

A. Plymouth Community Facilities and Services

1. Summary

A primary reason that communities plan for their future is to: take stock of existing services and facilities; identify services currently available to town residents; evaluate the effectiveness of the town and other providers in delivering those services; anticipate future demands; and assess whether those demands can be met efficiently. According to the results of the Summer 2004 Community Attitude Survey, Plymouth residents enjoy a range of services and facilities, including an efficient municipal government, excellent emergency services, access to a variety of social, cultural, recreational and health-care services, and state of the art telecommunications infrastructure. Despite the wide range of excellent services available, the town faces several challenges regarding specific facilities and services.

This profile is divided into twelve sections. The first section provides an overview. The following 10 sections describe a municipal facility or service, the current and projected need with recommendations to address these needs. The sections are:

2. Municipal Administration
3. Town Properties
4. Pease Public Library
5. Emergency Services
6. Solid Waste/Recycling
7. Highway Operations
8. Health and Human Services
9. Cost of Government
10. Water and Sewer Facilities
11. Communications
12. Energy

The last section presents goals and policies relating to Plymouth's facilities and services. Arts and recreation including public land used for recreational purposes, historical resources, educational facilities, and transportation, are addressed elsewhere in this plan.

2. Municipal Administration

Plymouth operates under the Town Meeting form of government and is led by an elected Selectboard, which became a five-member board in March 2006. The annual Town Election/Meeting is held in March on the second Tuesday, at which time town citizens elect officers, vote on an annual budget and take other action that comes before them. The Selectboard prepares the budget with assistance from the six-member Advisory Budget Committee.

The Selectboard's Office functions as the administrative arm of the Selectboard. It is responsible for the day-to-day operation of the town government and coordinates the work of town departments. Working in the office is the Town Administrator, Community Planner, Land Use Enforcement Officer, Financial Assistant, Selectboard's Secretary and Land Records Clerk and several other part-time personnel.

The Community Planner is responsible for planning functions involving review of development proposals such as land use permits, site plans and subdivisions. The Planner interacts with the public with regard to any building, planning or zoning inquiries and provides limited enforcement of the regulations and ordinances. In addition, the Planner renders technical assistance to the Planning Board, Zoning Board of Adjustment and the Selectboard. The Land Use Enforcement Officer is primarily responsible for enforcing the town's ordinances and regulations.

The Office of the Tax Collector is responsible for collecting all taxes for the town. Property taxes are the largest source of revenue, although the tax collector is also responsible for collecting yield taxes on timber cuts and land use change taxes. Property taxes are billed semi-annually with taxes due in July and December.

The Town Clerk's Office issues registration permits for all motor vehicles, trailers, tractors, and heavy equipment owned by the Plymouth residents. The Town Clerk is also authorized to renew state vehicle registrations for citizens of other towns. The Town Clerk maintains vital statistics, such as births, marriages, deaths and burial permits, dog licenses. The Clerk records and files certain legal documents such as copies of wetland permits, chattel mortgages, liens on property (excluding real estate), writs and federal tax liens. Overseeing elections in collaboration with the Town Moderator is also the responsibility of the Town Clerk's Office.

