

NORTH PLYMOUTH VILLAGE CENTER MASTER PLAN UPDATE

FALL 2011



ACKNOWLEDGEMENTS

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

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The North Plymouth Steering Committee recognizes the work of the North Plymouth Master Plan Taskforce: Charles Vandini, Chairman, William Rudolph, Brian Alosi, Mary Cash, Melvin Cotti, Jeffrey Metcalfe, R.A., and Joan Tassinari, who wrote the 1992 North Plymouth Master Plan with assistance from **Lee Hartmann, AICP, Director of Planning and Development** for the Town.

TECHNICAL & PROFESSIONAL SUPPORT, DEPARTMENT OF PLANNING AND DEVELOPMENT
Valerie Massard, AICP, Town Planner

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Some are downloaded from Town website and taken by others

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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. North Plymouth is one of the Village Centers recognized in this plan.

The Plymouth Planning Board, through the North Plymouth Task Force, originally adopted the *North Plymouth Master Plan* in 1992. The North Plymouth Steering Committee, a Town Charter committee appointed by the Planning Board, is an advisory body with the primary functions being to assist in the implementation of the North Plymouth Master Plan and to advocate for the needs of the area.

An initial brainstorming session with the Plymouth Planning Board took place in July of 2010. This committee then met with town, regional planning and state officials, the North Plymouth business community, residents, and local historians, with professional assistance from the Plymouth Department of Planning and Development.

A draft plan in August of 2011 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
- Joint Meeting of North Plymouth Steering Committee & Planning Board August 29, 2011
- Public Hearing September 12, 2011



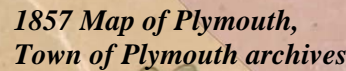
VISION

VISION STATEMENT

North Plymouth is a well-established working-class community with a proud history. Today's North Plymouth carries on the traditions of its Cordage Company heritage, commercial boatyards, and related industries. As Plymouth continues to build on its tourism economy, and land use transitions from historic working waterfronts to new neighborhoods alongside the old, North Plymouth will continue to build on this heritage. Strengthening ties within the commercial centers, improving public recreational opportunities and access to the waterfront, maintaining the notable landmarks that help to define the character of the area, and building safe neighborhoods are important traditions that will carry forward.



North Plymouth is located in the northeastern portion of Plymouth, and has a history of waterfront industry and working residents, now undergoing a transition to accommodate more housing and a continued focus on commercial opportunities, recreation and safe neighborhoods. The community maintains strong ties to its roots, especially with respect to Cordage Park, formerly the home of the Plymouth Cordage Company, which built many of the homes and brought many of the families to the area from 1824 through the early 1900s as immigrants to the country. Maintenance of existing infrastructure and continued improvements aimed and enhancing community ties are critical to the community as this transition continues to bring new residents, enhanced railway access and recreational waterways, small neighborhood shops that serve the local community.



CORE GOALS:

- **Strong commercial center**
- **Infrastructure maintenance and improvements**
- **Safety – including better government participation**
- **Maintaining village identity**
- **Strong residential neighborhoods**
- **Recreational opportunities**

ACCOMPLISHMENTS

The members of the North Plymouth Steering Committee honor the past by acknowledging successes from the original Master Plan, drafted in 1992.

ACCOMPLISHMENTS SINCE THE ORIGINAL PLAN:

North Plymouth residents have worked closely with the Plymouth Police Department through a strong **Neighborhood Watch** program, developing strong ties with the Plymouth Police Department. Crime has clearly leveled off and in some cases declined after the implementation of this partnership.

North Plymouth residents have also worked with local officials to implement landlord/homeowner associations and related educational programs, community development opportunities in the Town (including receiving Community Area Revitalization District (CARD) designation), housing rehabilitation programs, graffiti removal, and other outreach to focus on improving the business and living climate.

A façade improvement program has been initiated through the Department of Community Development.

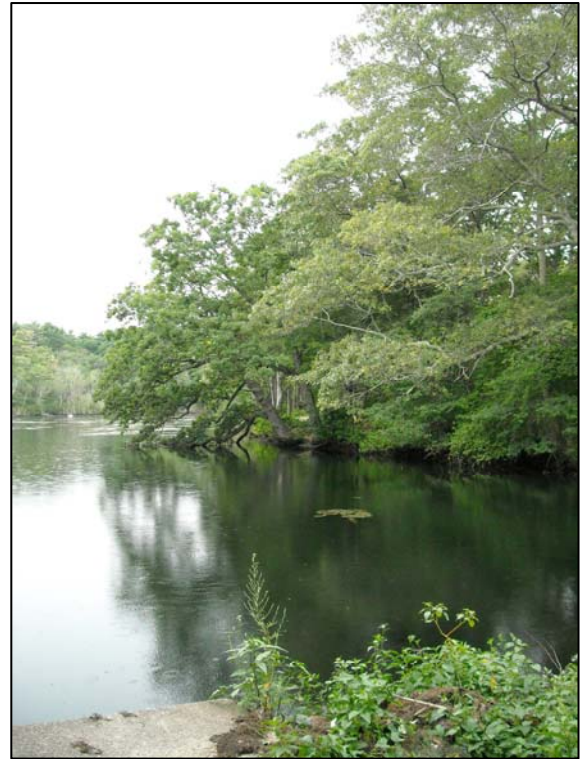
Dozens, if not hundreds, of volunteer hours went in to partnership with State and Town officials to acquire funding in order to reclaim the old railway bed that stretches beyond the MBTA transit stop at Cordage Park. A new rail-trail – know as the Seaside Trail (named after the Seaside community, as it was once known, immediately north of Cordage Park). The Seaside Trail is open to the public from just south of Cordage Park to Nelson Park, a tremendous success. This is becoming a meeting place and walking area very popular with the community.

Nelson Park has recently been renovated (2010), greatly improving the access and amenities of this beachfront town property. North Plymouth has also provided input to Town officials in developing plans to enhance Veteran's Field and to reconstruct Cordage in a way that will not only preserve community character but will also create public waterfront access as part of that development.



The Cordage Park 40R Smart Growth Overlay District, using state legislation available through action by Town Meeting, has created a significant opportunity to bring Cordage Park into a new era with zoning that maintains the community character and acknowledges the historic importance of the Cordage Company to the local residents. Cordage Park's 40R designation includes specific design guidelines for the entire facility that will at once enhance public access, provide income for other local improvements upon its construction, enhance housing, recreation and shopping opportunities and maintain the important heritage of the Cordage Company. North Plymouth residents' intensive community involvement in this process, including the support of Town Meeting, played a key role in defining these characteristics.

The Cordage complex has successfully renovated and re-allocated uses within the mill complex, creating retail, office and marina uses while working on the larger goal of housing, a possible hotel, and enhanced commercial uses within the site.



UPDATED NORTH PLYMOUTH MASTER PLAN GOALS

Based on the priorities and comments identified by the Planning Board and North Plymouth Steering Committee, as well as public comment, the following are updated goals for the North Plymouth community.



