequately controlling parking in the White Horse Beach area, particularly in the summer months. Problems of inadequate residential parking, competing visitor parking, and parking in areas that are causing concerns and frustrations are escalating. The White Horse Beach Parking Committee shall research parking plans in coastal areas with cluster development, and shall develop possible strategies to mitigate or improve the seasonal parking situation.

**Objectives:** The White Horse Beach Parking Committee shall put together a proposal for the White Horse Beach area in and around Taylor Avenue that will provide parking for taxpayers in the area, visitors to the area, and residents of the area. The proposal shall include an assessment, a plan for implementation, a timeline, enforcement procedures, administrative procedures, any staffing needs and a projected revenues/expenditure pro forma budget, as well as other ancillary details. The proposal will consider the development, management, and operation of on and off-street parking, as well as any structured parking (public lots or private lots), directional in informational signage, transit services (i.e. shuttle), and other parking needs that will balance residential and visitor needs.

**Logistics:**

- Deadline for recommendation set for July or August of 2013 (keeping in mind that if there are town meeting requests, those deadlines should also be accommodated)
- Study other towns that have successfully implemented successful parking programs in similar areas – successful designed as balancing residential and visitor needs
- Establish a report of recommendations to present to the Board of Selectmen, including an implementation plan and schedule
- The Selectmen may periodically ask the Committee to provide an update on their progress at a Selectmen’s meeting
- The Committee shall do outreach to as many residents in the area as possible, including one public hearing.
- Report required to the Town Clerk 30 days before Annual Town Meeting

ACKNOWLEDGEMENTS

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The White Horse Beach Parking Committee would like to thank everyone who supported and continue to encourage our effort; this document is better for their input. The Committee is grateful to the following for providing staff support for the committee:

Elizabeth Sullivan, Special Assistant to the Town Manager

Valerie Massard, AICP, Senior Planner

Thank you to the following individuals who also gave their time to meet with the Committee as guest speakers providing technical expertise and suggestions:

Lee Hartmann, AICP, Director of Planning & Development

Denis Hanks, Executive Director Plymouth Chamber of Commerce

Paul Cripps, Executive Director Destination Plymouth

John Burke, Director Park Plymouth

Jonathan Beder, Director of Public Works

Michael Botieri, Chief of Police

Sid Kashi, PE, Town Engineer

## EXECUTIVE SUMMARY

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In order to study the problems of inadequate residential parking, competing visitor parking, and parking in this area the Board of Selectmen created the short-term White Horse Beach Parking Committee. Under the required charge, the Committee held bi-monthly open public sessions meeting a total 14 times over the last seven months. All meetings were posted and open to the public and included a public brainstorming session as well as public forum with the Manomet Village Steering Committee, held on July 25, 2013.

This Plan and recommendations are intended to serve as a foundation for the future policy setting for parking in the White Horse Beach study area. Recommended strategies include short, mid and long-term parking improvements and programs. The Plan was prepared with staff support using previous studies, residents, public input, and the technical expertise of many guest speakers. Early on the Committee held a brainstorming session, which was well attended by many citizens of Plymouth and including residents of the White Horse Beach neighborhood. Through this session, the Committee set their priorities and goals, which helped to guide the Committee and will continue to serve as principles for the future management of parking in the area.

Key strategic and operational issues are identified that must be addressed in order to mitigate the parking conditions for residents, citizens of Plymouth and tourists. White Horse Beach is a public beach with no designated public parking. Through this process the Committee struggled at times because there is a lack of vision for this public natural resource. Implementation of any kind will require policy makers to develop a vision for White Horse Beach, engage stakeholders in both the White Horse beach neighborhood as well as residents throughout Plymouth, and finally generate a consensus on potential strategies for this area.

The White Horse Beach parking Report is intended to act as a guide for public policy decisions and investments for the area studied. These recommended improvements must in all cases support the approved *Taylor Avenue Reconstruction Plan* initiatives and be consistent with the Committee's goals which serve as guiding principles for future decision-making.

EXISTING CONDITIONS

**THE PROBLEM:**

Problems of inadequate residential parking, competing visitor parking and parking in restricted areas are causing concerns between residents, citizens of Plymouth and tourists; frustrations are escalating. The White Horse Beach Parking Committee was established to provide recommendations to the Board of Selectmen for improvements to mitigate the seasonal parking conditions.

**STUDY AREA:**

The Committee opted to define the **Study Area**, based on their local knowledge and experience, as primarily that area east of State Road within the area enclosed by White Horse Beach Road, to Taylor Avenue, and Manomet Point Road, including the beach itself.

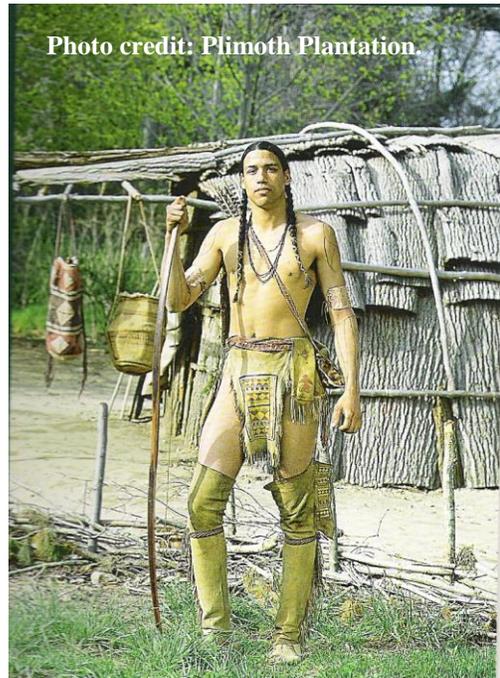


White Horse Beach has always been a sandy coastline, widening out west of Manomet Point in a beach-level setting where access from land is not obstructed by coastal bluffs. A colored decade map using year-built data from the Assessor records was generated on the Town's GIS system, below, to provide a perspective on the development trends in the Study Area through 1950. While used for recreation, there was no substantial development of beach colonies or recreational beachfront until the early to mid-1900s.

### **Brief History of Settlement in the study area.**

The following is based upon the Public Archaeology Lab's *Town of Plymouth Narrative History Comprehensive Survey, Phase IV, 1997*, with some added information by the Planning Office<sup>1</sup>.

Archaeological evidence suggests that Wampanoag tribes lived near the coast during warm months, planting corn, beans, and squash, and fishing from the ocean and streams. The Wampanoag were part of a larger confederation of Native Americans who lived throughout southeastern Massachusetts. A network of trails connected the Plymouth-area residents to communities north, west and south. Just prior to the permanent settlement by the English, the Wampanoag people endured three epidemics, which destroyed the local population, in some cases wiping out entire villages.



The Pilgrims arrived in 1620 on the Mayflower, settling in Plymouth at the mouth of spring-fed Town Brook, where it empties into the ocean at Plymouth Harbor, initiating the European settlement of the area. The existing paths running north and south along the coast were still present and used by travelers heading from Sandwich to Plymouth (Old Sandwich Road). Robert Bartlett, a passenger on the Mayflower, was one of the first to build a house on what is now Brook Road in 1660, although this house was badly damaged in a fire in the late 1990s. For most of its history, Manomet has been relatively isolated from the rest of Plymouth due to the physical barrier created by the Pine Hills.

Farmers began building houses in Manomet south of the Pine Hills in the seventeenth century and by 1739, the area had enough families to support its own church, the Second Church of Plymouth Congregational. The original burial ground for this church, White Horse Cemetery, still exists, but the original church building was replaced in 1826 with a new building. In the late 1700s, fishermen and shipbuilders began moving to the coastal area at the base of Plymouth Beach near Eel River. David Manter was one of the first fisherman to locate on the point, and he was followed by other seamen, carpenters, and farmers. Travel to Plymouth was by method of boat, or over the Pine Hills walking, horseback or horse and carriage. By the end of the 1700s, Assessor's records show two developed parcels in or near the study area.

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<sup>1</sup> *Town of Plymouth Narrative History Comprehensive Survey, Phase IV, 1997.*

The development of Wellingsley [the area situated by Wellingsley Brook north of Manomet] and Manomet to the south was facilitated by the construction of rail lines in the late nineteenth century. The Old Colony Railroad first linked Plymouth and Boston in 1845, and the development of the coastal areas of Plymouth was spurred by the construction in 1889 of an electric streetcar which traveled from Kingston through Plymouth Center and along Sandwich Street, Warren Avenue, and Rocky Hill Road to the Manomet Shore. Using Assessor's records, approximately 50 developed parcels were scattered in all of Manomet Village at the turn of the century, and there were 4 developed parcels in the study area.



By 1910, the first two beach cottages on White Horse Beach are developed, according to Assessor records. Other cottages located to the north of Bartlett Pond but not on the beach are also springing up, and a few developed parcels are shown near Fisherman's Landing at the end of White Horse Beach. There are also two developed parcels on the south edge of Bartlett Pond.

Development in the area accelerated rapidly at the turn of the twentieth century when transportation routes were extended through the Pine Hills. These included the State Road, the State Highway, and the electric rail line. The new roads and electric rail helped transform Manomet into a summer resort community. Developers built large homes and hotels on Manomet Bluffs and Manomet Point, while smaller-scale cottages were built in the area around White Horse Beach.

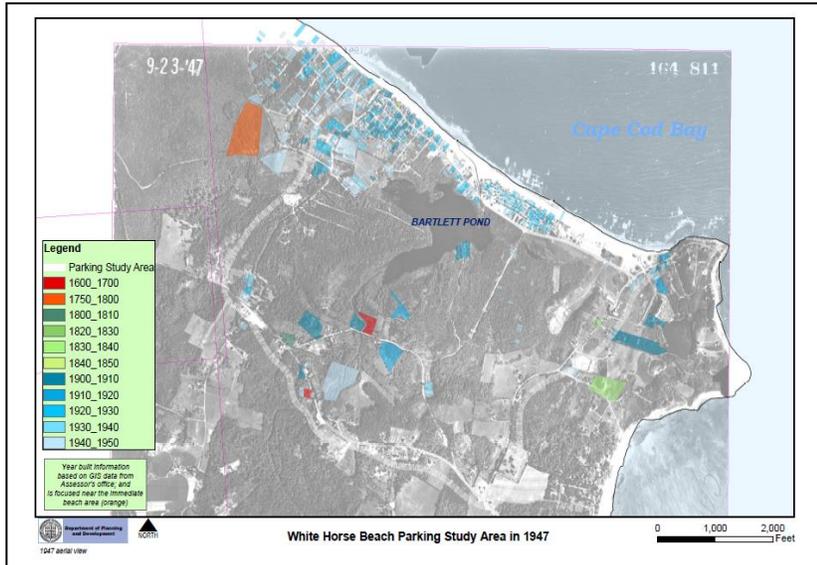
White Horse Beach was itself established as a public beach in 1917 with the transfer of land to the town. The adjacent Priscilla Beach was developed ten years later, on a portion of the old Taylor Farm. The trolley lines were abandoned in the 1920s. By 1920, two more cottages on White Horse Beach are shown.

In the 1930s and 1940s, Priscilla Beach was an attractive destination for famous actors who often performed at the Priscilla Beach Theater and stayed in surrounding homes.

The White Horse Beach sand cottage community expanded in the 1930s, when there were 27 beach cottages, through the 1950s to over 100 cottages on White Horse Beach and its dunes. In that same time period, north of Bartlett Brook, 14 developed parcels exist within the dunes in 1920, increasing by four beach cottages by 1950, although roughly 200 parcels in and around Priscilla Beach (but not on the physical beach) have been built. By 1950, nine parcels are developed on the hill on the west side of White Horse Beach, and a handful of developed parcels have grown up around the original homes on the south end of Bartlett Pond.