Plymouth Town Administration

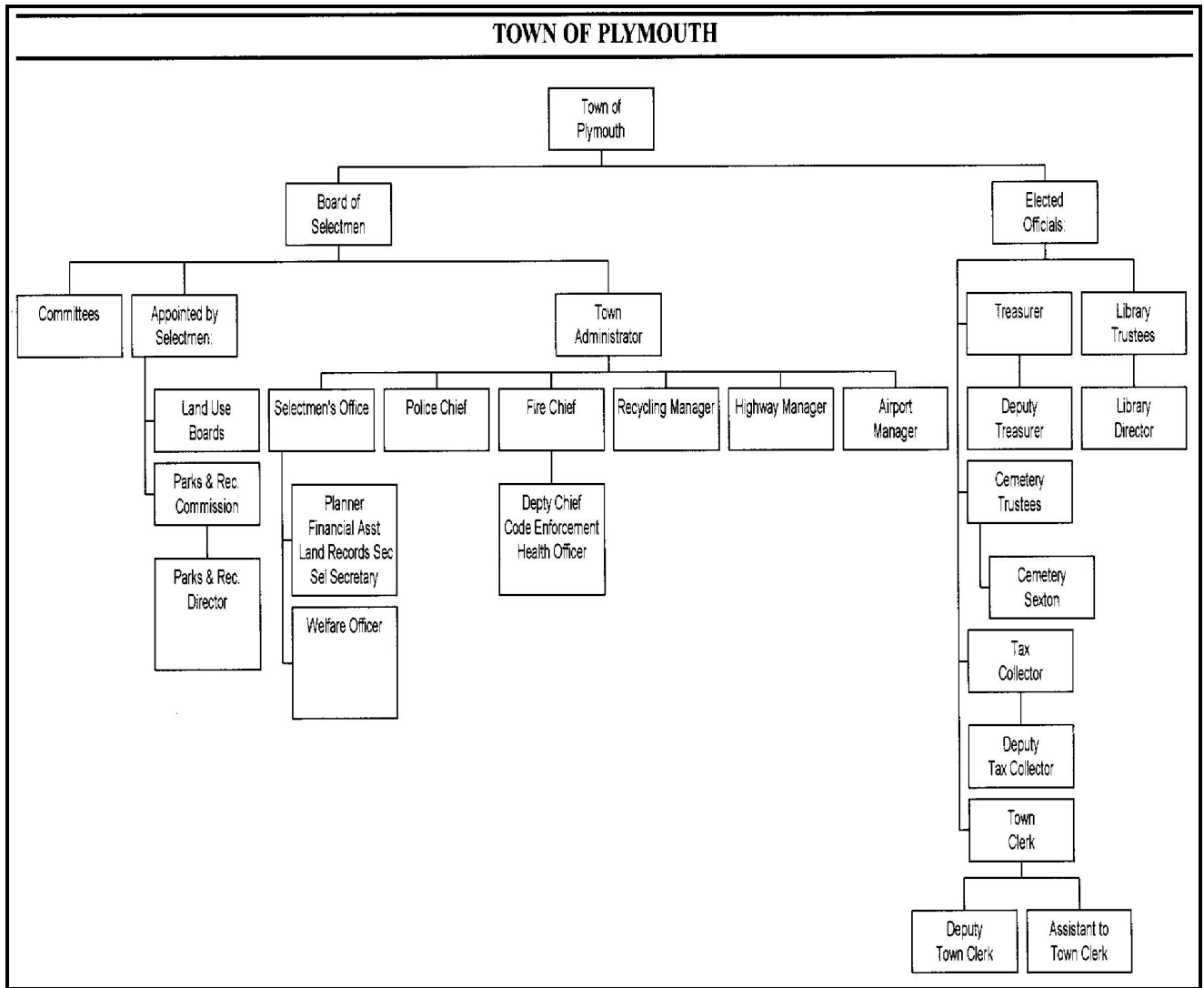
Current Elected Officials include:

- Selectboard (5)
- Town Clerk
- Tax Collector
- Town Treasurer
- Town Moderator
- Supervisors of the Checklist (3)
- Trustees of the Trust Fund (3)
- Advisory Budget Committee (6)
- Library Trustees (5)
- Cemetery Trustees (3)

Current Selectboard's Office staff includes:

- Town Administrator
- Community Planner
- Land Use Enforcement Officer
- Finance/Personnel Officer
- Selectboard's Secretary
- Land Records Clerk
- Bookkeeper
- Health Officer
- Welfare Officer

The Welfare Officer supervises town assistance to the needy as provided by state law. Issues of health and safety are referred to the town’s Health Officer.



In addition to town staff and elected officers, Plymouth’s government is reliant on dozens of local residents who volunteer their time on various boards and committees. The Selectboard appoints the following boards and committees:

- Planning Board
- Zoning Board of Adjustment
- Conservation Commission
- Highway and Public Safety Committee
- Parks and Recreation Commission

- Plymouth Community Channel 3 & 20 Advisory Board
- Capital Planning Committee (submits work to the Planning Board.)
- Tax Increment Financing (TIF) District Advisory Board

The Selectboard also appoint members of the community to serve on the Parking Committee and Public Safety Complex Committee. Various other local positions and representatives to regional organizations are also appointed by the Selectboard. The willingness of citizens to serve in the many volunteer positions is a perennial concern among New Hampshire's small towns. Plymouth is no exception.

At the present time, it appears as though current staffing levels, supported by the willingness of local residents to participate in municipal government, are adequate.

3. Town Properties

Plymouth owns and maintains a number of properties, including:

- Town Hall (0.49 acres)
- Police Department (4.18 acres)
- Fire Department (0.54 acres)
- Town Common with Gazebo (0.29 acres)
- Plymouth Municipal Airport (136+/- acres)
- Pease Public Library (0.25 acres)
- Fox Pond Park and adjacent Kennison Woods (32.1 acres)
- Winter Street mini-park (0.26 acres)
- Town Highway Garage
- Plymouth Recycling Center (15.3 acres)
- 12 cemeteries (totaling 19.8 acres)
- Walter Newton Natural Area (63 acres)
- Plymouth Mountain (1,100-acre conservation easement)
- Tenney Mountain Parcel (97 acres)

Renovations, new construction and other needs relating to these properties are noted later in this profile.