Maintain/enhance a strong commercial center

- Continue to support the revitalization of Cordage Park - Wal-Mart Building & Waterfront
- Work with public officials to seek increase & promote MBTA Commuter Service and ridership
- Create a business/merchant association, and reach out to Kingston, to enhance Encourage beautification of businesses & code compliance from the commercial community
- Encourage activities, zoning and design that enhance the compact nature of the village
- Encourage the type of mix of commercial uses in the village

Infrastructure maintenance and improvements

- Linking villages for 2020 through corridors and paths
- Increased & promote MBTA Commuter Service
- Create of a business/merchant association, and reach out to Kingston to provide a 'voice' to the community
- Maintain and improve public parks, parking and roads/utilities
- Coordinate with town officials and other agencies on infrastructure maintenance and repair prioritization (including public parks and open space) for the investment of the 40R monies from Cordage Seaport and other funds
- Maintain and improve pedestrian and bicycle access in the village
- Continue to support and advocate for the North Plymouth Fire Station





Safety/Government Participation

- Improved beautification of businesses & code compliance from the commercial community
- Work with government officials to select key issues that need to be addressed with respect to code enforcement or use of incentives to enhance compliance
- Coordinate with town officials and other agencies on infrastructure maintenance and repair prioritization including public parks and open space
- Linking villages for 2020
- Continue to work with Neighborhood Watch and the Police Department to enhance police interaction with residents and businesses
- Better communication with Kingston

Strong residential neighborhoods

- Identify 'core' aspects of neighborhoods to enhance and protect, as a basis for neighborhood plans
- Encourage investment and rehabilitation in existing dwellings, and coordinate with public officials on programs or incentives that may enhance this goal
- Continue to work with Neighborhood Watch and the Police Department to enhance police interaction with residents and businesses
- Identify and continue to celebrate the diverse cultures within the community - History and People
- Encourage the preservation of affordable housing stock in the village
- Create community through events such as block parties



**Maintain village identity**

- Create a vision of the "North Plymouth" identity
- Encourage the expansion of the Cordage museum
- Work with the Town to create "North Plymouth" signage
- Encourage design and land uses that preserve the working waterfront
- Identify the diverse cultures within the community - History and People
- Identify, enhance and preserve the historically significant sites of North Plymouth, such as the Cordage Smokestack
- Continue to encourage and participate in neighborhood recreational clubs

**Recreational opportunities**

- Seek out more recreational opportunities, especially access to public beach areas, where needed
- Identify neighborhood recreational needs and work to create more opportunities to provide them in future, including improvements to existing parks or facilities
- Encourage community club activities



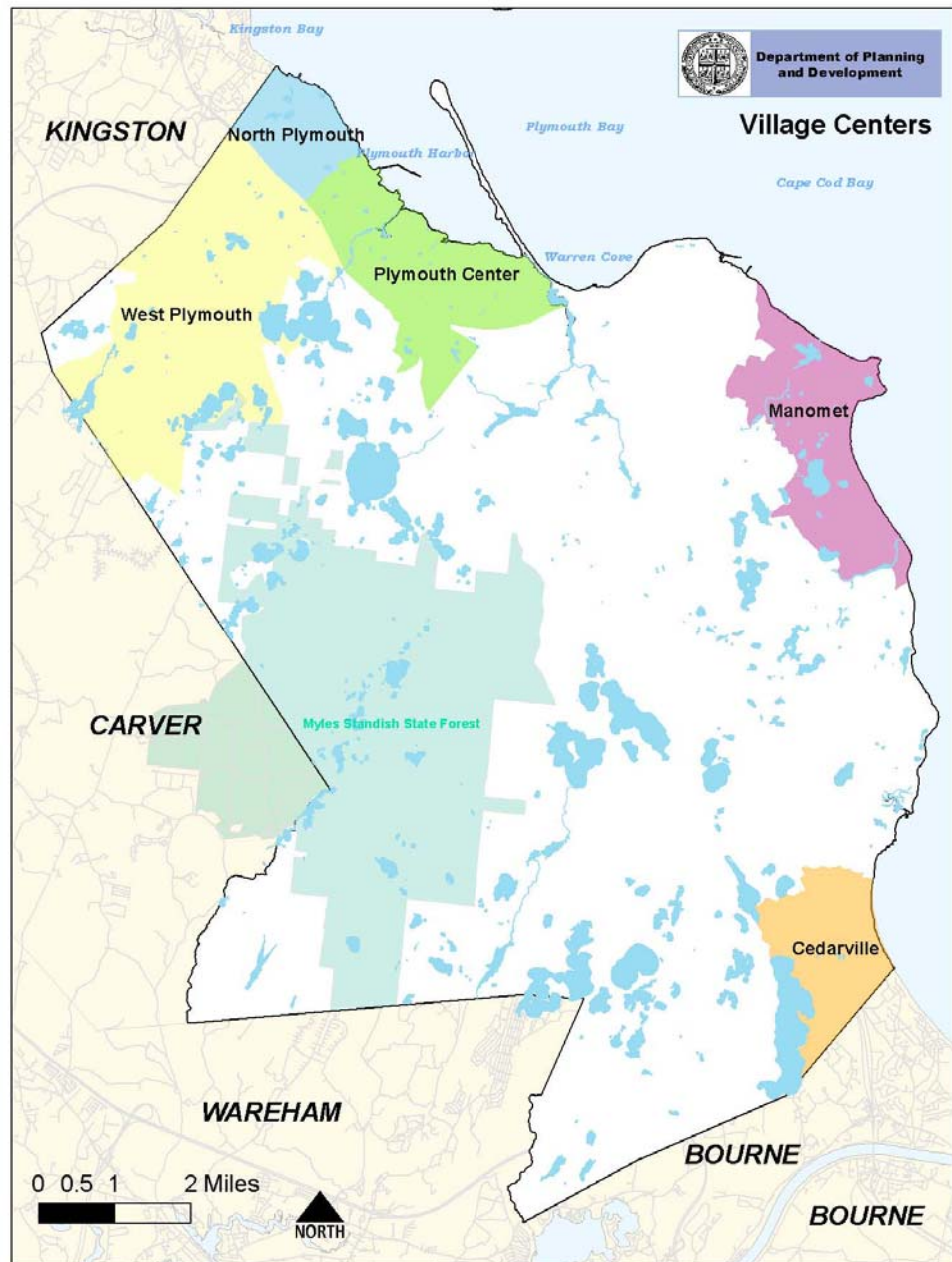
OVERVIEW OF NORTH PLYMOUTH VILLAGE CENTER

The Village of North Plymouth is approximately 6.3 square miles in size, located in the northeastern portion of Plymouth along the coastline. The boundary of North Plymouth Village, shown on maps in this Plan (below and following page), is the official boundary recognized by the Town for planning purposes; however, historically the boundaries may differ somewhat.

North Plymouth is bounded by Plymouth Harbor to the east, with spectacular views of Saquish, Gurnet Point, Plymouth Long Beach and Clarks Island.

The Towns of Kingston and Duxbury are located to the north, and Nelson Street, the Cold Spring School and Alden Street are to the south.

In the 1950s and 1960s, Massachusetts undertook the construction of State Highway Route 3, which created the western boundary of today's North Plymouth region, although neighborhoods and parcels once extended beyond the highway.



Brief History of the Village



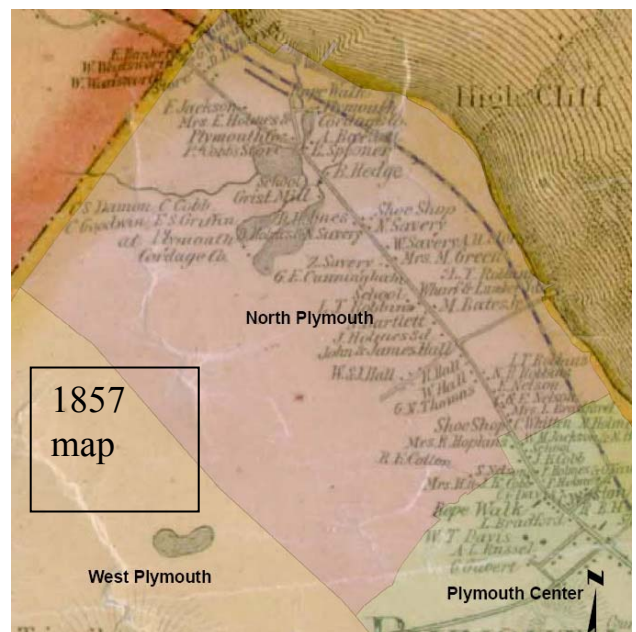
Historically, North Plymouth has been a family-oriented, blue-collar, tightly knit ethnic community, although it was not significantly developed until the early 1800s. Early maps of the Plymouth region do not include North Plymouth in great detail until about 1857.