In 1960, Priscilla Beach development is scattered infill near existing pockets of previously developed land. Many of the formerly undeveloped land on the south of Bartlett Pond (opposite White Horse Beach) have been developed, and the stretch of the west side of Taylor Avenue from what is now Hilltop Avenue towards Fisherman’s Landing is developed. The east side of Bartlett Pond and other parts of its shore are becoming settled. By the 1970s another twenty-two beach cottages are added to White Horse Beach, and a new subdivision is built on the north end of Bartlett



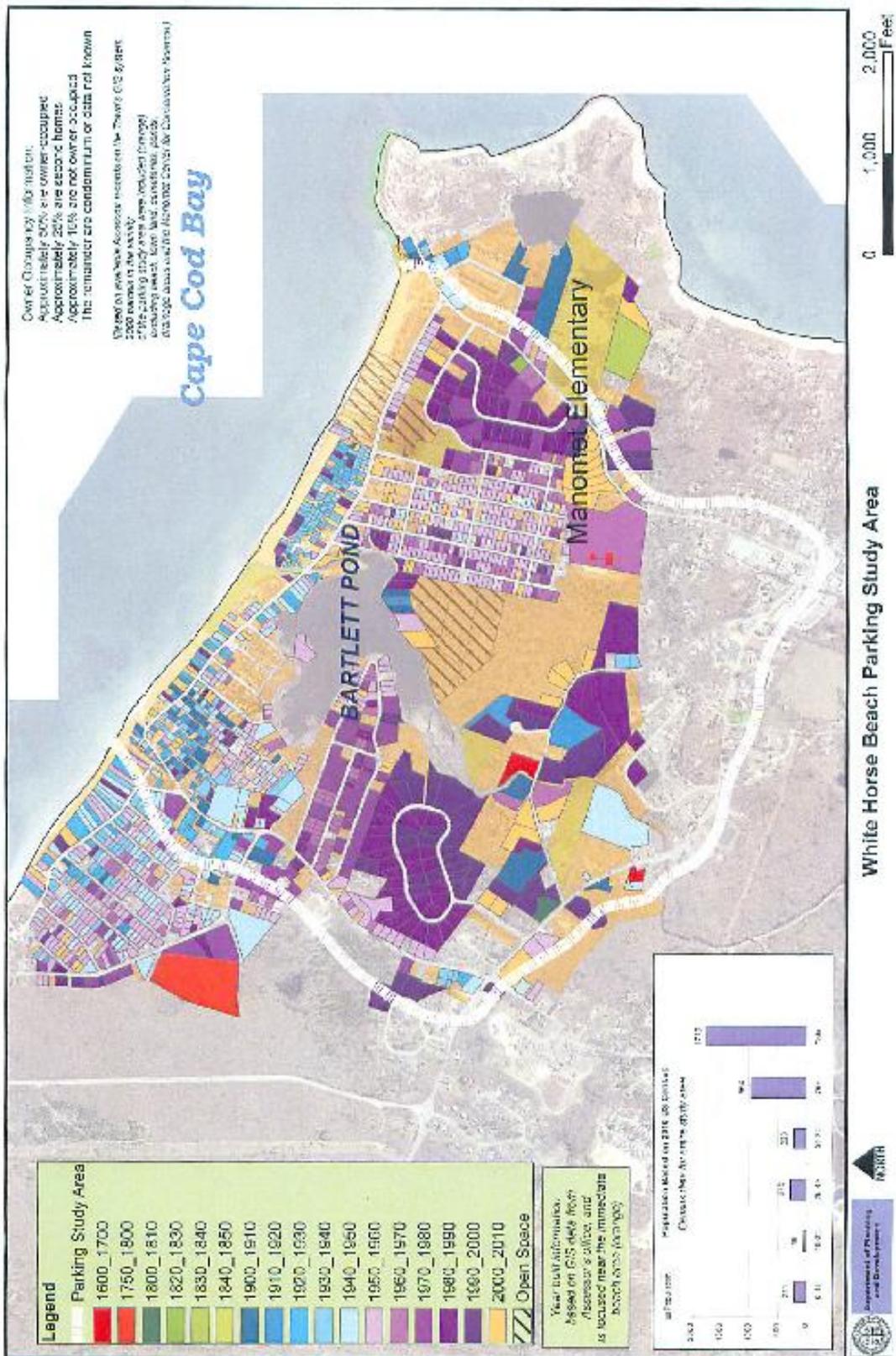
Pond, with additional development near what is now the Manomet Elementary School (constructed in 1960). The Blizzard of 1978 caused some significant damage to White Horse Beach<sup>2</sup>, and homes were reconstructed, as they have been from time to time due to fire or storm damage. In the 1980s and 1990s, residential development is primarily closer to State road and around the elementary school, although a handful of beach homes and residences are built near the south end of Bartlett

Pond. Another subdivision is built between the White Horse Cemetery and Bartlett Pond. In the 2000s, previously undeveloped beach and older neighborhood lots are developed as infill, and home conversions to year-round homes are more common, as there is little land available for new construction.



<sup>2</sup> Blizzard of '78 Coastal Storm Damage Study, Prepared by the New England Division of the USACE, February 1979.





### **Off-Season Parking**

After examining the study area in the field and using aerial views, an estimated 110 cottages located on the beach and dunes do not have parking spaces visibly associated with the residence. An aerial inspection found that the rest of the dwellings within the study area appear to have on-site driveway parking or are adjacent to private or public parking lots that front on Taylor Avenue.<sup>3</sup>

In 1976, regional policy projected future growing demands on public beaches, directing planners to design satellite parking off the Route 3 interchange. In response to an inquiry by a local resident in 1976 regarding parking in the White Horse Beach Area, the Selectmen asked the Parking and Traffic Study Committee to examine parking needs in the study area, with input from the Planning Director, Town Engineer and Chief of Police at that time<sup>4</sup>. Two undeveloped privately owned parcels in the area were identified, as possible sites with a yield of roughly 100 parking spaces if acquired for such purposes however, this did not proceed. Board of Selectmen acted to create on-street parking as a result of that study.

See Map on following page.

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<sup>3</sup> It has not yet been determined why the beach residents who lack frontage/parking do not park on the beach next to their dwellings, or when the ability to park on the beach next to their dwellings was eliminated.

<sup>4</sup> White Horse Beach: Use, Traffic and Parking, consisting of compiled memorandums and data, dated October 18, 1976 by Planning Board Staff, received by the Selectmen November 2, 1976.



- Legend**
- No Visible Parking at Beaches
  - Future Sanitary First Aid Station
  - Apparent Private Parking Areas (based on aerial view)
  - Too Narrow for on-street parking
  - No Parking both sides per BOS
  - No Parking One Side per BOS
  - Crosswalk (no parking)
  - Increase on 20' buffer (no parking)
  - Hydrants
  - Hydrant 10 ft Buffer (no parking)
  - P.U.D. Streets
  - Parking Study Area
  - Parcels - Town Owned

Estimated 112 beach cottages do not have visible parking associated with the dwelling based on aerial view.

No other dwellings in study area appear to lack parking at dwelling

**GENERAL COMMENTS:**  
 Inventory done using GIS and aerial maps, and follows 2012 BOS Traffic Rules.  
 The other public roads in the area appear to have between 10 and 20 feet of "nose width", questionable whether on-street parking is safe.  
 Emergency vehicles tend to request 14-16 feet minimum with 1 foot clearance.  
 Ground measurements will be needed to confirm road widths. However, these findings are consistent with 1970 study referenced in the summary report.

White Horse Beach Vicinity  
 Parking Restrictions & Inventory

Not much has changed since the on street parking was created. According to a GIS Map created by Planning Staff (using the Board of Selectmen Traffic Rules and Orders, with input from DPW Engineering staff), the available public on-street parking, after accounting for driveways, crosswalks, hydrant buffers and intersection buffers required under the Traffic Rules and Orders, parking for a size of 10’x18’ on a portion of Taylor Avenue is 68 spaces and Hilltop Avenue is 31 spaces. The Town also has an off-street parking lot on Taylor Avenue that can accommodate roughly 25 vehicles. The Selectmen also created room for approximately 9 recognized spaces near Fisherman’s Landing. In total, 133 public available parking spaces were created.<sup>5</sup> Taylor Avenue reconstruction plans will result in an estimated 69 on-street parking spaces, or a net increase of 1 space, to 134.



Broadly, we know from the Census and Assessor information that approximately 50% of the homes in the study area are owner-occupied year-round residences. Current zoning requires that a new single family dwelling to have two parking spaces (such as in a driveway or garage). This translates to 220 private parking spaces which would have to be created on the properties of these private beach cottages if they were built under today’s requirements. Looking at off-season use, there is a demand for 110 spaces for seasonal residential use to support the private residents in the study area, assuming no use of the rental or second-homes year-round. The public parking already available satisfies that number, not accounting for the informal parking arrangements already in existence in the area.



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<sup>5</sup>Additional on-street parking was also created in the Priscilla Beach vicinity around the same time, which for discussion purposes is considered too far from the public beach for inclusion.

**Seasonal Parking**

The Police, Committee and guidance from the Board of Selectmen indicate that summer weekends are the most high-demand parking times for the study area. Estimates for seasonal parking demands are based on the following:

In 2012, the seasonal population of Plymouth, as estimated by the Town Clerk, was 85,191.<sup>6</sup> The Town Planning Office estimates that the year-round population of Plymouth in 2012 was 56,794, so tourism represents a rough percentage increase in population of about 50% annually.

The year-round population of the Study Area, based on the 2010 US Census, is 1719 people.



Using the estimated increase in population during peak season above and applying it to the area of this study an estimated increase of 860 seasonal users can be expected in the Study Area. For the purposes of this study we know there are private residences in the study area as well. is a rough estimate. We estimate that the private residences on the dunes and beach area that are seasonal users have a demand of approximately 86 seasonal parking spaces to serve the demand of these residents.

Using the Census data, we can estimate, again based on the seasonal tourism increase town-

wide, 860 visiting population seasonally for the Study Area. Using an estimate of 2 visitors per vehicle, or 375 visitor parking spaces represent the highest demand. Statements from the Committee members and Police indicate that the 4<sup>th</sup> of July weekend is this high-demand event. Applying the 80-20 Pareto principal for planning purposes, 80% of the time only 20% of these spaces reflect demand for a typical summer weekend – or 86 visitor spaces.

The two seasonal users taken together thus leave the area with an estimated shortfall of 151 parking spaces. In comparison, the Manomet Elementary School has roughly 55 parking spaces. A commercial parking lot of approximately the same scale was used by Planning Staff to estimate land area for 225 spaces, which is about 1.75 to 2 acres accounting for travel and turning lanes within a parking lot, which adjusts for safety, liability, or other events which may occur in or around the parking lot.

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<sup>6</sup> Selectmen’s vote of seasonal population, December 11, 2012.

**Assessment Summary**

**Off-season demand:**

As noted previously, 25 years ago the Town Selectmen created 118 additional on-street parking spaces in the Study Area. To this day this additional parking remains adequate for the off-season demand.

**Seasonal demand:**

Appears to be between 150 - 200 parking spaces. Almost all of the nearby land has been developed now, with the exception of one large private undeveloped parcel which may be developed in the future.