4. Pease Public Library

The Pease Public Library was opened in its present facility in 1991. The mission of the library is to provide “residents of all ages with access to services that will:

- Facilitate continued growth and learning throughout their lives;
- Provide the information needed to answer their questions;
- Teach skills related to finding, evaluating and using technology effectively;
- Help meet recreational and informational reading interests, through print/non-print materials and programs; and
- Provide space for meetings and informal gathering."

The library has a collection that included 26,625 books, 1,142 audio books, and 1,445 videotapes/DVDs as of July 2004. Other library services include computer stations available to local residents, a reference desk, and a meeting room available to local residents and groups. Use of the library has increased significantly in recent years. In 1995 there were 22,578 library visits. The number of annual visits grew to approximately 42,198¹ in 2004 (July 2003 to June 2004.) Circulation is the most precise indicator for library use, with detailed statistics providing accurate information on many aspects of material usage. The total circulation of materials for 2004 was 76,116, which is more than double the circulation of 1995.

A five-member Board of Trustees elected to three-year terms governs the library. The library is open 48-hours per week and is staffed by a director, two assistant-librarians and 4 support staff. This represents a full-time equivalent of 4.275 staff. The annual budget for the library was \$229,387 in 2004.

In 2003, the Trustees organized a committee to develop an action plan for the Library’s service to the community over the subsequent three to five years. The Committee completed its planning process in June 2004, and published a Long Range Plan (see Appendix), which set forth a number of goals and objectives related to the provision and expansion of library services to meet a growing population.

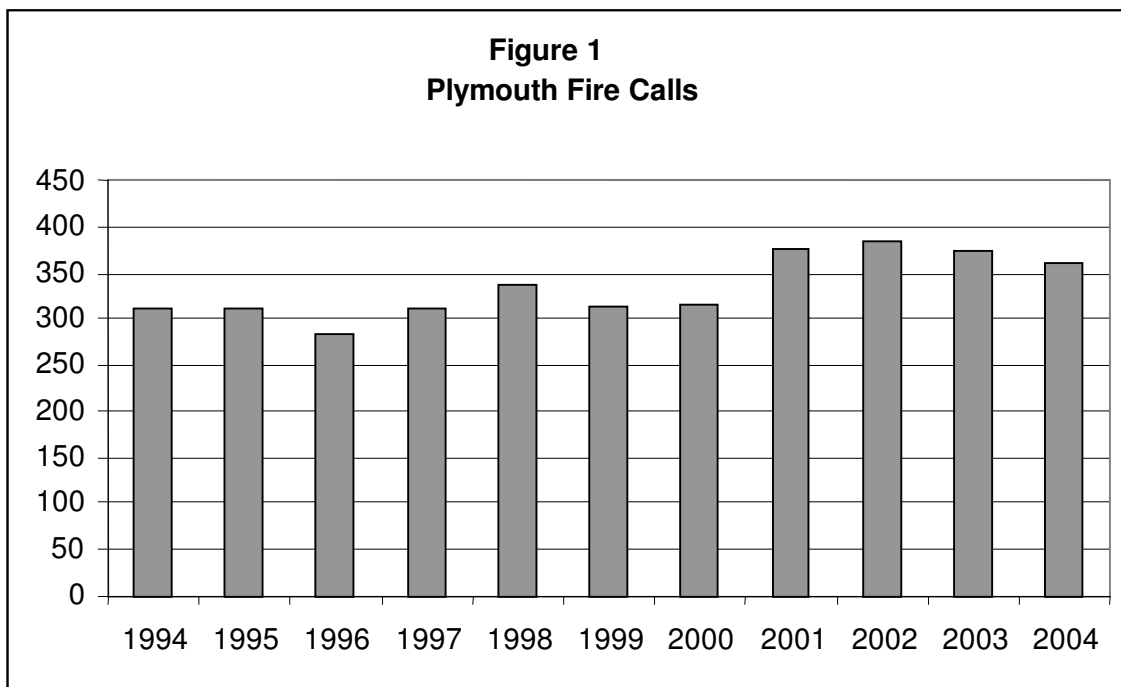
¹ The library does not have an automatic counter and therefore conducts a survey of patrons for one week in the fall and one week in the spring, then calculates the average daily visitor and estimates the annual visits.

5. Emergency Services

Fire and Ambulance

The first organized fire-fighting unit in Plymouth was established in 1831. From then until today the Plymouth Fire and Ambulance Service has evolved to provide vital public safety services for the Town of Plymouth and surrounding communities.