The following summary is derived from the Public Archaeology Lab's Town of Plymouth Narrative History Comprehensive Survey, Phase IV, 1997 and the 1992 North Plymouth Master Plan.

The Town of Plymouth was settled by the Wampanoag people in the years prior to the arrival of the Pilgrims, with evidence of cultures in the area dating back a few thousand years based on archaeological surveys. Archaeological evidence suggests that Wampanoag people 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, stopping first in Provincetown, and then traveling up the coast to choose a permanent place to stay, settling in Plymouth at the mouth of spring-fed Town Brook, where it emptied into the ocean at Plymouth Harbor.

European settlement continued through the years, and at the time of the Revolutionary War, the Holmes Reservation served as a mustering ground. Commercial uses began to develop along Court Street in North Plymouth in the Colonial Period, and by 1800 some houses began appearing on period maps. North Plymouth was first known as "Playne Dealing;" although the origin of this name has been obscured with time, it is believed to have been a complement. Transportation for workers was extremely poor in this area in these times.



When Bourne Spooner founded the Plymouth Cordage Company in 1824, development became significant in the North Plymouth region. A Mayflower descendant, Spooner built the Plymouth Cordage Company into Plymouth's dominant business, supplying rope to the shipping and fishing industries on the east coast. The Plymouth Cordage Company also constructed ropewalks, factories, workers' housing, a company store, dining hall, school and recreation buildings, and a library. At its peak, the company employed 3,000 workers. From 1824-1920, the company built 351 units of housing in 125 buildings, with the aim of creating a planned community. Some of the housing developed by the company includes 413-23 Court Street, 6 Ropewalk Court, Spooner House, 289 Court Street, 22-24, 46-52, and 54-68 Spooner Street. Workers' housing is clustered in several areas in North Plymouth: the Plymouth Cordage Company Workers

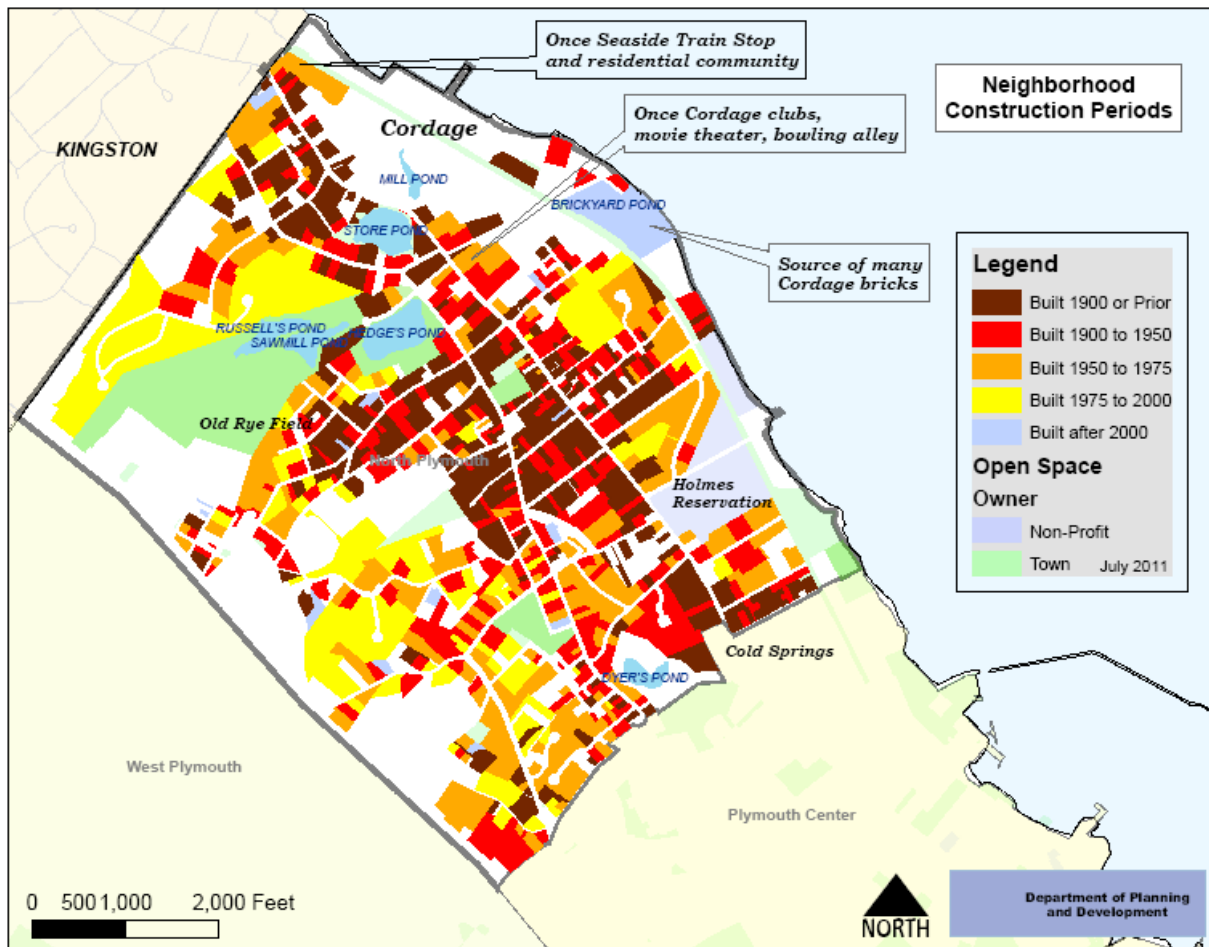
Housing Area, Cherry Street–Cordage Terrace Area, and Holmes Terrace Area (housing for management). This prosperity brought the nickname “Seaside” to North Plymouth, which remains the reference to the area north of Cordage Park to this day. It was not until the 1900s that this area generally became known as North Plymouth.

North Plymouth’s heritage has been one of a family-oriented, blue-collar, tightly knit ethnic community. Many of the residents in North Plymouth during the Cordage era were skilled laborers and machine operators, crafts persons, and small business owners providing goods and services to their neighbors. For a number of these people, English was a second language. People, first from Germany, and later Italy and Ireland emigrated from their homes to work in Plymouth. In later years, Portuguese laborers also became part of the workforce, in part related to ties in the shipping and fishing industries.

The Plymouth Cordage Company prospered into the early 1900s, but eventually ceased operations in 1971 as changes to the shipping industry were impacted on a global scale by World War II, with foreign competition and harbors that could accommodate the increased draft of larger ships being built, which Plymouth Harbor could not accommodate. An economic decline relative to the change in the shipbuilding industry contributed to severe unemployment in the Plymouth area.

State highway Route 3 was constructed in 1963, reducing travel time to and from employment centers such as Boston. 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 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. During the 1970s and 1980s, the housing stock was still largely owned by people who had resided in North Plymouth for many years. There was a low turnover rate of homes to people outside of family members.