<b>Seasonal Parking Space Demand Estimates</b>	<b>Estimated Parking Space Demand</b>	<b>Estimated Gap in Available On-Street Parking Spaces</b>
Off-Season only spaces	<b>110</b>	<b>0 (23 extra*)</b>
Summer Season:		
Estimated added Seasonal Private Residence spaces	76	-53
Estimated added Average Seasonal Weekend visitor spaces	75	-75
<b>Total Average Added Seasonal Demand (weekend) Spaces</b>	<b>151</b>	<b>-128</b>
<b>Estimated Peak Demand (4th July)</b>	<b>561</b>	<b>-428</b>
(110 year-rounder + 76 seasonal residence + 375 visitor spaces)		

\*Existing on-street parking is 133 spaces

BRAINSTORMING DATA - SPECIFIC ISSUES & PRIORITIZATION

**Committee Ranking of Priorities**

Priority	Scores	Total/Rank
Enforcement of parking regulations	1, 1, 1, 1, 1, 2, 2, 2, 2, 1	26
Penalties/fining	1, 1, 1, 2, 2, 2, 3	16
Explore resident permit parking	1, 2, 2, 1, 1, 1	16
Needs to be better signage	1, 3, 1, 2, 3, 2, 3, 2	15
Limited parking on side streets	1, 1, 2, 2, 2, 2	14
Concerned that parking issues will not be addressed for future	1, 1, 2, 2, 2, 2	14
Private lots for resident only parking	1, 1, 3, 2, 2, 2, 3	14
Inadequate public parking, need a balance	1, 2, 1, 3, 3, 3	11
Public lots for general public parking	2, 1, 1, 3, 2	11
Concerned about adequate parking in the future for family guests	3, 3, 3, 3, 2, 2, 2	10
If there is sticker parking that it should go to residents first	1, 1, 1, 3	10
Avoid parking near intersections	2, 2, 2, 2	8
Town parking facilities	1, 1, 2	8
Fair balance for future	1, 2, 3, 3	7
Off street public parking	1, 2, 3, 3	7
Converting Taylor Ave Lot to Residents only	2, 1, 3, 3	7
Lack of safety	1, 2, 3	6
Lack of consistency with enforcement	1, 3, 3, 3	6
Trash	1, 3, 2	6
Avoid parking near the north end of WHB	2, 1	5
Future concerns about increased parking demands both households and visitors	1, 2	5
The current parking situation is a "free for all"	1, 3	4
Free	2, 2	4
Avoid parking near coastal resources areas	3, 2	3
Too much public parking in the future	1	3
No sidewalks	3, 3, 3	3
No lighting	1	3
Educating public on parking regulations	3, 3, 3	3
There is not enough parking for everyone	2	2
Illegal blocking/coning	2	2
Speeding	2	2
Public beach with limited public services	3	1
The condition of pavement is poor	3	1
Parking issues tied to beach	3	1
Easy access to beach	3	1
Limited parking by sticker	0	0
Seasonal parking	0	0
Driveways for parking	0	0

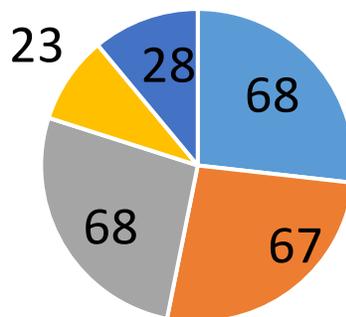
GOALS STATEMENT

**BASED ON THE RANKED PRIORITIES THE COMMITTEE CREATED THE FOLLOWING GOALS:**

1. Provide a balanced approach, with an emphasis on area residents that improves parking at White Horse Beach for residents and visitors.
2. Improved enforcement and education of parking rules and regulations.
3. Enhance safety for pedestrians bicycle and vehicles associated with parking and traffic circulation.



Grouped Priority Rankings



- Priority Parking for Residents & Guests
- "Fair Balance" between Resident and Public Parking
- Lack of Enforcement/Legal Signage
- Safety Concerns
- Other

## PUBLIC INVOLVEMENT FORUM

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The White Horse Beach Parking Committee held 14 bi-monthly regularly scheduled public meetings. One of these meetings was a brainstorming session where the Committee generated goals. The priorities and goals were set based on both the Committee and stakeholder input received during the brainstorming session. In addition, in coordination with the Manomet Village Steering Committee the Committee held one public forum.

On July 25, 2013 the White Horse Beach Parking Committee presented their draft findings and solicited public input on the various parking ideas researched by the Committee to date. The meeting was hosted by the Manomet Village Steering Committee. Immediately following the presentation, the Committee was available for questions.

The Forum was well attended and many residents from the White Horse Beach area offered public comment. Feedback ranged from leaving things “status quo”, to opposition of some of the recommended strategies, and further, offering additional alternatives for the area.

The Manomet Village Steering Committee recorded in their minutes that the meeting was attended by more than 102 individuals and many of them took the time to stand up and express their opinions on the findings and proposals presented at the meeting. At the end of the public forum portion of the meeting the Chair of the Manomet Village Steering Committee asked the public to participate in an ad hoc straw poll.

The five questions and results were as follows:

- 1) Improved Legal Signage and Enforcement – Majority in Favor
- 2) Increased Parking Violation Fines – Majority in Favor
- 3) Parking along Dunes – Majority Opposed
- 4) Satellite Parking – appeared to be a 50/50 split
- 5) A Permit Parking Program – Majority Opposed

**A full record of the Manomet Village Steering Committee Minutes are included in the appendix.**

Other Concepts suggested which were not included in the Committees research included:

- Off Road Beach Parking – drive on beach parking, this is done presently Long Beach
- Setting up a revolving fund for White Horse Beach
- Consultant funding for Parking Study

The White Horse Beach Parking and Manomet Village Steering Committees organized the educational event to provide residents with an opportunity to hear and make public comment on the parking concepts suggested by the Committee. The meeting was public and all interested residents/citizens were encouraged to attend and offer comments.

## INFORMATION FROM OTHER AGENCIES

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### **POLICE CHIEF - SUMMARY**

The Police Department enforces signage authorized by the Board of Selectmen, including signage on private roads with plans approved by the Selectmen. The Parking and Traffic Task Force Committee, which includes a Police Captain, representatives Department of Public Works and Board of Selectmen, reviews signage, marking complaints and suggestions. Recommendations to the Selectmen go through this committee. Examples of infrastructure and signage that are less successful include speed bumps (or speed “humps,” which are wider). Examples of successful ideas include those already used in regulations enforced by the Police Department.

The Committee asked about municipal stickered parking, and the Chief cautioned the committee against creating a situation that could lead to unintended consequences. Chief Botieri noted that Park Plymouth is a private corporation that enforces parking downtown within a specific area, they generate the revenue and the town collects a percentage. The Chief recommends that the Committee look at whether higher fines for parking violations might be a reasonable approach. A vehicle may not park in front of a driveway and must be ten (10) feet from a fire hydrant. The Police can help in situations that are not in regulations, depending on the situation, but will only tow a vehicle if there is an issue with public safety. Chief Botieri stressed that if people are calling the Police and feel that they are not adequately responsive, to let him know.

There is someone assigned year-round to Manomet, however, the number one priority is response to 911 calls. The business line is for non-emergency calls such as parking. Chief Botieri then made a point to provide the non-emergency line to the Committee and everyone in attendance.

### **TOWN ENGINEER, DEPARTMENT OF PUBLIC WORKS - SUMMARY**

Mr. Sid Kashi, Town Engineer, gave an overview of the proposed Taylor Avenue reconstruction project – a locally administered project which will be funded by that State. The first outreach meeting on this project was in 2005 when a notice was sent to all White Horse Beach residents. The Taylor Avenue reconstruction project is part of Transportation Improvement Program (TIP). Mr. Kashi stated that presently, the Town is waiting to get a commitment letter from the State on the funding to do the improvements. A criterion of state is to have local support from Board of Selectmen, residents and the community, and further that the project accommodates pedestrians and bicyclists. The Samoset Street and Obery Street projects are examples of TIP-funded projects in Plymouth.

The Committee asked whether there may be an opportunity within (or in front of) the Town-owned dunes to create parking in a small area along Taylor Avenue. A Bond Bill for the Taylor Avenue Project is earmarked, and the plans are at 75% design. There are some aspects, such as new utilities or work outside of the road layout, which the state will not pay for. State design guidelines must be met for state funding. Sid commented that the Town does not fund any road projects, Chapter 90 does, and legislators need to bond the project. Sid suggested the Committee send a letter of support to the Secretary of Transportation. Once funding is secured, the project will go to the regional planning agency, Old Colony Planning Council.

At the request of the Parking Committee, a discussion was held between DPW Director Jonathan Beder and Sid Kashi. Mr. Beder authorized the angled parking concept offered by the Committee for consideration to be added to the 100% design plans for possible angled parking at White Horse Beach along Taylor Avenue by the public beach entrance, allowing it to be constructed with or before the Taylor Avenue reconstruction. A follow up report was received from Fay, Spofford and Thorndyke, the firm charged with the design on behalf

**TOWN ENGINEER, DEPARTMENT OF PUBLIC WORKS - SUMMARY**

of the Town, showing a conceptual plan and summarizing a series of permitting challenges that would have to be overcome in order to implement the concept. If the Town prepared the area as a gravel pad, there would be minimal construction costs, but permitting could be expensive and time-consuming. The feasibility of permitting parking along the dunes would need to be explored further. The Taylor Ave Transportation Improvement Project/TIP may be in future 2018-2020 TIP.

**PARK PLYMOUTH - SUMMARY**

John Burke, Park Plymouth explained that the Town needs to have a vision for the White Horse Beach as far as, who we are hoping to attract to the area - for example, tourists? Plymouth residents only? Residents of White Horse beach only? If the general public or all Plymouth residents are sought then there will need to be vastly more public parking accommodations that could be costly and necessitate charging or raising fees on parking/beach access. Mr. Burke stated that a resident's only parking program is more exclusive and more involved with regard to program enforcement, signage/stripping and administration. According to Mr. Burke, any resident parking program would need to take into account the parking demand for private homes in the area, rentals and visitors. John indicated that if a residential parking program in a beach area was desired, we may want to look at other coastal communities that are doing this already such as Newburyport, MA or Newport, RI. He stated that any expansion of Park Plymouth's defined Downtown, Waterfront and North Plymouth parking district would require authorization from the PGDC Board of Directors as well as the Plymouth Board of Selectmen.

**PLYMOUTH AREA CHAMBER OF COMMERCE & DESTINATION PLYMOUTH - SUMMARY**

Denis Hanks, Executive Director for Plymouth Area Chamber of Commerce gave an overview of Chamber activities for tourism. Mr. Hanks stated that the Chamber advertises Plymouth on Jet Blue airlines and the public Beaches of Plymouth are included on the video.

Paul Cripps of Destination Plymouth stated that Plymouth is a worldwide destination and is marketed that way. He stated that he receives guidance from the Town as far as what gets promoted. Beaches are a huge website hit. Mr. Cripps also stated other than Boston, Plymouth and Plymouth County were highest for occupancy by percentage in the state of MA. Mr. Cripps further stated said Plymouth is a fabulous place to market especially with the population swell in the summer months, further stating that the number one industry in Plymouth is tourism.

INFORMATION FROM OTHER COMMUNITIES

**Assessment of Existing Plymouth Beach Data**

<b>Beach:</b>	<b>Resident/Beach Sticker Required:</b>	<b>Public Parking: (fee)</b>	<b>Sanitary Facilities:</b>	<b>Bath House:</b>	<b>Food Concession:</b>	<b>Lifeguards:</b>	<b>Handicap Access:</b>
<b>White Horse Beach</b>	<b>no(Taylor Ave lot only, limited enforcement)</b>	<b>yes (free)</b>	<b>no</b>	<b>no</b>	<b>yes (ice cream truck)</b>	<b>yes</b>	<b>no</b>
Plymouth Beach	yes(\$15-\$40)	yes (\$10-\$15)	yes	no	yes	yes	no
Long Beach, Plymouth, MA	yes	no	no	no	no	no	no
Nelson Park, Plymouth, MA	Resident Parking (20 spots)	yes/(free)	yes	no	yes	no	yes
Scusset Beach	yes	yes (\$7)	yes	yes	yes	yes	
Fresh Pond, Plymouth, MA	yes	yes (\$10-\$15)	yes	no	no	yes	
Hedges Pond, Plymouth, MA	yes	yes (\$10-\$15)	yes	yes	no	yes	
Morton Park, Plymouth, MA	yes	yes (\$10-\$25) closed July 3-4	yes	no	no	yes	
Stephen's Field	no	yes (free)	no	no	no	no	