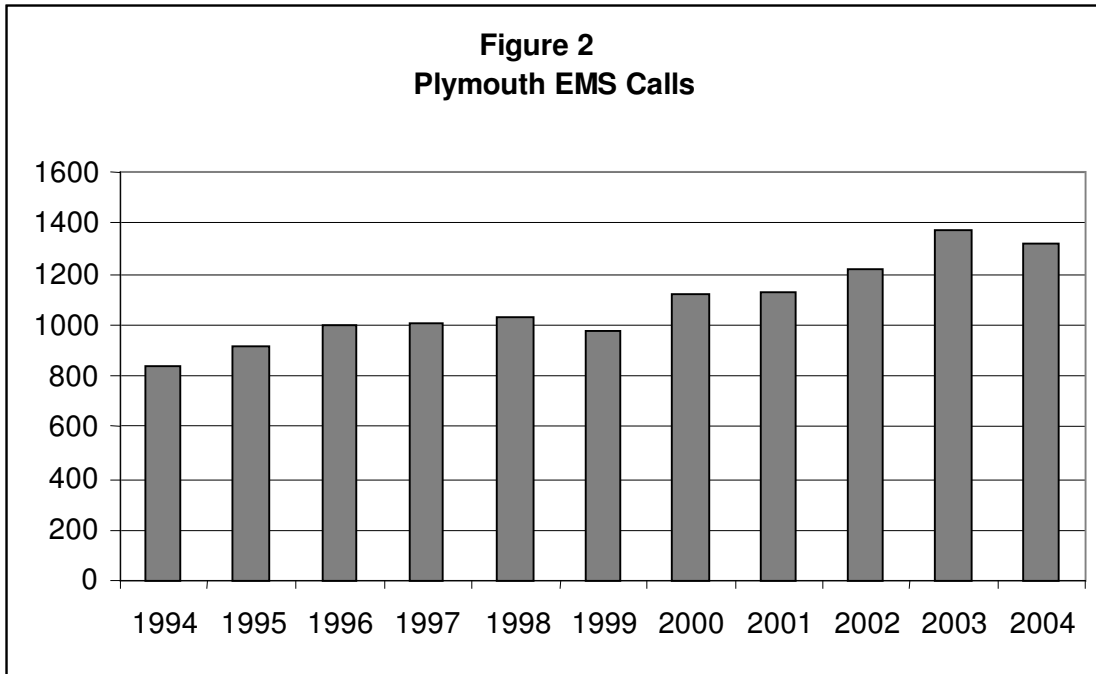
The fire department is a member of the Lakes Region Mutual Fire Aid Association. The goal of the association is to provide and receive assistance from surrounding communities during times of major emergencies. Services provided by the fire department include fire suppression, fire safety inspections and code enforcement reviews, public education, hazardous materials mitigation, fire alarm system maintenance and operation, issuance of permits and special services to protect lives, property and the environment. In fiscal year (FY) 2004, the combined expenses of the fire and ambulance service \$1,045,608. The main reason for the increase is employee wages and benefits.



- In 2004, the fire department responded to 362 calls, slightly down from the previous year (375 calls) but 17% more than in 1994 (310 calls.)
- Between 1995 and 1999, the department averaged 310 calls/year.
- Between 2000 and 2004, the average was 362 calls/year.

The ambulance serves a population of over 15,000 people. The service extends to Ashland, Campton, Holderness, Thornton, Rumney and Plymouth. Residents may receive Advanced Life

Support emergency medical services via two rescue ambulances. The ambulance service responded to 1,317 calls in 2004, slightly fewer than in the preceding year (1,375) but dramatically higher than in 1994 (845 calls) Between 1995 and 1999, the department averaged 986 calls/year. Between 2000 and 2004, the average was 1,232 calls/year.



Source: Plymouth Fire Department 1994-2004

Fire and ambulance service staff includes a Chief, Deputy Chief, a Captain, three Lieutenants, four Fire Fighters, a Secretary and thirty paid on-call fire/EMS personnel. The services are located on Highland Street. The station is 5,700 square feet and has undergone minor renovations and repairs. To address space needs and facility limitations for both the Fire and Ambulance Department and Police Department, the town has developed plans for the construction of a Public Safety Complex to house all emergency services. In addition, a replacement schedule for equipment and vehicles has been included in the town’s Capital Improvement Plan (see Volume 3) and reserve funds have been established for this purpose.

The Fire/EMS Departments have requested four additional full-time personnel for the past two years but the positions have not been funded. The town will have a comprehensive Fire and Ambulance Operations Study conducted by a qualified consultant in FY05.