The real estate boom of the late 1980s brought with it inflated prices, heavily leveraged purchases, high turnover of properties, and acquisitions for investment. The result of these shifts has been a greater transient population in North Plymouth, with more absentee landlords, and limited investments in repair and renovations, and with these trends the need for continued vigilance against crime. North Plymouth residents have worked closely with the Plymouth police force through a strong Neighborhood Watch program, landlord/homeowner associations and related educational programs, and on



community development opportunities in the Town, housing rehabilitation programs, graffiti removal, and other outreach to focus on improving the business and living climate.

A new interchange (exit 7 on State Highway Route 3) for the new westbound state highway Route 44, opened in the 2000s, replacing the Cherry Street ramps. New commercial centers such as Colony Place, as well as other smaller commercial developments between Colony Place and the Industrial Park, are located a relatively short distance away by hopping onto Route 3 north or traveling northwesterly on Cherry Street today in the West Plymouth Village Center on the opposite side of Route 3. In the 2000s, Walmart moved out of Cordage Park (and into Colony Place), taking with it some of the vehicles that brought business to the local businesses



of North Plymouth. The current economic downturn has further strained the North Plymouth business community; however, many of the local businesses have so far maintained their presence.

The plans for redevelopment of the Cordage facilities, which maintains the old mill complex feel, and the landmark smokestack, have been important factors in revitalization efforts for North Plymouth. The Commonwealth constructed a commuter rail line to the Plymouth area in the late 1990s, with the main line ending at the Kingston Industrial Park north of the Plymouth town line, with an off-peak spur line that terminates at Cordage Park. This creates the potential for increased commuter use of the rail, and the Town and management of the Cordage complex spearheaded the adoption by Town Meeting of the Cordage 40R Overlay District in 2006, which will allow for a comprehensive development retaining some of the largest mill buildings, and will provide waterfront access for the community.



Population and Demographics

The population of North Plymouth has increased about 15% since 1980, and has experienced slower growth rates than other parts of Plymouth overall. North Plymouth is slightly larger in population than Cedarville (population 4,191), and represents roughly 8% of the Town's 2010 population. Since 1980, 82% of single family detached home construction in Plymouth has taken place within the R25 and R40 zones (neither located within North Plymouth).

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

	*1980	*1990	*2000	*2010	**2025
North Plymouth	4,029	4,314	4,395	4,636	5,150
per cent total Plymouth Population	11.2%	9.5%	8.5%	7.9%	7%
Plymouth	35,913	45,608	51,701	58,681	73,572

Source: *U.S. Census (1980, 1990, 2000, 2010)

**U.S. Bureau of the Census (2000); Urbanomics (2005-2030 forecast); Planning Office estimate for North Plymouth looking at percentage trends and projecting forward; estimate could be affected upward if Cordage adds 675 dwelling units as proposed in the Seaport at Cordage 40R Overlay Site Plan.

As of the 1990 Census,¹ the North Plymouth area had the highest density in terms of people per acre in Plymouth. This continues into 2000, with 4.4 people per acre in Census Tract 5302 and 5.3 people per acre in Census Tract 5303.

Plymouth has an estimated² 80% of commuters traveling by car alone, and another 7.8% of car-pooling commuters. About 5.6% work from home, and 1.7% walk to work. 3.1% are using public transportation. The Seaport at Cordage has access to a limited service train station, which could provide public transit for higher populations of traveling commuters, which could boost the future service level of the trains at this location.

An estimated 85% of the population in the North Plymouth CDP³ (which is within Tract 530300) were US natives, 75% were born in Massachusetts. Among people at least five years old in the North Plymouth CDP, 20% spoke a language other than English at home – of these, 3% spoke Spanish and 97% spoke some other language, 63% reported that they did not speak English “very well.” Also within this geographic area, 79% of the population had been there for at least one year. 82% of people age 25 years or more had graduated high school, and 20% had a bachelor's degree or higher. 18% were dropouts, not completing high school.

Using 2010 US Census data, housing in the portions of Plymouth Center and North Plymouth [Census Tracts 530200 (all within North Plymouth) and 530300, which overlaps a portion of North Plymouth about 25%] show 92.3% and 94.6% occupancy rates, higher than the overall 85.7% occupancy for Plymouth. Households with one or more people 60 years and over are 34.7% and 35.1%, respectively, slightly lower than the 38% overall rate in Plymouth. There remains a primarily white population, approximately 98%, with smaller proportions of African-American, Native American and Hispanic populations.

Please refer to the Appendix for further information.

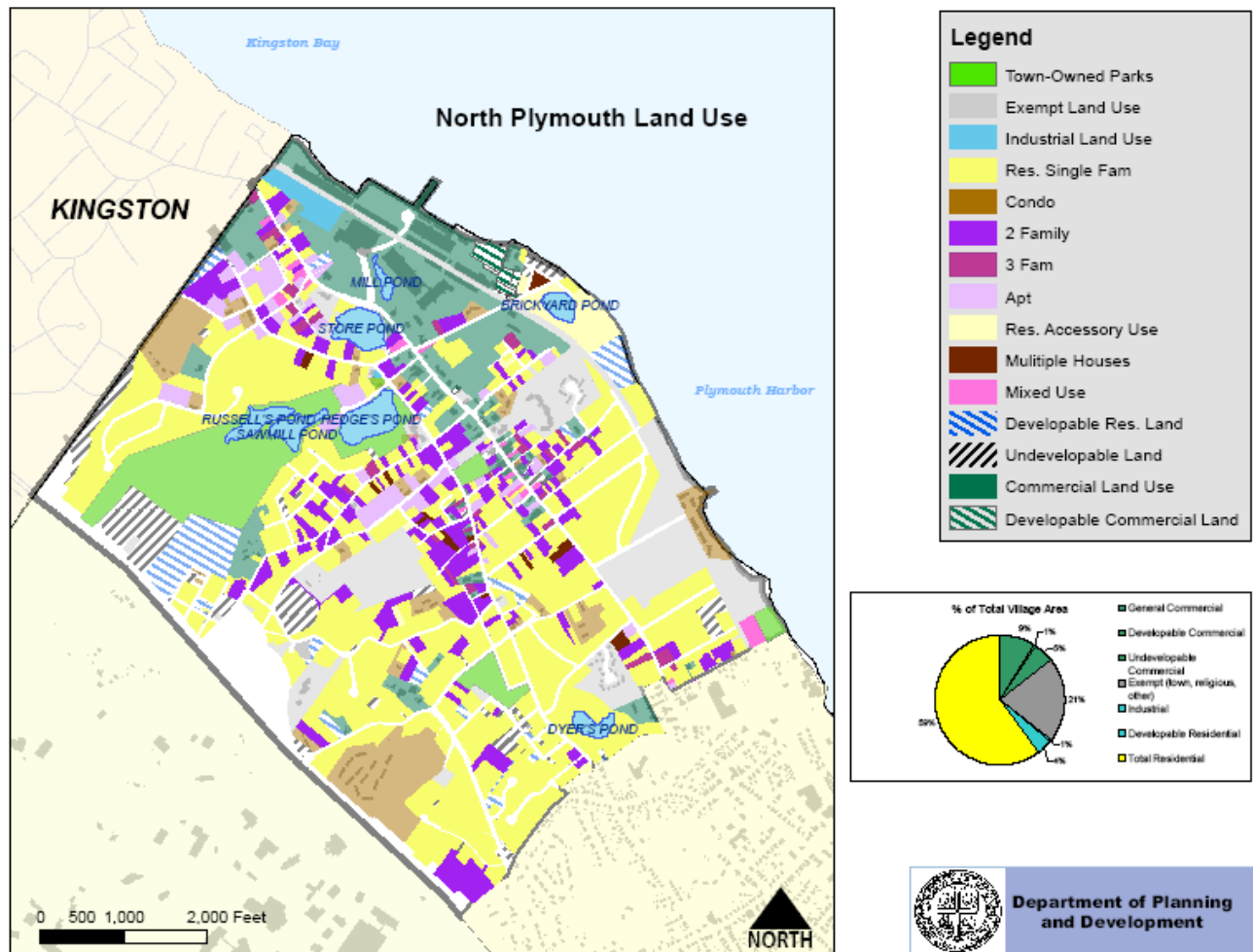
¹ Consisting of Census Tracts 5302 and 5303