*White Horse Beach is the only beach where Residents compete for Public Parking*

**Assessment of other Coastal Massachusetts Communities Beach Data**

<b>Beach:</b>	<b>Resident/Beach Sticker Required:</b>	<b>Public Parking: (fee)</b>	<b>Sanitary Facilities:</b>	<b>Bath House:</b>	<b>Food Concession:</b>	<b>Lifeguards:</b>	<b>Handicap Access:</b>
Duxbury Beach, MA	yes	yes (fee)	yes	yes	yes	yes	
Rocky Nook, Kingston, MA	Private, Res only	no	no	no	no	no	
<b>Gray's Beach, Kingston, MA</b>	<b>no</b>	<b>yes</b>	<b>yes</b>	<b>no</b>	<b>yes</b>	<b>yes</b>	
Burke's Beach, Marshfield, MA	yes (\$30)	yes (\$10-\$20)	portable	no	no	yes	
Brant Rock, Marshfield, MA	yes (\$30)	yes (\$10-\$15)	yes	no	no	yes	
Green Harbor, Marshfield, MA	yes (\$30)	no	portable	no	no	yes	
Rexhame Beach, Marshfield, MA	yes (\$30)	yes(\$10-\$15)	yes		yes	yes	
Niles Beach, Gloucester, MA	yes (\$20)	no	portable	no	no	yes	
Plum Cove, Gloucester, MA	yes (\$20), limited	no	no	no	no	yes	
Front Beach, Gloucester, MA	yes	metered	yes	no	no	yes	
Long Beach, Gloucester/Rockport, MA	yes (\$25)	private lots	no	no	no	yes	
Cape Hedge Beach, Rockport, MA	yes (\$25)	no	no	no	no	no	
Pavillion Beach, Gloucester, MA	no	street	no	no	no	no	
Nantasket Beach, Hull	yes (\$14, residential on-street)	yes (fee)	yes	no	yes	yes	

*Gray's Beach in Kingston is the most similar to White Horse Beach, and residents experience the same parking issues*

**Assessment of other Coastal Communities Area Research**

<b>Beach:</b>	<b>Resident/Beach Sticker Required:</b>	<b>Public Parking: (fee)</b>	<b>Sanitary Facilities:</b>	<b>Bath House:</b>	<b>Food Concession:</b>	<b>Lifeguards:</b>	<b>Handicap Access:</b>
Chapoquoit Beach, W. Falmouth, MA	yes	no	portable	no	yes (ice cream truck)	yes	
Megansett Beach, W. Falmouth, MA	yes	no	portable	no	yes (ice cream truck)	yes	
Wood Neck Beach	yes	no	portable	no	yes (ice cream truck)	yes	
Bristol Beach	yes	no	portable	no	yes (ice cream truck)	yes	
Wellfleet, MA	yes	yes (3-day, week/seasonal, \$45-\$250)	portable	no	yes	yes	
Ogunuit, ME	yes (year-round res. only)	yes (\$25)	yes	yes	yes	yes	

*Overwhelming majority of coastal beaches have resident parking stickers and public parking lots, providing a fair balance between Residents and Visitors*

## IDEAS FOR SOLUTIONS & PRIORITIZATION

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During the course of our Committee meetings, we worked diligently to complete the charge we were given – to come up with proposed solutions to the ongoing parking issues in the White Horse Beach area – particularly in the summer months when there is not enough parking to accommodate both residents and visitors. A multitude of ideas along with healthy debate came out of these meetings.



With the help, experience and guidance of Town employees and officials we were able to narrow down the list of ideas based on geography, zoning and the simple fact that there is a limited amount of parking inventory available in the area. Using these resources we broke down the alternatives into three groups; immediate, mid-term and long-term based on the possible timing of implementing each idea.

We did not define the ranges themselves, since some ideas would be easier to implement than others. This may or may not be accurate due to unforeseen complications (zoning/by-laws). What follows is a list of the alternative strategies as well as the Pros and Cons, analysis and project outcomes that were researched during our public meetings and with input from residents.

## RECOMMENDATIONS/ POSSIBLE STRATEGIES

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In order to address key strategic issues associated with the seasonal parking conditions at White Horse Beach the White Horse Beach Parking Committee recommends the Town of Plymouth, through the Board of Selectmen, pursue implementation of the following strategies:

### **Immediate Proposals/Strategies**

#### **1) Improve Legal Signage** for Parking and Public Beach Access via Town DPW

##### **Pros:**

- Increased public safety and awareness
- Improves street access for emergency vehicles
- Avoids any confusion on locations of legal on street parking

##### **Cons:**

- Does not increase available parking

#### **2) Amend Traffic Rules and Orders** <sup>7</sup> document to allow parking on Taylor Ave between Short & Hilltop, as created in 1976.<sup>8</sup>

##### **Pros:**

- Legalizes parking where people have been parking for at least the past 30+ years
- Will be allowed as part of the Taylor Ave Reconstruction Project.

##### **Cons:**

- Does not increase additional parking
- Does not prioritize parking for residents

#### **3) Outreach and Education** regarding public parking in the area via print and online media

##### **Pros:**

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<sup>7</sup> White Horse Beach: Use, Traffic and Parking, consisting of compiled memorandums and data, dated October 18, 1976 by Planning Board Staff, received by the Selectmen November 2, 1976.

<sup>8</sup> Per Traffic Rules and Orders document page 24.

- Increased public safety and awareness
- Improved public awareness that efforts to are being made to engage with the community and avoid confusion

**Cons:**

- Does not increase available parking

- 4) Increased and **consistent enforcement of parking regulations** via public safety officials

**Pros:**

- In conjunction with improved legal signage, it will provide a fair and balanced “playing field” for public parking
- Could provide additional revenue to the Town

**Cons:**

- Strict enforcement may create conflict with residents
- Does not increase available parking

- 5) Initiate By-Law change to **increase parking fines** in the White Horse Beach Area – recommend the fine be not less than \$50 for parking violations – current \$15 violation is less expensive than day parking at all the beaches the Committee reviewed

**Pros:**

- Deterrent to illegal parking
- Increased public safety
- Potential for increased revenue

**Cons:**

- May cause conflict with residents
- Does not increase available parking
- By-Law change could fall into a Mid to Long Term Strategy

- 6) Allow **seasonal ocean-side parallel parking** within the roadway layout, on the shoulder adjacent to where the future parking is proposed as part of the Taylor

## Avenue Reconstruction Project<sup>9</sup>

### Pros:

- Additional parking created
- In line with future plans for the area
- Fronts town property
- Little to no cost to initiate

### Cons:

- Parking along dunes prior to the reconstruction project would be subject to permitting by the Conservation Commission.
- No sidewalk – potential safety issue
- Opposition from Residents/Abutters

7) Offer **Seasonal Public parking at Manomet Elementary School** or outreach to locally owned business lots

### Pros:

- Additional “Satellite” parking created
- Walking distance to the Public Beach entrance
- Revenue generation from parking fees<sup>10</sup>
- Use of Gatra bus
- Potential for a shuttle service

### Cons:

- If existing on-street parking is still “free,” no incentive to pay/park farther away
- Currently no signage
- Potential for increased vandalism and litter
- Ongoing maintenance of the parking area
- Security & liability

## Mid-Term and Long-Term Proposals/Strategies

1) Explore additional seasonal public parking at the Public Beach entrance by **creating sand/gravel/paved angled parking adjacent to Taylor Avenue**

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<sup>9</sup> At the time of this report the Taylor Ave Reconstruction Project Plan was 75% complete – parking layout pages are attached in Appendix

<sup>10</sup> Staffing costs and projected revenue included in Appendix

**Pros:**

- May provide additional parking but not in line with what we believe are Town goals
- Lower cost if sand/gravel
- Angled parking could create additional parking if feasible

**Cons:**

- Environmental permitting may be an issue
- May prove too costly
- Potential for lack of support by the State and/or abutters/residents
- Subject to permitting from the conservation Commission and MA DEP.

2) Organize Parking by implementing existing **seasonal “Beach Sticker” Parking** program along Taylor Ave between Short & Hilltop

**Pros:**

- Generates revenue for the town
- Organizes parking for residents closer to their properties
- Legalizes parking where people have been parking for at least the past 30 years
- Parking in this area will be allowed as part of the Taylor Ave Reconstruction Project.
- Beach sticker parking is currently enabled at the Taylor Ave Lot
- *Note: Parking in this area is directly where there is lack of off-street parking for property owners*

**Cons:**

- Beach sticker parking could force non-resident parking further up the side streets
- May lead to expanding Resident Parking to side streets
- Opposition from Residents

3) Permit **changes to area zoning** to allow privately owned parking lots – Must be proportional to the size of the area

**Pros:**

- Provides additional parking

- Could be zoned for day parking or long term lease parking if close to the Public Beach entrance
- There appear to be unbuildable lots in the area that could be used.

**Cons:**

- May encourage conversion of yards or demolition of homes for the construction of parking lots
- *Note: The ability to do this should be regulated and proportional to the size of the area without changing the residential/beach community “feel” of the area.*

4) **Town purchase of real estate**, as it becomes available, in the area to be used for public parking – Must be proportional to the size of the area.

**Pros:**

- Coordinated effort by Town staff
- Actively being done in other areas already.

**Cons:**

- Funding availability
- *Note: the ability to do this should be regulated and proportional to the size of the area without changing the residential “feel” of the area.*

5) Explore **expanding the jurisdiction of Park Plymouth** to White Horse Beach

**Pros:**

- Park Plymouth has been successful downtown
- Enforcement should be seasonal only
- Frees up Public Safety officials from non-emergency enforcement
- Prioritizes Plymouth Resident parking
- Revenue generation
- Spaces and a pay station can be designated for visitor parking closer to the Public Beach entrance (potentially eliminating cutting through private property and walking through the dunes).

**Cons:**

- Costs of public parking/traffic study
- Sticker parking adds costs to residents

- “Guest”/Rental parking logistics
- Opposition from Abutters and/or Residents

## APPENDICES

1. Traffic Rules & Orders – general prohibitions and street restrictions parking sections, pages 9, 10, 14, 19, 24, 25, 26, 27, 28
2. Taylor Ave Reconstruction PowerPoint by Town Engineer, includes parking layout design
3. Proposed Taylor Avenue Reconstruction Plans over 2008 Aerial Photo
4. Additional Parking Overlays – drafted by Committee
5. Memorandum 3/26/13 - Taylor Avenue Reconstruction Project, Overview of Permitting for Additional Parking
6. Satellite Parking – Staffing costs and projected revenue table
7. Manomet Village Steering Committee Public Forum meeting minutes

**ARTICLE V**

**PARKING**

**Section 18. General Prohibitions.**

No person shall park a vehicle in any of the following places and vehicles found parked in violation of the provisions of this section may be moved by or under the direction of an officer and at the expense of the owner to a place where parking is permitted.

- Within an intersection.
- Upon any sidewalk
- Upon any crosswalk.
- Upon the roadway in a rural or sparsely settled district.
- Upon the roadway in a business or residential district where parking is permitted unless both wheels on the right side of the vehicle are within twelve (12) inches of the curb or edge of the roadway except where angle parking is required.
- Upon any roadway where the parking of a vehicle will not leave a clear and unobstructed lane at least ten (10) feet wide for passing traffic.
- Upon any street or highway within ten (10) feet of a fire hydrant.
- Upon or in front of any private road or driveway without the consent of the owner of said private road or driveway.
- Upon any street or highway within twenty (20) feet of an intersecting way, except alleys.
- In a parallel parking space facing the direction of travel.
- Backed into a "head-in only posted parking stall.

**Section 19. Prohibited on Certain Streets.**

Upon the following streets or parts thereof parking is hereby prohibited.