- Fire and EMS
Major Equipment Inventory**
- 1964 Maxim Fire truck
 - 1981 Mack Fire Engine
 - 1987 Mack Pumper
 - 1991 Seagrave Ladder Truck
 - 1998 Freightliner Firetruck
 - 2003 Smeal Fire Engine
 - 2001 Dodge Brush Truck
 - 1997 Ambulance
 - 2002 Ambulance
 - 1991 Control Vehicle
 - Jaws of Life
 - Defibrillator Lifepaks (3)
 - Misc. Breathing Apparatus & Breathing Compressor

Police

Plymouth Police Department

The Plymouth Police Department is a full-service, full-time police agency that has formally existed since the late 1800s. Since 1990 the department has been housed in an 8,000 square foot building, which supports a secure, temporary holding facility plus a communications center. The building is located on a 4.18-acre lot at 334 Main Street with easy access to four major roadways that serve most of the town's population.

Although the 8,000-square-foot metal building, on a concrete slab, should meet the 2005 space needs of the police department, the interior configuration of the space is very inefficient and ill suited for the organization². The building itself is in poor condition. A number of outstanding problems have been identified:

- metal building with a combination propane fired forced hot air and base board hot water heating system is expensive to operate
- water damage to exterior doors and walls
- rotting exterior doors
- water damage on roof
- information technology and other wiring in the ceiling (squirrels and birds living in the ceiling)
- no central air conditioning
- poor water pressure in toilets and poor drainage in cell blocks create cleaning problems
- facility requires additional holding facilities that comply with appropriate standards

Additionally, the communication center needs to be upgraded from analog to digital technology.

In response to these issues, the Police and Fire Department have worked with a needs committee to explore building a joint Public Safety Complex. At the March 2005 Town Meeting, voters approved \$25,000 in both Police and Fire budgets (total \$50,000) for design work on the new complex that could provide one facility for the police, fire and ambulance which would allow resources to be shared and provide a central command center for the community during emergencies. The concept has wide community support. According to the 2004 Community Attitude Survey, respondents support the Public Safety Complex and see it as the most critical capital improvement in town.

² Town of Plymouth, Program of Space Requirements 2004 survey prepared for Turner Group, Inc.

The Police Department has three primary divisions: administration, operations and support services. The primary responsibilities of the department are traditional patrol services and a full-service criminal investigation. In addition, the department provides community outreach programs; communication services to seven police departments and two Plymouth municipal services (Highway Department, Village Water and Sewer (after hours)). The department has 27 employees including:

- 10 full-time and 3 part-time police officers
- 2 part-time parking enforcement personnel,
- 5 full-time dispatchers and 4 part-time dispatchers,
- 1 full-time and 1 part-time secretary
- 1 prosecutor (employee service contract with town).

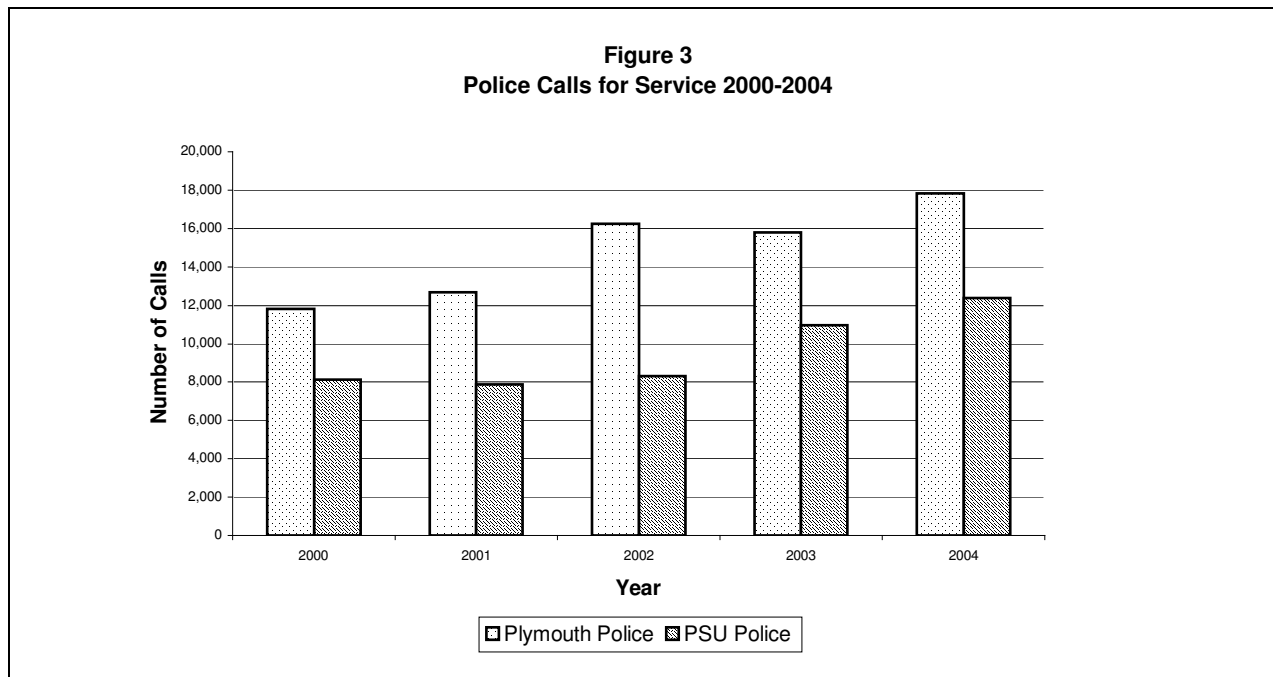
According to the 2005 Town Report, "partnerships with the University Police have strengthened..." This has allowed the department to "hold off asking for additional personal" to meet the demands of the growing business community in West Plymouth as well as the growing residential areas. In addition to working jointly with Plymouth State University Police, in accordance with the Life Safety Services Agreement, the department participates in mutual aid agreements³ and responds to adjacent communities when requested. The 2004 cost of policing for the town was \$1,212,930.