² American Community Service 5-year estimates 2005-2009

³ American Community Service 5-year estimates 2005-2009

Land Use Patterns

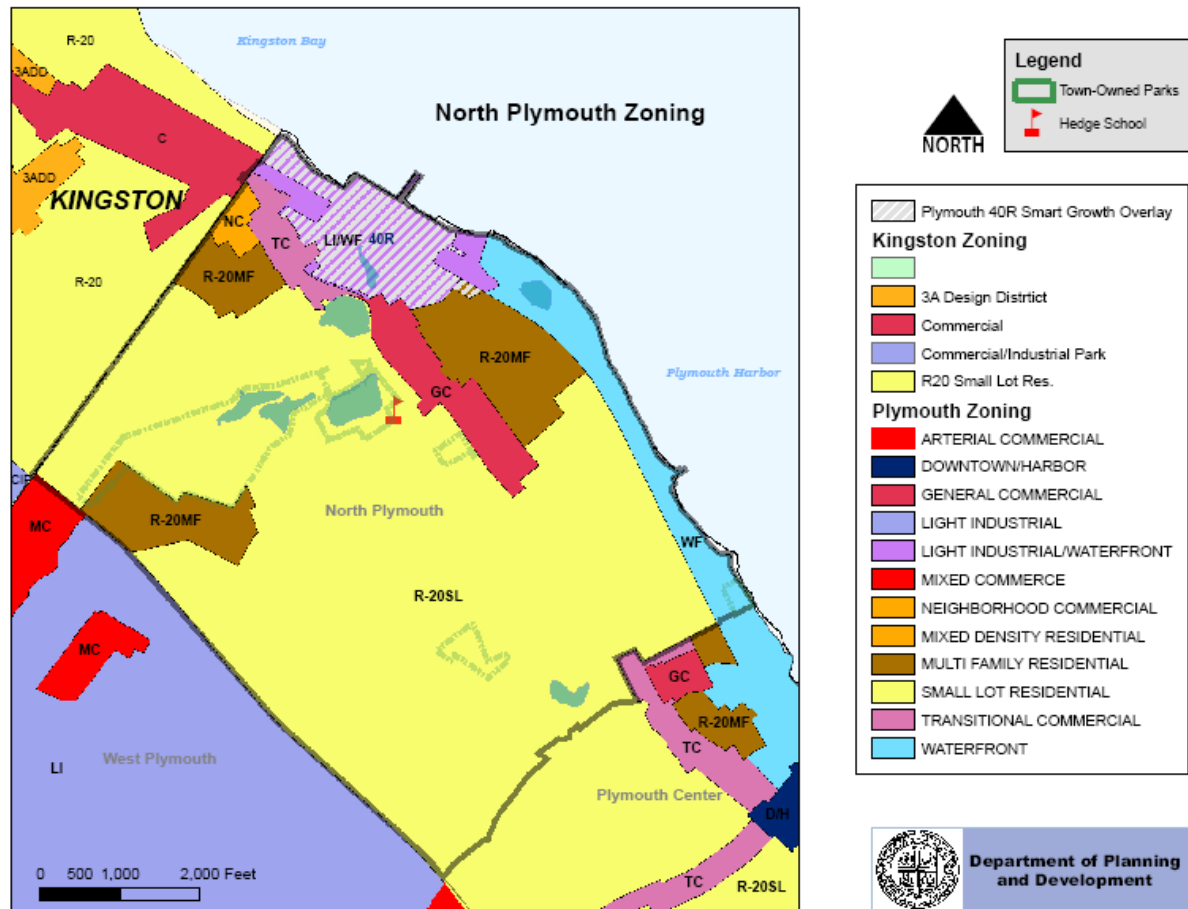
Land use continues along similar patterns from the past, with significant transitions from the former industrial, commercial waterfront uses such as boatyards and millworks to more residentially-oriented uses. Some of the larger lots in North Plymouth have been developed into condominiums in recent years, and only two larger parcels remain undeveloped. Commercial and retail uses such as restaurants, medical and legal offices, repair shops, bars, coffee shops, cleaners, hardware stores, furniture stores, pharmacies and beauty salons continue to have a presence here. Cordage Park is slowly redeveloping from an industrial center to a marina, office



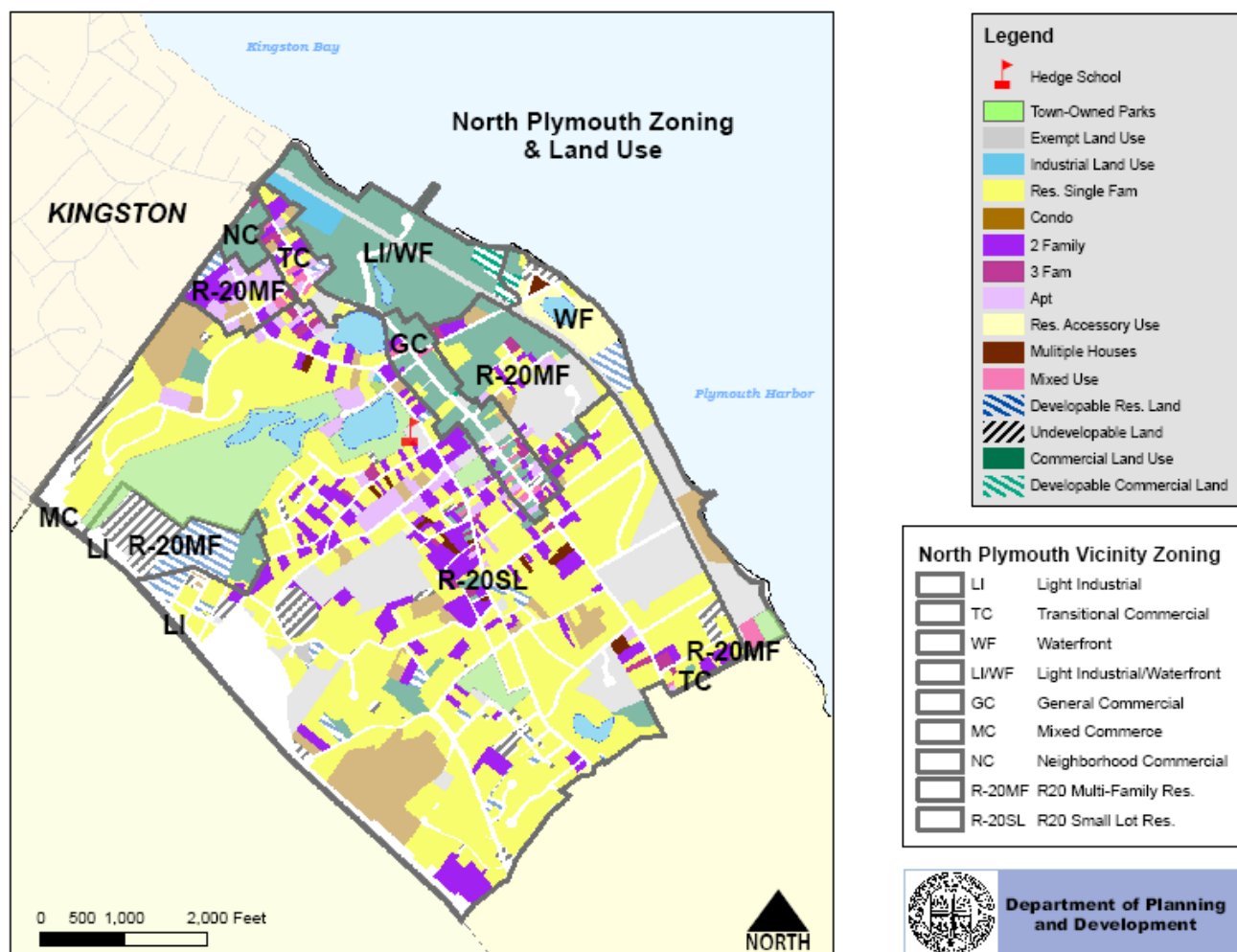
park and retail mixed use facility under the current management, with the goal of redeveloping along the outline of the ‘Seaside at Cordage Park’ 40R Overlay Master Plan once financing is in place, which will create over 150 apartment units and bring a host of year-round residents to the area.