Alden Street	Northerly side starting at a point 500 feet Westerly from Standish Ave for a distance of 1100 feet westerly to Westerly Rd.	12/18/86
Allerton Street	Southeasterly side from Court St. southwesterly for approximately 50 feet	06/21/11
Allerton Street	Easterly side northerly from Russell St. for a distance of 70 feet	10/11/78

Allerton Street	Westerly side northerly from Russell St. for a distance of 88 feet	10/11/78
Allerton Street	Easterly side from a point 200 feet northerly of Russell St. to Vernon Street	06/21/11
Allerton Street	Easterly side easterly from Samoset St. for a distance of 80 feet.	10/11/78
Allerton Street	Easterly side, westerly from Samoset St. for a distance of 78 feet	10/11/78
Allerton Street	Northwesterly side, from Court St. southwest-erly for a distance of 40 feet	10/11/78
Allerton Street	Easterly side, 358 feet northerly from Cushman St. for a distance of 90 feet	09/18/78
Allerton Street	Westerly side from Thomas St. for a distance of 151 feet	06/21/11
Arlington Road	Northerly side, westerly from Priscilla Rd. for a distance of 100 feet	10/11/78
Arlington Road	Southerly side, westerly from Priscilla Rd. for a distance of 100 feet	10/11/78
Arlington Road	Westerly side, approximately 100 feet southerly from Priscilla Rd.	10/11/78
<b>Asiaf Way</b>	Easterly side, southerly from Taylor Ave. for a distance of 50 feet	10/11/78
<b>Beach Street</b>	Southerly side, approximately 100 feet westerly from Taylor Ave.	09/24/68
<b>Beach Street</b>	Westerly side, southerly from Taylor Ave. for a distance of 46 feet	10/11/78
Bourne Road	Southeasterly side, starting at the Plymouth/ Bourne town line then northeasterly for a distance of 1500 feet	01/24/79
Bradford Street	Northerly side starting at the corner of Sandwich St. for a distance of 670 feet easterly to Union St., entire length	06/26/85
Bradford Street	Southerly side, easterly from Sandwich St. for a distance of 75 feet	06/26/85

	320 feet northerly	06/21/11
Court Street	Westerly side from Boume St. to South Spooner St.	06/21/11
Court Street	Westerly side from a point 180 feet north of South Spooner St. to Forest Ave.	06/21/11
Court Street	Westerly side from North Spooner St. to the Plymouth/Kingston Town Line	06/21/11
Emerson Road	Westerly side approximately 100 feet southerly from Priscilla Rd.	09/24/68
Farmhurst Road	Westerly side approximately 100 feet southerly from Priscilla Rd.	09/24/68
Farmhurst Road	Easterly side approximately 100 feet southerly from Priscilla Rd.	10/11/78
Fishermans Landing	Easterly and westerly sides, northeasterly from Point Rd. for 100 feet	09/24/68
Forest Avenue	Southerly side, southwesterly from Court St. for a distance of 340 feet	05/02/73
Franklin Street	Northerly Side from Pleasant to Mayflower	11/25/08
Freedom Street	Northerly side 50 feet westerly from Union St.	09/24/68
Freemont Street	Southerly side starting at the corner of Sandwich St. for a distance of 60 feet easterly	06/21/11
Freemont Street	Northerly side starting at the corner of Sandwich St. for a distance of 50 feet easterly	06/21/11
Guild Road	no parking	07/26/94
Hayloft Road	no parking	07/26/94
Hedge Road	Northerly side starting at the corner of Court St. for a distance of 40 feet easterly	11/15/78
Hedge Road	Southerly side starting at the corner of Court St. for a distance of 40 feet easterly	07/03/86
High Street	South side between Market St. and Russell St.	09/21/54
Hilltop Avenue	Northerly side 120 feet easterly of Spruce St. westerly to Pine St.	10/11/78

<b>Pearl Street</b>	Northerly side, westerly from Taylor Ave. for a distance of 50 feet	10/11/78
<b>Pearl Street</b>	Southerly side, westerly from Taylor Ave. for a distance of 50 feet	10/11/78
Peck Avenue	Southerly side, westerly from Standish Ave. for a distance of 70 feet	10/11/78
Peck Avenue	Northerly side, westerly from Standish Ave. for a distance of 250 feet	01/10/80
Pleasant Street	West side from Bass Alley to Robinson St.	08/01/61
Pleasant Street	East side from Sandwich St. to South St.	09/21/54
<b>Point Road</b>	Northerly side from Taylor Ave. to a point 1000 feet easterly of Fisherman's Landing	10/11/78
<b>Point Road</b>	Northerly side from State Rd. to Taylor Ave.	10/11/78
<b>Point Road</b>	Southerly side from State Rd. to Taylor Ave.	10/11/78
<b>Point Road</b>	Southerly side, easterly side of Fisherman's Landing entrance for a distance of 1100 feet in an easterly direction	09/24/68
<b>Point Road</b>	To shore	09/21/54
<b>Point Road</b>	Northerly side, Fisherman's Landing entrance opposite Highland Terr. for a distance of 15 feet easterly and 15 feet westerly of the Landing	10/11/78
<b>Priscilla Road</b>	Easterly side, intersection of Robbins Hill Rd. to intersection of Farmhurst Rd.	09/24/68
Robinson Street	Southerly side from Pleasant St. to Mayflower St.	10/11/78
Robinson Street	Northerly side starting at corner of Mayflower St. for a distance of 155 feet easterly.	11/25/08
Robinson Street	Northerly side from Pleasant to Sagamore St.	11/25/08
Royal Street	West side of Royal Street from Samoset Street north to the pole with Entergy siren.	5/11/01
Russell Street	Northerly side from Court St. to Sever St.	06/21/11
Russell Street	Either Side from Sever St. to Allerton St.	06/21/11

	Rd. for a distance of 600 feet easterly to Thrush Ave.	11/22/82
Summer Street	Northerly side, from Market St. for a distance of 190 feet westerly	06/21/11
Summer Street	Southerly side, from Newfield St. to a point 233 feet westerly of Oak St.	10/11/78
Summer Street	Northerly side, from Edes St. to Tilton St.	10/11/78
Summer Street	Northerly side, from Billington St. to Westerly Route	10/11/78
Summer Street	Southerly side, from Billington St. to a point of 440 feet westerly	10/11/78
Summer Street	South side from Oak St. to Market St.	09/21/54
Summer Street	Southerly side from junction of Market St. for a distance of 200 feet westerly	06/21/11
Summer Street	Northerly side, from entrance gate of P.F. O'Connor for a distance of 280 feet westerly	06/30/87
Summer Street	25 feet east of the intersection with Russell St.	06/21/11
Suosso Lane	Southerly side starting at the corner of Court St. for a distance of 480 feet easterly	10/23/86
Swales Farm Road	no parking	07/26/94
<b>Taylor Avenue</b>	Easterly side, 70 feet northerly from Bartlett Brook Bridge	09/24/68
<b>Taylor Avenue</b>	Westerly side from White Horse Rd. to a point 40 feet southerly of Hilltop Ave.	10/11/78
<b>Taylor Avenue</b>	Easterly side from White Horse Rd. to Point Rd., excepting therefrom 61 feet in front of the Bri-Di-Mar Beach Lodge	10/11/78*
<b>Taylor Avenue</b>	West side to Avenue B	09/21/54
<b>Taylor Avenue</b>	To shore	09/21/54
Town Wharf	Easterly side of Lot 12, northwesterly from public way for a distance of 40 feet	09/24/68
Union Street	Southerly side, starting at the corner of Water St./Union St. for a distance of 45 feet easterly	06/21/11

Union Street	Easterly side, junction of Water and Union Sts. for a distance of 200 feet southerly	09/21/54
Union Street	On the ocean side from Freemont St. to the second entrance of the Yacht Club	09/16/99
Vernon Street	Southerly side, from Court St. for a distance of 270 feet westerly.	06/21/11
Vernon Street	Northerly side, westerly from Court St. for a distance of 325 feet	05/22/73
Vinal Avenue	Southerly side from State Rd. easterly for a distance of 100 feet	09/24/68
Washington Street	Northerly side starting at a point 65 feet easterly of Mayflower St. for a distance of 130 feet	11/25/08
Washington Street	Southerly side, starting at Mayflower St. for a distance of 422 feet northeasterly to Pleasant St.	04/11/84
Washington St	Northerly side starting at Pleasant St for a distance of 65 feet westerly	11/25/08
Water Street	Southeasterly side between Sandwich St. and a point 168 feet north of the Pilgrim Memorial State Park northern driveway	06/21/11
Water Street	Northwesterly side between Sandwich St. and a point 105 feet north of Leyden St.	06/21/11
Water Street	Westerly side from a point 290 feet south of North St. to Brewster St.	06/21/11
Water Street	Westerly side, southerly from Park Ave. for a distance of 102 feet	10/11/78
Water Street	Easterly side from the exit driveway from Town Wharf a distance of 75 feet northerly	06/21/11
Water Street	Westerly side from 170 Water St. to Nelson St.	06/21/11
Water Street	Easterly side from the Town Pump House entrance to Nelson St.	06/21/11
Weston Avenue	Southerly side, Standish Avenue westerly for a distance of 212 feet	08/28/80
<b>White Horse Road</b>	Southerly side, easterly from State Rd. for a distance of 140 feet	10/11/78

<b>White Horse Road</b>	Northerly side, from State Rd. to Taylor Ave.	10/11/78
<b>White Horse Road</b>	Southerly side, from Cary Rd. to Robbins Hill Rd.	10/11/78
<b>White Horse Road</b>	South side, from a point 100 feet west of Pond Avenue to Taylor Ave.	09/21/54
Winslow Street	West side	09/21/54
Winter Street	Southerly side, starting at the corner of Sandwich St. for a distance of 102 feet easterly	11/21/86

**Section 20. Bus Stops and Parking Areas**

- No person shall park a vehicle other than a bus or shuttle in a bus stop. No person shall park a bus or shuttle upon any street within a business district at any place other than a bus stop, when a nearby bus stop is available for use.
- No person shall park any vehicle other than a bus, shuttle or RV in the designated Municipal Bus/RV Only Parking Lot located adjacent to the Town Pump House.
- No person shall park any vehicle other than a bus or shuttle on the easterly side of the Plymouth Memorial State Park north access drive.

**Section 21. Taxicab Stands**

- No person shall park a vehicle other than a taxicab upon any street within a business district in any taxicab stand for a period of time longer than twenty (20) minutes except while actually engaged in active loading or unloading.
- No person shall park a taxicab upon any street within a business district at any place other than the taxicab stand or stands designated for the use of his taxicab or taxicabs except while engaged, or while waiting for an opportunity to use a taxicab stand designated for his use.

**Section 22. Service Zones/Designated Loading Zones**

- No person shall park a vehicle upon any street in any service/loading zone between the hours set forth on signs posted thereat, unless such vehicle is a commercial vehicle actually engaged in loading or unloading, provided that such loading or unloading zone is clearly marked as such and does not exceed a period of time longer than 20 minutes or the posted time limit on signage at that zone.

**Section 23. Time Limited in Designated Places – Fifteen (15) Minute Parking**

- No person shall park a vehicle for longer than fifteen (15) minutes at any time, between the hours of 9 a.m. and 7 p.m. of any day on the following streets or parts thereof:

Brewster Street	Northerly side, three (3) spaces located from a point 85 ft. west of Water St. a distance 60 ft. westerly	06/21/11
Court Street	Easterly side, one (1) space located 60 ft. south of Magoni Terrace a distance 22 ft. southerly	06/21/11
Main Street Ext.	Westerly side, two (2) spaces located from a point 5 ft. north of the most northerly entrance into the Main St. Ext. parking lot a distance 40 ft. northerly	06/21/11
Main Street Ext. Lot	Four (4) spaces at the northerly side of the parking lot parallel to the south side of the 15 Main St. Ext. Building	06/21/11
Market Street	Easterly side, two (2) spaces located from a point 20 ft. north of the Main St. Ext. parking lot driveway a distance 36 ft. northerly	06/21/11
Memorial Ave. Lot	Five (5) spaces located on the easterly side of the parking lot adjacent to the Visitor's Service Center	06/21/11
North Street	Northerly side, one (1) space located from the entrance to the Sovereign Bank parking lot a distance 20 feet westerly	06/21/11
North Street	Southerly side, two (2) spaces located from a point 65 ft. east of Court St. a distance 40 ft. easterly	06/21/11
Town Wharf	One (1) space located on the east boundary of the wharf just north of the pier loading zone	06/21/11
Water Street	Westerly side, one (1) space located from a point 116 ft. south of Memorial Ave. a distance 20 ft. Southerly	06/21/11

**Section 24. Time Limited in Designated Places – Twenty (20) Minute Parking**

- No person shall park a vehicle for longer than twenty (20) minutes at any time, between the hours of 9 a.m. and 7 p.m. of any day on the following streets or parts thereof:

Main Street Ext.	Easterly side, two (2) spaces located 60 feet south of Leyden St. a distance 44 ft. southerly	06/21/11
Middle Street	Northerly side, two (2) spaces located directly in front of 18 and 20 Middle Street	06/21/11