In 2004, the police department responded to 17,832 calls for service, a 13% increase from the previous year (15,797 calls) and significantly higher than in 2000 (11,832 calls or 51% increase.) Between 2000 and 2004, the department averaged 14,876 calls/year.

Police Department Major Equipment Inventory

- 4 Ford Crown Victoria police vehicles
- 1 Expedition Ford SUV
- 1 Ford Taurus Sedan
- Police Communication System includes base station antennas and towers
- Propane powered automatic emergency power for entire facility
- Closed circuit television interior/exterior and other physical security for critical infrastructure
- Networked computer system
- Parking Enforcement Division with adequate equipment (parking meters & tools) to enforce ordinances.

³ <http://www.gencourt.state.nh.us/rsa/html/VII/105/105-13.htm>



Source: Plymouth Police Dispatch Center Monthly Comparison Reports 2000-2004

PSU Police

Plymouth State University maintains a 10-person, full-time and fully certified police agency. University Police is multi-jurisdictional (meaning it has authority to police in more than one community.) As noted previously, Plymouth and PSU have a Life Safety Agreement. The agreement defines both departments' structure and areas of responsibility as well as coordination of services between both organizations.

In 2004, University Police responded to 12,365 calls for service, a 13% increase from the previous year of 10,968 calls. Like Plymouth's Police Department, University Police has experienced more than a 50% increase in calls since 2000. Between 2000 and 2004, University Police averaged 9,530 calls/year. In 2004 PSU spent \$803,929 for University Police and an additional \$43,278 for a dispatch contract to Plymouth's Police Department.

6. Solid Waste

The Solid Waste Management Department operates the Plymouth Recycling Center on Beech Hill Road (15.3 acres with 4,000 square foot building). The facility includes a two-tier building, half of which deals with the processing of recyclables and the other half houses a stationary compactor and 40 yard roll-off container. A separate building for the office and employee lunchroom was constructed at the site with grant money and donations in 2004. The town decommissioned its incinerator in the late 1990s and capped its landfill in 2002.

Weather-tight storage is provided for recyclable products in five storage trailers and a 288 square foot pole barn. Concrete bunkers provide outside storage for metal, tires, glass and asphalt shingles. The facility also houses state-certified scales and an horizontal baler for paper and corrugated baling.

The department is responsible for the disposal of all solid waste generated in Plymouth and includes an extensive recycling program. It is managed by:

- facility manager;
- a facility foreman;
- 3 operators; and
- part-time staff as needed.

The staff is responsible for enforcement of the regulations; the maintenance of the buildings; equipment and grounds; and processing material for sale in the recycling markets.

The department has been in the forefront of recycling in New Hampshire and was recognized by the New Hampshire Department of Environmental Services as Recycling Center of the Year in 1999, 2000, and 2001. Traditional programs are maintained for the following materials: glass, metal, aluminum, mixed paper, newspaper, and corrugated cardboard.

Recycling Center Major Equipment Inventory

- IPS Horizontal Baler
- Piqua Vertical Baler
- Marathon Compactor
- 2005 Skid Steer Loaders (3)
- 902 Cat Articulate Front Loader
- 1997 Crown Victoria
- 1996 F-250 Ford Pick-up w/plow
- 1986 One Ton Chevy Dump Truck w/plow
- Sears Air Compressor
- Fairbanks 30 Ton Scale
- Resnor Waste Oil Furnace
- FFC Material Grabber
- FFC Self-Contained Power Sweeper

In addition, the facility offers unique programs in the areas of asphalt shingle recovery, processing of tires, glass aggregate processing and the collection of asphalt, concrete and excavated materials for useful aggregate. Yard waste composting and used oil collection programs (which is used to fuel a hot air furnace in the recycling area of the building) are well established. Approximately 450 tons of recyclable products are processed each year that along with fees, generate twenty-five percent of the operation expenses.