Zoning

Zoning describes the preferred development outcome. An in-depth description of the zoning for North Plymouth is in the Appendices, and includes Design Guidelines and criteria created for the Cordage Smart Growth Overlay District.



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 North Plymouth is consistent



with the zoning, although the older ‘core’ sections of the community maintain some higher density residential than the zone. The R20SL zoning allowed larger residential lots to be established, as outer portions of North Plymouth became developed neighborhoods.

North Plymouth residents continue to support those grandfathered commercial uses that are within the residential zoning districts, which provide neighborhood services within a short distance from different areas of the village. Maintaining a strong presence of historic character in the village is important as residential dwellings are renovated or altered. Conversion of single-family or two-family units to multi-family is a concern with respect to high density in the village center.

GOALS

MAINTAIN/ENHANCE A STRONG COMMERCIAL CENTER

GOALS

- Continue to support the revitalization of Cordage Park – former Wal-Mart Building & Waterfront
- Work with public officials to increase & promote MBTA Commuter Service
- Create a business/merchant association, and reach out to Kingston, to enhance and encourage beautification of businesses & code compliance from the commercial community
- Encourage activities, zoning and design that enhance the compact nature of the village
- Encourage the type of mix of commercial uses in the village



POLICIES/ACTIONS

1. Continue to support the revitalization of Cordage Park - Wal-Mart Building & Waterfront
2. Work with public officials to increase & promote MBTA Commuter Service and GATRA links
3. Create a business/merchant association, and reach out to Kingston, to enhance and encourage beautification of businesses & code compliance from the commercial community
 - Renew communication with landowners who lease residential/commercial space in the North Plymouth Center area, in order to establish long-term working relationships with respect to crime prevention, neighbors knowing neighbors, street-scaping and community goals.



4. Encourage activities, zoning and design that enhance the compact nature of the village
 - Support efforts to locate overhead utilities underground, or if too cost-prohibitive, to locate utility poles on one side of the road.
 - Revisit the Village Boundaries throughout Town – a lot has changed since 1977; define village center service area vs. village – does an industrial park get included, for instance?



5. Encourage the type of broad mix of commercial uses in the village seen at present, which serve the local community, including new uses such as bicycle shops that can support the use of Seaside Trail.



INFRASTRUCTURE MAINTENANCE AND IMPROVEMENTS

Goals

- Linking villages for 2020 through corridors and paths
- Increased & promote MBTA Commuter Service
- Create of a business/merchant association, and reach out to Kingston to provide a ‘voice’ to the community
- Maintain and improve public parks, parking and roads/utilities
- Coordinate with town officials and other agencies on infrastructure maintenance and repair prioritization (including public parks and open space) for the investment of the 40R monies from Cordage Seaport and other funds, and support the majority of these funds being invested in North Plymouth
- Maintain and improve pedestrian and bicycle access in the village
- Establish signage for the village center

Primary beach access is Nelson Park, as the waterfront in North Plymouth has historically consisted of industry with railways and piers. Much of this land is slowly converting to condominium-style neighborhoods, and public views of the oceanfront, as well as beach access, are important amenities that North Plymouth strives to include in its infrastructure planning.

POLICIES/ACTIONS

1. Linking villages for 2020, 400-year celebration through corridors and paths.

- Explore the feasibility of a water taxi service from Cordage to Long Beach and Plymouth Center
- Install signage and path markings

2. Increased & promote MBTA Commuter Service.

- Tie goals of NPSC to the GATRA 2020 plans, add commuter bus routes to the plan, along with sidewalks and trails, to show connectivity



3. Create of a business/merchant association, and reach out to Kingston to provide a ‘voice’ to the community on specific infrastructure goals, including village signage.

-
- North Plymouth Connectivity & Open Space**
- Legend**
- Schools TYPE**
- PUB
 - CHA
 - SPE
- Plymouth Housing Authority**
- Open Space Or Public Land Owner**
- Non-Profit
 - Town
- Sidewalks**
- Future Connections**
- Scale:** 0 500 1,000 2,000 Feet
- North**
- Department of Planning and Development**

- ADOPTED BY PLYMOUTH PLANNING BOARD SEPTEMBER 12, 2011 AND ACCEPTED AT FALL TOWN MEETING 2011

- Signs for the Village identification
 - Both Hedge Road and Boundary Street (in Kingston) will need improvements as Cordage redevelops
 - Maintenance of the Trustees land between the Seaside Trail and the shoreline
 - Atlantic Avenue beach access improvements
6. Maintain and improve pedestrian and bicycle access in the village



SAFETY/GOVERNMENT PARTICIPATION

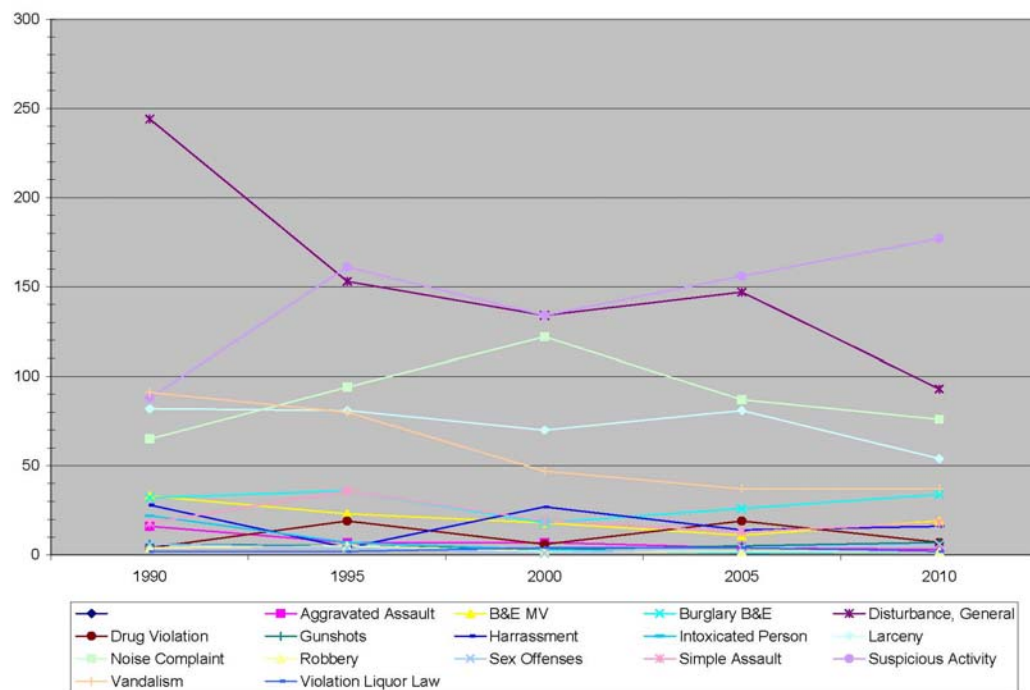
Goals

- Encourage beautification of businesses & code compliance from within the commercial community
- Work with government officials to select key issues that need to be addressed with respect to code enforcement or use of incentives to enhance compliance
- Coordinate with town officials and other agencies on prioritizing infrastructure maintenance and repairs including public parks and open space
- Linking villages for 2020
- Continue to work with Neighborhood Watch and the Police Department to enhance police interaction with residents and businesses
- Better communication with Kingston