**Section 25. Time Limited in Designated Places – One (1) Hour Parking**

- No person shall park a vehicle for longer than one (1) hour at any time, between the hours of 9 a.m. and 7 p.m. of any day on the following streets or parts thereof:

Brookside Avenue	Northerly and southerly sides, entire length, both sides, 525 ft. each side. Not parking on either side. No parking on either side between the hours of 7 a.m. and 5 p.m. Mon. thru Fri. inclusive	01/02/85
Court Street	East side between Atlantic St. and a point 295 ft. south of Prince St.	06/21/11
Court Street	West side between Hamilton St. and a point 445 feet south of Cherry St.	06/21/11
Court Street	Easterly side from a point 420 feet north of Prince Street northerly to Hedge Road	06/21/11
Court Street	Easterly side from Hedge Road northerly 300 ft.	06/21/11
Court Street	Westerly side from a point 320 feet north of Cherry Street to Bourne Street	06/21/11
Court Street	Westerly side from South Spooner Street a distance 180 feet northerly	06/21/11
Court Street	Easterly side between 421 Court Street and 427 Court Street	06/21/11
Court Street	Westerly side from Forest Avenue to North Spooner Street	06/21/11
<b>Manomet Point Rd</b>	Southerly side starting at a point opposite Kevin Ave. for a distance of 760 ft. northeasterly to a point opposite the easterly side of Fisherman's Landing. No parking on this section between the hours of 12:00 am and 5:00 am seven (7) days a week	08/31/83
Standish Avenue	Westerly side from Peck Ave. to Saverys Ave.	06/21/11
Standish Avenue	Westerly side, one space in front of 210 ½ Standish Ave.	06/21/11

**Section 26. Time Limited in Designated Places – Two (2) Hour Parking**

- No person shall park a vehicle for longer than two (2) hours at any time, between the hours of 9 a.m. and 7 p.m. of any day on the following streets or parts thereof:

Court Street – East side from Brewster Street to Memorial Drive	06/21/11
Court Street West side from North Street to Vernon Street	06/21/11
Main Street Both sides from Leyden Street to North Street	06/21/11

**Reconstruction of Taylor Avenue**  
Town of Plymouth, Massachusetts



25% Design Public Hearing  
April 9, 2009

**Meeting Agenda**

- Project Team
- Project Overview
- Design Goals
- 25% Design
- Schedule
- Questions



April 9, 2009

**Project Team**

- Town Staff and Officials
- MassHighway
- FST Project Team
  - Fay, Spofford & Thorndike (FST)
  - Survey & Mapping Consultants
  - LEC Environmental



April 9, 2009

**Project Overview**



- Locally administered MassHighway project
- Manomet Point Road to White Horse Road
- \$5.5M Construction Cost Estimate



April 9, 2009

**Design Goals**

- ✓ Establish uniform travel lanes
- ✓ Provide a continuous ADA compliant sidewalk
- ✓ Provide multi-modal accommodations
- ✓ Improve existing storm drain system


  
April 1, 2009

**Design Goals**

- ✓ Formalize parking
- ✓ Define roadway edge
- ✓ Minimize impacts to adjacent property


  
April 1, 2009

**Resident Comments**

- Public Information Meeting held on March 27, 2007
- Major concerns raised by residents included the need to:
  1. Maximize On-Street Parking
  2. Provide a Continuous Sidewalk
  3. Address Drainage Issues
  4. Determine construction timeframe
- Incorporated these comments into the 25% Design

  
April 1, 2009

**Roadway Right of Way**



- Right of Way (ROW) varies along corridor
- Divided project into 4 sections

  
April 1, 2009

**Typical Cross Section**  
Section A

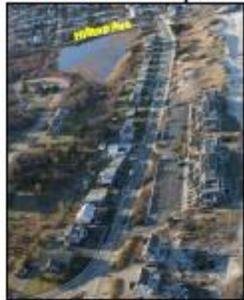


■ Section A – 50' ROW  
(Manomet Point Road to Hilltop Avenue)



April 9, 2009

**Section A**  
Manomet Point Rd. to Hilltop Ave.



**50' Roadway ROW**



April 9, 2009

**Section A - Manomet Point Rd. to Hilltop Ave.**



50' RIGHT-OF-WAY

2' Sid 11' Travel Lane 11' Travel Lane 7' Sid 6' Parking Lane 50'




April 9, 2009

**Section A**  
Manomet Point Rd. to Hilltop Ave.




April 9, 2009

**Typical Cross Section**  
Section B



■ Section B – 50' ROW  
(Hilltop Avenue to Bartlett Brook)

FSI  
April 1, 2013

**Section B**  
Hilltop Ave to Bartlett Brook



50' Roadway ROW

FSI  
April 1, 2013

**Section B - Hilltop Avenue to Bartlett Brook**



50' ROADWAY ROW

Sidewalk Parking Lane 20' Travel Lane 12' Travel Lane 20'

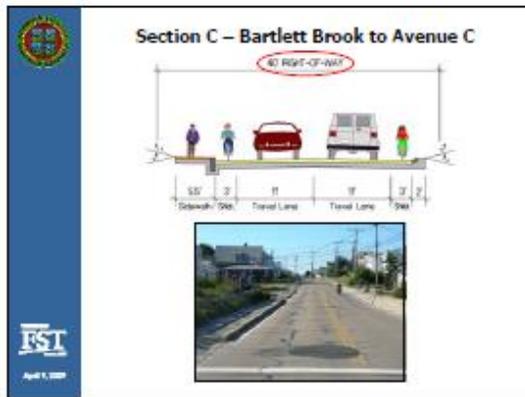
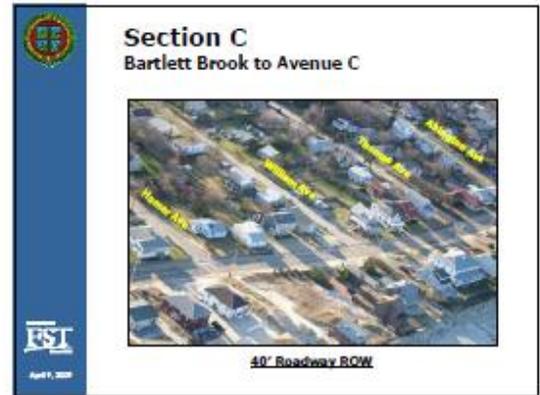
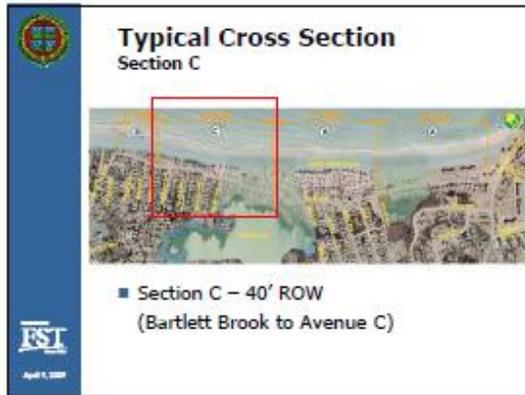


FSI  
April 1, 2013

**Section B**  
Hilltop Avenue to Bartlett Brook



FSI  
April 1, 2013



**Typical Cross Section**  
Section D



■ Section D – 35' ROW  
(Avenue C to White Horse Road)

**FST**  
April 1, 2009

**Section D**  
Avenue C to White Horse Rd



**35' Roadway ROW**

**FST**  
April 7, 2009

**Section D – Avenue C to White Horse Road**

35' ROADWAY ROW



35' Roadway  
15' Sidewalk  
10' Travel Lane  
10' Travel Lane

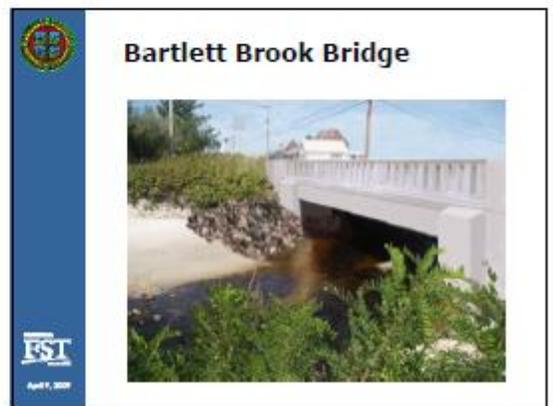
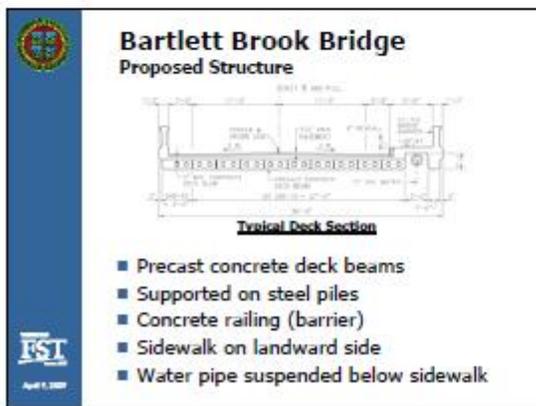
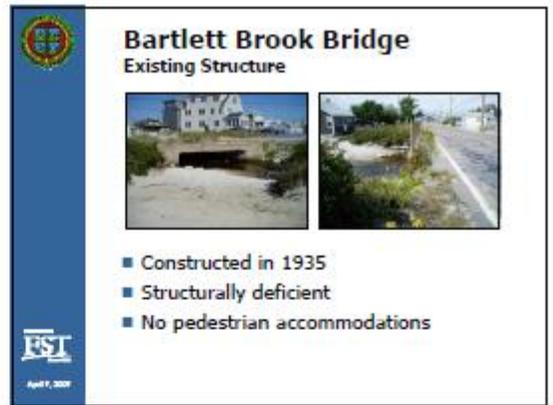
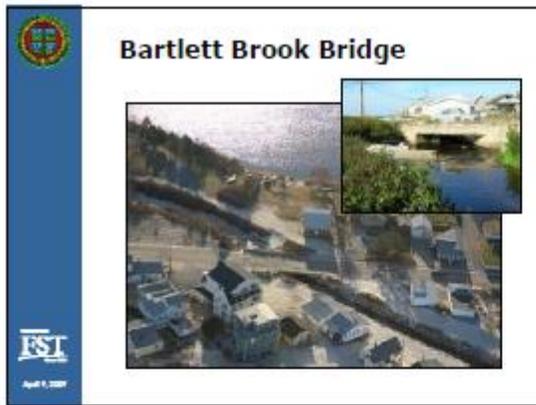


**FST**  
April 1, 2009

**Section D**  
Avenue C to White Horse Road



**FST**  
April 1, 2009



**Bartlett Brook Bridge**

- Closure of Taylor Avenue at the bridge site
- Proposed detour route
- Require contractor to keep the bridge open from Memorial Day to Labor Day



April 1, 2009

**Bartlett Brook Bridge**



**Detour Route During Bridge Construction**



April 1, 2009

**Pedestrian Access**

- Improve sidewalk accessibility
  - Provide consistent width
  - Construct wheelchair ramps
- Direct visitors to public beach access points
- Improve safety at proposed crosswalks






April 1, 2009

**Pedestrian Access**

**Crosswalks**

- Currently 14 existing crosswalks
- Consider reducing to 5 crosswalks at public beach access points located at:
  - White Horse Road
  - Williams Avenue
  - Bartlett Brook
  - Hilltop Avenue
  - Manomet Point Road




April 1, 2009

### Pedestrian Access

#### Crosswalks



- Safety improvements include:
  - Warning signs at all crosswalks
  - Raised crosswalk at primary beach access near Hilltop Avenue
  - Advance signage and yield lines at White Horse Road crosswalk

**FSI**  
April 9, 2009

### On-Street Parking

- Manomet Point Rd. to Hilltop Ave.
  - Ocean side - 46 spaces
- Hilltop Ave. to Bartlett Brook Bridge
  - Landward side - 23 spaces
- Parking located on same side as sidewalk