Plymouth is a member town of the Pemi-Baker Solid Waste District and currently utilizes the disposal contract negotiated by the District. Household waste and construction debris is transported and deposited at the North Country Environment Landfill in Bethlehem. The District also cooperates in biannual household hazardous waste collection for paint, pesticides, and fluorescent bulb disposal.

7. Highway Operations

The Plymouth Highway Department is located at 32 South Street adjacent to the Plymouth Village Water and Sewer District sewage treatment plant. The 50' x 122' steel building houses the offices and equipment required to maintain the streets and sidewalks. There are five full time employees, including the Highway Manager. Part-time employees and contractors are hired during the winter for snow removal.

In addition to local funding through property taxes, the state provides highway block grants to communities to assist with road maintenance. The amount of funding is based upon highway mileage. In fiscal year 2004 (which ended June 30, 2004), Plymouth received \$114,764 in state highway assistance. This constitutes about 20% of the annual operating budget. Other state assistance is available for bridges.

According to the 2005 Community Attitude Survey, the Plymouth Highway Department is doing a relatively good job of taking care of the town's roads (51% of total respondents were satisfied while 39% were not). This is an 11 percent increase in resident satisfaction compared with the 1995 survey that identified 50% of the respondents dissatisfied with Plymouth roads.

Highway Department Major Equipment Inventory

- International Plows (4), 1987, 1994, 1998, 2001
- Ford One-Ton Utility Trucks (3), 1997, 2001, 2003
- 2002 Holder Sidewalk Tractor
- 1998 Dresser Grader
- Loaders (2), 1982, 2002
- 1994 John Deer Backhoe

8. Health and Human Services

Speare Memorial Hospital traces its beginning to 1892 when a group of thirteen public spirited women recognized the need for a hospital “to relieve suffering regardless of ghostly situations.” It took \$700 to open the doors of the Emily Balch Cottage Hospital in 1899. The name came from the mother of the principal organizer, Catherine Holmes Balch of Holderness. A fire in 1916 destroyed the hospital but it was rebuilt in 1920 at a new location. In 1940, Mr. Sceva Speare, a prominent banker from Nashua, made a \$50,000 challenge to the community to match a donation from him to build a new hospital. It took nine years to raise the needed funds, but in October 1949 construction began at the hospital’s current location with a final cost of \$523,400.

Speare Memorial Hospital is a 35-bed, 73,000 square foot institution located on approximately three acres of land. The hospital serves the greater Plymouth area and, because of the tourist industry, often services clients from out-of-state. In 2004 there were 1,312 admissions to the hospital and 17,927 emergency room visits. As of December 2004, the hospital had 299 employees (90 medical staff) and annual revues of approximately 42 million dollars. The hospital includes equipment for full radiological services, CT scanning, ultrasound, mammography, and nuclear testing. There is also equipment to support laboratory testing, surgical procedures, cardiopulmonary testing, physical therapy, and occupational therapy.

During the past two decades, the hospital has been renovated extensively:

- 1985: Added 10,000 square feet, an intensive care unit, new equipment and improvements to nearly every department (\$2.1 million.)
- 1989: A new operating suite and space for storage and receiving.
- 1996: Renovated and expanded the Emergency Department, outpatient areas.
- 1998: Renovation of the medical-surgical and obstetrics units.
- 2004-2006: The hospital is currently in the midst of an expansion/renovation project that includes the addition of 23,000 square feet to accommodate growth in outpatient services. The project will also improve access for patients and visitors, increase parking and modernize infrastructure (\$15 million).

Community Services

Because Plymouth is a regional center for the area, the community serves as host to many human service agencies. The largest facility in Plymouth is the **Whole Village Family Resource Center** opened in 1996 on the west end of Highland Street. The center is home to a dozen community service agencies that serve the families of 19 towns in central New Hampshire. It's dedicated to building strong families.

The **Plymouth Regional Senior Center** is located in the railroad station on Green Street. The station has been renovated maintaining the historic features of the building. It serves as the hub of activities for senior citizens in the region. The kitchen in the facility is the source of the "Meals on Wheels" program and also provides economical meals at the facility. Weekly recreation programs and special events are held at the center. The center also serves as a meeting place or site for community programs and activities. This facility is operated under the oversight of Grafton County Senior Citizens Council and a local board of advisors.

Other social service agencies are located throughout the town in leased office space. Also in Plymouth are the **Pemi-Bridge House**, a homeless shelter, and a safe house for victims of domestic violence.