The Crime Analysis table below demonstrates the downward or level trending in all crimes once Neighborhood Watch was implemented, using volunteers and cooperation with the Police Department. The only increase is calls to the department reporting possible 'suspicious' activity that should be investigated.

Table II

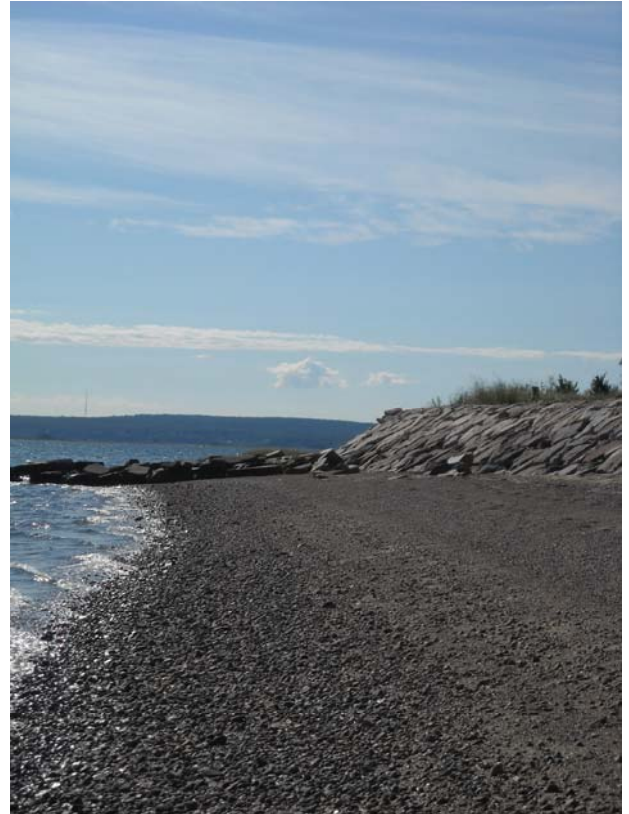
North Plymouth Crime Analysis



Provided by Plymouth Police Department

POLICIES/ACTIONS

1. Encourage beautification of businesses & code compliance from the commercial community
 - Renew communication with landowners who lease residential/commercial space in the North Plymouth Center area, in order to establish long-term working relationships with respect to crime prevention, neighbors knowing neighbors, streetscaping and community goals.
2. Work with government officials to select key issues that need to be addressed with respect to code enforcement or use of incentives to enhance compliance
3. Coordinate with town officials and other agencies on infrastructure maintenance and repair prioritization including public parks and open space
4. Linking villages for 2020
5. Continue to work with Neighborhood Watch and the Police Department to enhance police interaction with residents and businesses
6. Better communication with Kingston



MAINTAIN VILLAGE IDENTITY

Goals

- Create a common identity of "North Plymouth"
- Encourage the expansion of the Cordage museum
- Work with the Town to create "North Plymouth" signage
- Encourage design and land uses that preserve the working waterfront
- Identify the diverse cultures within the community - History and People
- Identify, enhance and preserve the historically significant sites of North Plymouth, such as the Cordage Smokestack.



POLICIES/ACTIONS

1. Create a common identity of "North Plymouth"
2. Encourage the expansion of the Cordage museum
3. Work with the Town to create "North Plymouth" signage
4. Encourage design and land uses that preserve the working waterfront
5. Identify the diverse cultures within the community - History and People
6. Identify, enhance and preserve the historically significant sites of North Plymouth, such as the Cordage Smokestack.
 - Memorial: dedicate one to the workers of Cordage

STRONG RESIDENTIAL NEIGHBORHOODS

Goals

- Identify 'core' aspects of neighborhoods to enhance and protect, as a basis for neighborhood plans
- Encourage investment and rehabilitation in existing dwellings, and coordinate with public officials on programs or incentives that may enhance this goal
- Continue to work with Neighborhood Watch and the Police Department to enhance police interaction with residents and businesses
- Identify and continue to celebrate the diverse cultures within the community - History and People
- Encourage the preservation of affordable housing stock in the village

POLICIES/ACTIONS

1. Identify 'core' aspects of neighborhoods to enhance and protect, as a basis for neighborhood plans
2. Encourage investment and rehabilitation in existing dwellings, and coordinate with public officials on programs or incentives that may enhance this goal
3. Continue to work with Neighborhood Watch and the Police Department to enhance police interaction with residents and businesses
4. Identify and continue to celebrate the diverse cultures within the community - History and People



RECREATIONAL OPPORTUNITIES

GOALS

- Seek out more recreational opportunities, especially access to public beach areas, where needed
- Identify neighborhood recreational needs and work to create more opportunities to provide them in future, including improvements to existing parks or facilities
- Encourage community club activities
- Identify and continue to preserve opportunities for public viewsheds, such as Holmes Field



Table III – Open Space and Recreation in North Plymouth Village Region

NORTH PLYMOUTH	Amenities	Maintenance	Acres
VILLAGE PARKS AND PLAYGROUNDS			
Nelson Memorial Playground	Waterfront park, playground, boat launch	Good, In Use	10
Veterans Memorial Playground	Playground	Good – see potential improvements, attached	3
Siever Field	Playground, Ball Fields	Good, Recent Rebuild	5
SCHOOL PLAYGROUNDS			
Hedge School	Playground abuts conservation area	Good, In Use	3
CONSERVATION AREAS			
Russell Sawmill-Hedge Pond	Conservation, hiking, fishing	Good, In Use; Trim vines along Hedge Pond. Picnic table repair & maintenance. Clean up and place no dumping signs near Sawmill Pond. Construction debris to be cleaned up. Sawmill Pond outlet sign installation. Maintenance of pond outlets; examine storage capacity re: new Route 44 drainage issues.	>200
TRAILS			
Seaside Trail (rail-trail)	Partially paved trail along the shoreline	Good, In Use – continue links north and south	16