**FSI**  
April 9, 2009

### Storm Drain Improvements



- Utilize four (4) existing outfalls along project corridor

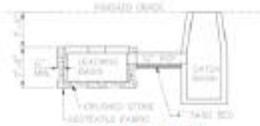
**FSI**  
April 9, 2009

### Storm Drain Improvements

- Bartlett Brook to White Horse Rd.
  - Retrofit existing closed drainage system
- Manomet Point Rd. to Bartlett Brook
  - New closed drainage system
  - Proposed stormwater infiltration areas on Town-owned property

**FSI**  
April 9, 2009

**Storm Drain Improvements**



**Leaching Pit Detail**

- Proposed closed drainage system
- Test pits to determine leaching basin locations

**FST**  
April 9, 2009

**Storm Drain Improvements**



**INSERT  
COLORED  
PLAN**

**Proposed Stormwater Infiltration Area #1**

**FST**  
April 9, 2009

**Storm Drain Improvements**

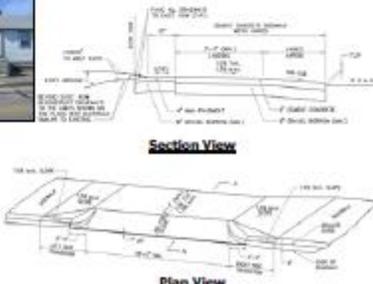


**INSERT  
COLORED  
PLAN**

**Proposed Stormwater Infiltration Area #2**

**FST**  
April 9, 2009

**Driveways  
Sidewalk Side of Roadway**

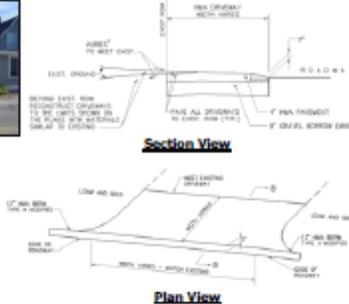



**Section View**

**Plan View**

**FST**  
April 9, 2009

**Driveways**  
Non-Sidewalk Side of Roadway

**Section View**

**Plan View**

FSI  
April 7, 2009

**Property Impacts**

- Permanent and temporary construction easements on private property will be required as part of this project
- Easements needed for:
  - Grading/sloping
  - Landscape restoration
  - Drainage improvements

FSI  
April 7, 2009

**Property Impacts**



**INSERT EXAMPLE COLORED PLAN**

FSI  
April 7, 2009

**Project Schedule**

- Conceptual Design Phase
  - Public Information Meeting on March 28, 2007
- 25% Design Phase
  - Public Hearing on April 9, 2009
- Final Design Phase (75%, 100%, PS&E)
- Environmental Permitting
- Construction Anticipated in 2012