POLICIES/ACTIONS

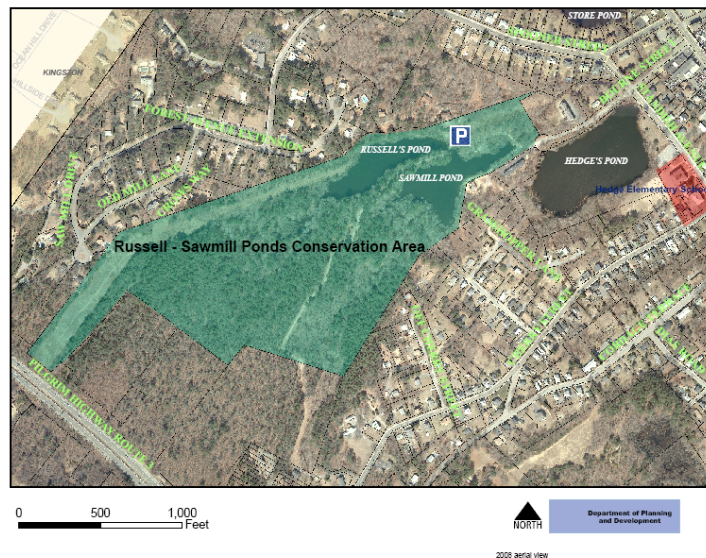
1. Seek out more recreational opportunities, especially access to public beach areas, where needed



- Work with property owners to preserve public views of the oceanfront, as well as beach access, when redevelopment opportunities arise
- Communicate with the Community Preservation Committee and Open Space Committee regarding specific goals and objectives for land acquisition or improvements related to town land to meet these goals
- Support improvements to Atlantic Avenue beach access
- Explore opportunities for beach access at Hedge Road, Cordage and Boundary Lane

2. Identify neighborhood recreational needs and work to create more opportunities to provide them in future, including improvements to existing parks or facilities

- Work with property owners to create neighborhood and pocket parks, public viewsheds or trail connections when redevelopment opportunities arise
- Continue to support the Town DPW in its efforts to renovate Veterans Field (see attached plans)
- Assist the Town with letter of support for grants and through



- meeting participation and fund-seeking opportunities to implement improvements
 - Improve trails and parking within the Russell – Sawmill Complex
- 3. Encourage community club activities
 - Work with the Town Recreation Department, Police Department, Schools and local agencies to identify and implement local needs for different age groups in the village center
- 4. Support improved connections of the Seaside Trail with Nelson Park and continued linkages of the Trail to Kingston and Plymouth Center.
 - Explore creating overflow parking within the rail layout south of Nelson Park (if this is not converted to a trail, or until such time as a trail can be constructed)
 - Assist the Town with letter of support for grants, through meeting participation and fund-seeking opportunities to implement planned improvements

LOCAL SOCIAL CLUBS

Alsace Lorraine Club
Bavarian Club
Cabot Club
Cristoforo Colombo Club
Freedom Boat Club
Garibaldi Club
Kiwanis Club of Plymouth
Plymouth North Athletics & Booster Club
Plymouth North Basketball Association
Seaside Club
Young America Club



APPENDICES

NORTH PLYMOUTH STEERING COMMITTEE

NORTH PLYMOUTH STEERING COMMITTEE

FEBRUARY, 1993

REVISED JUNE, 1995; AUGUST 8, 2006

Appointments

The North Plymouth 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 North Plymouth 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 officers 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 North Plymouth 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: planning or zoning petitions, sidewalk installations, park and play ground improvements, and land acquisitions).

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 UPDATE CHARGE

The North Plymouth Steering Committee is charged with an update of the 1992 North Plymouth Master Plan, which shall include:

- Collecting and reviewing existing information (development, traffic, land uses, historic and other resources, number of residents, etc.) for the Village and environs.
- Analyzing and summarizing this information.
- Identifying the Village area's strengths, weakness, threats and opportunities.
- Preparing a "land use" vision for the Village in context with the Town of Plymouth's 2004 Comprehensive Plan, and goal statements consistent with this vision.
- Prepare an Implementation Table outlining specific recommendations for implementation of the Village Center goals.
- Documenting its findings in a revised Master Plan for presentation to the Planning Board, Board of Selectmen, North Plymouth Village Center residents, the greater Plymouth community, and Town Meeting.

This plan effort must include significant community and stakeholder participation. Participation through a series of workshops with residents, School Officials, Department of Public Works, the North Plymouth business community, and residents of the community will contribute directly to the success and effectiveness of this effort. The Committee will also serve as a liaison between the study effort and the larger Plymouth community.

The Steering Committee will continue beyond the update phase to assist in the implementation of the recommendations and to serve as a resource for the other planning and preservation initiatives contemplated for the area.

BRAINSTORMING SESSION

On July 12, 2010, the Planning Board and the North Plymouth Village Steering Committee began the village master plan update process with a brainstorming session. This session will help establish a framework that the board and committee use to update existing goals and develop new goals for the Village of North Plymouth. As the planning process evolves, the board and committee should use this information to establish implementation strategies and specific Master Plan recommendations. The questions and responses were as follows:

What do you like about North Plymouth?

- Village aspect (uses)
- Walkable village
- Cordage Park
- Working waterfront
- Historic New England Village
- Diverse Cultures - History and People
- Compact size
- Rail trail
- Good mix of commercial uses and services
- Affordable housing
- 2nd & 3rd generation family owned businesses
- Community clubs
- Opportunities for employment nearby
- Small residential lot sizes
- One elementary school (100 yrs old)
- Loring Library
- Stable population





What don't you like about North Plymouth?

- Under utilized open space
- Traffic interaction with Kingston
- No government follow-through
- Vacant Wal-Mart building
- Stein building
- Absentee landlords
- Bad publicity due to crime
- Drinking in public parks (& no trash receptacles)
- Limited public beach areas
- Poor government oversight of Sec. 8
- Poorly maintained open space
- Poor recreational signage
- Lack of building repair and code enforcement
- Poorly maintained businesses
- Graffiti on Town property
- Lack of access to beaches
- High density development

What would you like to see change?

- Police interaction with residents and businesses
- Merchant Association better cooperation
- Better communication with Kingston
- Increased train service
- Better promotion of commuter rail station
- "North Plymouth" signage
- Improvements to Boundary St. intersection
- Streetscape improvements along Boundary & Hedge Roads
- More police presence



In the future, what most concerns you?

- Revitalization of Cordage Park & Waterfront
- Beautification of businesses
- Creation of a business association
- Spending the \$1,050,000 40R monies
- Increased MBTA Service
- More recreational opportunities
- Expansion of Cordage Museum

**In the future, what are you looking forward to?**

- Linking villages for 2020
- Loss of the "North Plymouth" identity
- Infrastructure disrepair
- Protection of the Cordage Smokestack
- Traffic to be generated by Cordage Park
- Charlie Vandini being here in 2020



COMMENTS FROM MASTER PLAN PUBLIC HEARING

SEPTEMBER 12, 2011

Public Hearing

North Plymouth Master Plan

Marc Garrett read the public hearing notice and opened the public hearing.

Seated: Tim Grandy, Paul McAlduff, Marc Garrett, and Larry Rosenblum

Valerie Massard noted that the Board received copies of the North Plymouth Village Master Plan Update during the preliminary review two weeks ago. Public comment at that time was favorable. An additional paragraph will be added to the demographic information after the North Plymouth Steering Committee's (NPSC) review. The additional paragraph will be presented to the Board under Administrative Notes next week.

Public Comment:

In Favor:

None

In Opposition:

None

Charles Vandini, Chair, NPSC, stated that the committee discussed the boundary of North Plymouth and suggested that North Plymouth includes Cherry Street, Nicks Rock Road to Commerce Way.

Marc Garrett suggested that the Chairs of the North Plymouth and West Plymouth Steering Committees should meet to determine the boundaries for steering committee review of projects.

Paul McAlduff moved to recommend that the Board adopt the North Plymouth Master Plan Update and recommend acceptance to Town Meeting; the **vote** was unanimous (4-0).

Minutes of the North Plymouth Steering Committee are on file with the Town Clerk and available at the Planning Office.

NORTH PLYMOUTH AND KINGSTON ZONING