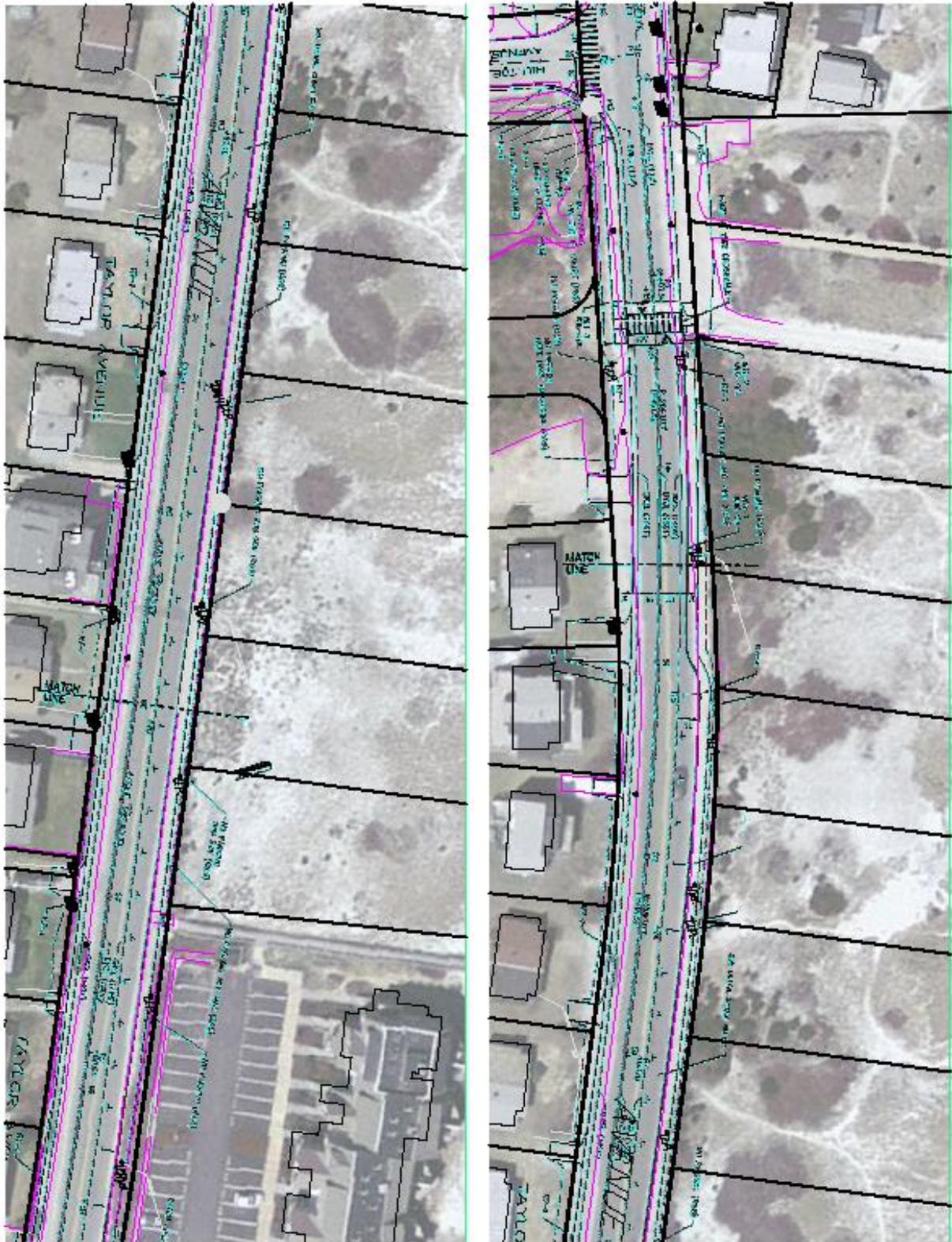
FSI  
April 7, 2009

**Reconstruction of Taylor Avenue**  
Town of Plymouth, Massachusetts

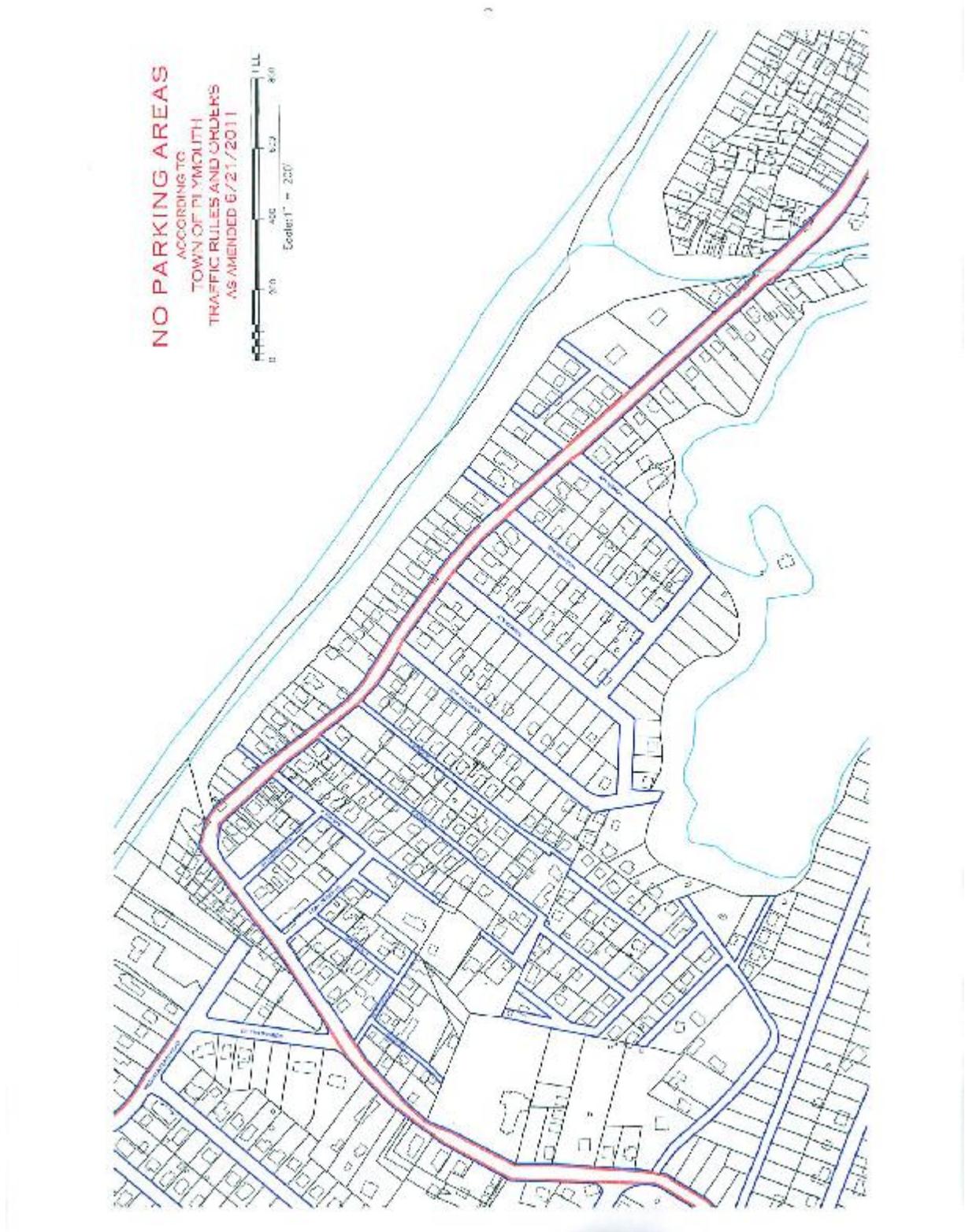


**Questions and Comments?**

## Proposed Taylor Avenue Reconstruction Plans Over 2008 Aerial Photo



### “No Parking” Areas (highlighted in red) Per Current Traffic Rules & Orders





**Potential Parking Spots  
(Currently prohibited by Plymouth Traffic Rules & Orders)**



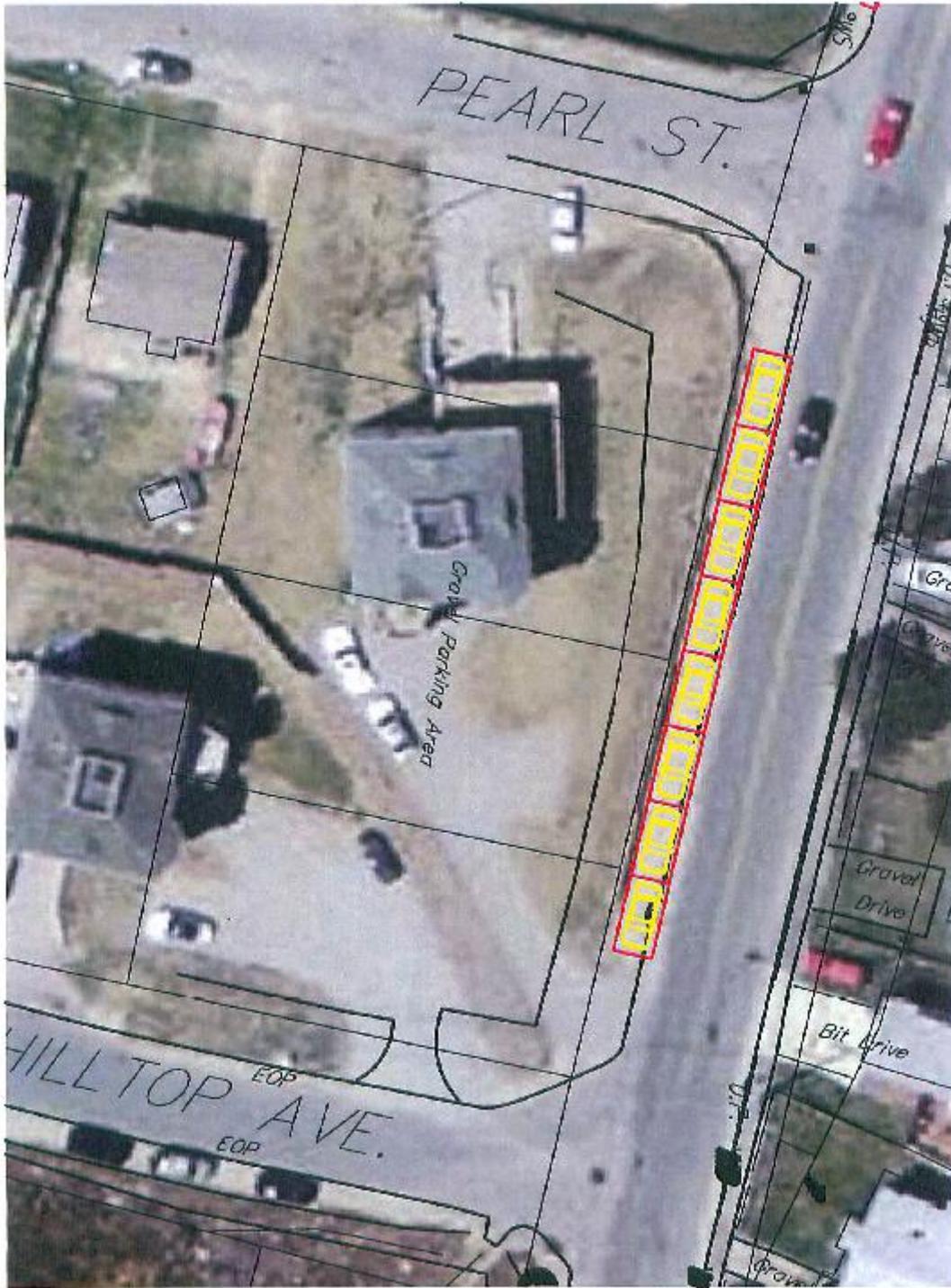
**Potential Parking Spots  
(Currently prohibited by Plymouth Traffic Rules & Orders)**



**Potential Parking Spots  
(Currently prohibited by Plymouth Traffic Rules & Orders)**



**Potential Parking Spots  
(Currently prohibited by Plymouth Traffic Rules & Orders)**





**FAY, SPOFFORD & THORNDIKE, LLC**  
ENGINEERS • PLANNERS • SCIENTISTS  
5 Burlington Woods, Burlington, Massachusetts 01803  
Tel. 781-221-1000 Fax 781-229-1115

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## MEMORANDUM

**TO:** Jill McLaughlin, P.E.  
**FROM:** Jennifer A. Ducey, P.E.  
**DATE:** March 26, 2013  
**SUBJECT:** Taylor Avenue Reconstruction Project  
Plymouth, MA  
Overview of Permitting Implications for Additional Parking

---

It is our understanding that the White Horse Beach Association has approached the Town of Plymouth about developing additional angled parking along the natural coastal dune area/barrier beach PM-8 on the ocean side of Taylor Avenue east of Hilltop Avenue. This memorandum is intended to document the anticipated permitting implications of incorporating additional parking into the larger Taylor Avenue Reconstruction Project.

The additional parking would require review by:

- Plymouth Conservation Commission under the MA Wetlands Protection Act (WPA)/Notice of Intent (NOI) application process
- Massachusetts Department of Environmental Protection (MassDEP) under the WPA/NOI application process
- Secretary of Environmental Affairs under the Massachusetts Environmental Policy Act (MEPA)/Environmental Notification Form (ENF) process
- MA Coastal Zone Management Office under the MEPA/ENF process and Federal Consistency Review in conjunction with the U.S. Army Corps of Engineers permit application for the larger project

### **MA Wetlands Protection Act (WPA)**

Altering the dune's form, volume, and vegetation to create parking stalls cannot be permitted by the Plymouth Conservation Commission and/or MassDEP unless it is either considered a "limited project" or possibly, as an accessory to existing dune residences.

"Limited Project": It is unlikely that this additional parking could be considered a "limited project" under the MA WPA pursuant to 310 CMR 10.24(7)(c)(1). The limited project status is intended to address activities required to improve a substandard roadway and creating additional parking does not typically fall under this interpretation.

Accessory to Residences: An alternative approach would be to meet with MA DEP Southeast Region Office (SERO) to discuss whether the creation of resident-only stalls within the dune areas could be considered under 310 CMR 10.28(4). This section of the MA WPA allows for small parking areas to be created in dune areas provided they serve as accessories to residences that already exist within coastal dunes. This permitting

1

approach would consider the additional parking as a consolidated parking area which would serve multiple dune-based residences.

If this is not considered a limited project or accessory to dune residences, then altering the dune's form, volume, and vegetation to create parking stalls cannot be permitted by the local Conservation Commission and would require a variance from the MA WPA. The variance request would need to demonstrate the overriding public benefit of the additional parking stalls. It would also trigger a mandatory Environmental Impact Report (EIR). The preparation of a variance and EIR are time and labor intensive activities that are beyond what is needed for the larger project.

#### **MA Environmental Policy Act (MEPA)**

The resource area impacts associated with the proposed additional parking would be addressed as part of the ENF. An ENF is already required for the larger project for the alteration of one half or more acres of any other wetlands (Riverfront Area) [301 CMR 11.03(3)(b)1f.]. The proposed parking would also exceed the MEPA review threshold for alteration of coastal dune and barrier beach [301 CMR 11.03(3)(b)1a.].

#### **MA Coastal Zone Management (CZM)**

The proposed additional parking would be reviewed by CZM as part of the MEPA/ENF process and Federal Consistency Review in conjunction with the U.S. Army Corps of Engineers permit application for the larger project. CZM will review the proposed project to ensure it is consistent with the Massachusetts Coastal Program Policies. Therefore a pre-application meeting with CZM is also recommended.

#### **Alternative Parking Location**

As an alternative to disturbing the natural coastal dune/barrier beach (PM-8) on the ocean side of Taylor Avenue, consideration should be given to developing a parking on the already disturbed Town-owned property on the land side of Taylor Avenue east of Hilltop Avenue. These properties are still within coastal dune/barrier beach PM-8 and also within buffer zone to an inland wetland resource area. However, these properties have been previously disturbed and may not serve the same functions and values as the natural dune areas.

#### **Recommendations**

Based on our preliminary review, we recommend the following steps be taken before the additional angled parking is incorporated into the larger project:

- Determine if any similar projects have been proposed and permitted in Plymouth
- Evaluate alternative parking location on the Town-owned property east of Hilltop Avenue
- Schedule a pre-application meeting with the Plymouth Conservation Planner
- Schedule a pre-application meeting with the MA DEP SERO
- Schedule a pre-application meeting with the CZM Office
- Pending the outcome of the Conservation/DEP/CZM meetings, include the parking area and resultant impacts in the ENF for public agency review and comment

The successful outcome of the effort to incorporate the additional parking along the natural coastal dune area/barrier beach PM-8 is questionable, and will be contingent upon favorable input from all of the involved regulatory agencies.

**“Satellite Parking”**  
**Manomet Elementary School**  
**Staffing Costs & Projected Revenue**

<u>Staff:</u>	<u>Qty:</u>	<u>Hrly Rate:</u>	<u># hrs:</u>	<u># wks:</u>	<u>Total Salary:</u>
Parking Attendant	1	\$ 9.00	56	12	\$ 6,048
Supervisor	1	\$ 12.44	14	12	\$ 2,090
<b>Total Staffing Salary:</b>					<b>\$ 8,138*</b>

\*Staffing numbers provided by Recreation Director

<u>Revenue:</u>	<u># spots:</u>	<u>Fee:</u>	<u>Days :</u>	<u># wks:</u>	<u>Daily Revenue</u>	<u>Weekly Revenue</u>	<u>Seasonal Revenue</u>
M-F Parking	55	\$ 10	5	12	\$ 550	\$ 2,750	\$ 33,000
Weekend Parking	55	\$ 15	2	12	\$ 825	\$ 1,650	\$ 19,800
<b>Total Seasonal Revenue</b>							<b>\$ 52,800</b>
<b>Net Profit to Town:</b>	-	-	-	-	-	-	<b>\$ 44,662*</b>

\*Revenue could go into a 'revolving fund' for neighborhood

## Minutes of the Manomet Village Steering Committee

Town Hall, Plymouth, MA

June 25, 2013

6:30 p.m. EDT

These minutes are not verbatim - they are the clerk's interpretation of what took place at the meeting. Open Meeting Law, G.L. c. 30A § 22.

The following are the minutes of the meeting of the Manomet Village Steering Committee ("Committee") held at the above time and place pursuant to notice duly given to all members and the public. Present at the meeting were Committee members Linda Evans, James Hoagland, John Vacha, Richard McGuinness, Randy Parker, Karen Buechs and Tim Grandy. A list of public attendees is provided in Appendix A.

Mr. Parker called the meeting to order.

Mr. Parker then requested nominations for the coming year for the following Committee positions; Clerk, Vice Chair and Chair.

After discussion by the Committee and upon motion duly made by Mr. Hoagland and seconded by Ms. Evans, it was unanimously

**RESOLVED:** That John Vacha will be the Clerk for the coming year.

After discussion by the Committee and upon motion duly made by Ms. Evans and seconded by Ms. Buechs, it was unanimously

**RESOLVED:** That James Hoagland will be the Vice Chair for the coming year.

After discussion by the Committee and upon motion duly made by Ms. Buechs and seconded by Mr. McGuinness, it was unanimously

**RESOLVED:** That Linda Evans will be the Chair for the coming year.

Ms. Evans took over the meeting as chair.

After discussion by the Committee and upon motion duly made by Mr. Vacha and seconded by Mr. Hoagland, it was unanimously

**RESOLVED:** That a reading of the 6/27/2013 minutes of the Committee be waived and;

**RESOLVED:** That the 6/27/2013 minutes of the Committee are approved

Ms. Evans then called for the special project permit put forth before the Committee to come forward. The presenters were not available at this time. A general discussion ensued.

After discussion by the Committee and upon motion duly made by Mr. Parker and seconded by Ms. Buechs, it was approved with one abstention, Mr. Vacha.

**RESOLVED:** That the proposed special project is approved by the Committee.

A Fifteen minute break was called to allow the public to arrive for the scheduled 7pm presentation.

Page 1

Minutes of the Meeting

July 25, 2013

Ms. Evans handed the floor to the White Horse Beach Parking Committee.



Dawn Dillon, chair of the White Horse Beach Parking Committee, explained the purpose, goals and efforts that have gone in to the draft findings and proposals that were presented this evening.

Ms. Evans then offered the Committee the opportunity to ask questions of the White Horse Beach Parking Committee and then opened the floor for public comment.

Several members of the public in attendance (see Appendix A) took the opportunity to express their opinions on the findings and proposals presented this evening. Each person who asked to speak was given time to express their opinions. No questions were asked by the public to the White Horse Beach Parking Committee.

The Committee thanked the White Horse Beach Parking Committee for their presentation.

At this time Ms. Evans asked the public for a show of hands if they were in favor of the following items (by visual count the conclusions of the hand count are shown following each item);

- 1) Improved Legal Signage – majority in favor
- 2) Increased Parking Violation Fines – majority in favor
- 3) Parking along Dunes – majority opposed
- 4) Satellite Parking – appeared to be a 50/50 split
- 5) A Permit Parking Program – majority in opposed

The Committee entered into a general discussion in which they requested that a full written draft of the White Horse Beach Parking Committee report be made available to them as soon as possible.

There being no further business, a motion was made and seconded and the meeting was thereupon duly adjourned.

  
\_\_\_\_\_  
John F. Vacha  
Clerk of the Meeting