Community Organizations

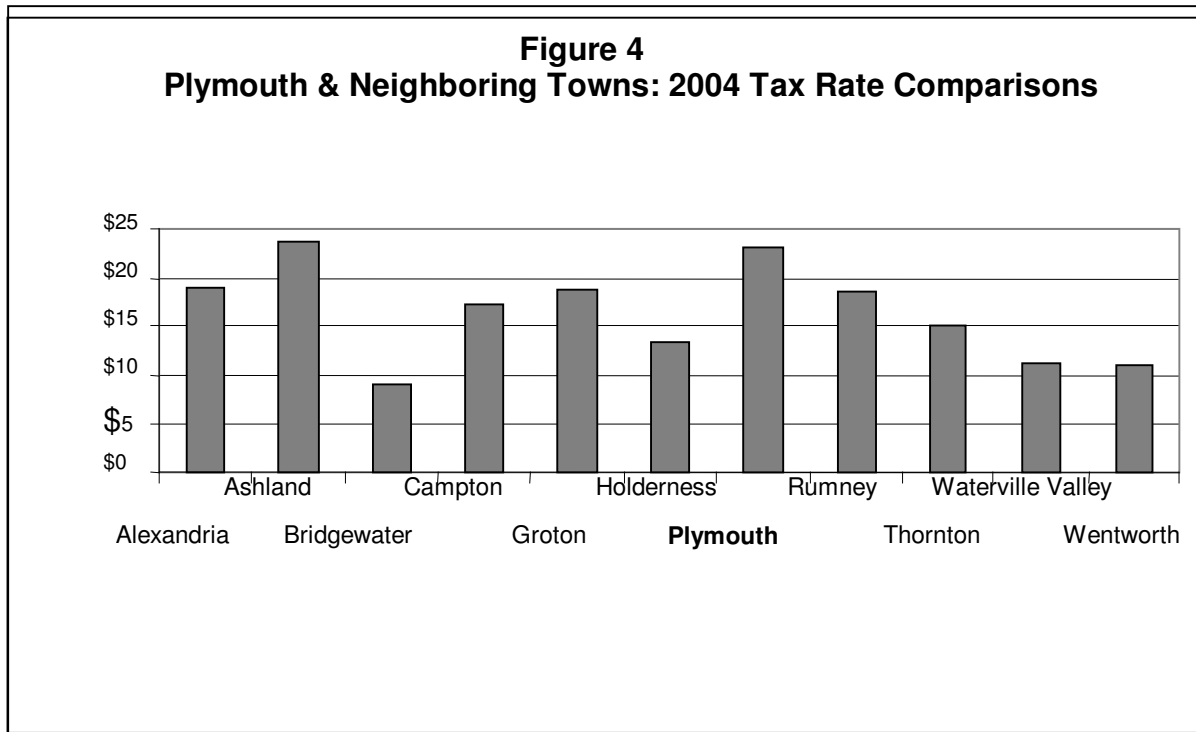
The Town of Plymouth supports several regional and not-for profit organizations providing important services to local residents. In 2004, voters supported the following organizations:

- Pemi-Baker Home Health Agency
- Grafton County Home Health Agency
- Grafton County Senior Citizen Council
- Humane Society
- Plymouth Chamber of Commerce
- Tri-County Community Action
- North Country Council
- Plymouth Regional Free Clinic
- Friends of the Arts
- Main Street Program
- Voices Against Violence
- Baker River Watershed
- Conservation Commission
- Genesis-Lakes Mental Health
- Baker-Pemi Senior Citizens

The donation for these services for 2004 was \$45,857.

8. Cost of Government

The cost of providing municipal services and facilities to Plymouth residents has long been a matter of great concern to local officials and taxpayers. The primary revenues source for the municipality is the property tax. Due to Plymouth’s function as a regional commercial and service center, the demands placed on municipal services, especially emergency services, by the large student population, and the high percentage of property that is exempted from the property tax, Plymouth’s tax burden has consistently ranked among the highest in the state.



The town has taken several steps to reduce the tax burden. For several years, the town has prepared and adopted a Capital Improvement Plan (CIP) to assist with setting priorities for capital projects and scheduling those major expenditures in a manner that avoids sharp fluctuations in the budget from year to year. The town’s goal is to allocate an amount equal to 0.5% of the total equalized valuation for the purpose of maintaining capital assets.

The town has also worked with Plymouth State University (PSU) to share the cost of emergency services associated with PSU. In 2004, the Selectboard reached a seven-year agreement with PSU, which significantly increased the amount of reimbursements to the town for municipal services provided to the college.

9. Water and Sewer Facilities

Water and Sewer District

Plymouth's municipal water and sewer systems serve a designated district encompassing somewhat less than half the town, including the downtown and adjacent neighborhoods, Tenney Mountain Highway and Tenney Mountain Resort. (See Community Resources Map.) A three-member Board of Commissioners elected for three-year terms governs the District. The positions of Moderator and Clerk are elected for one-year terms, while the Treasurer is elected for three years. There are eleven people employed by the District.

The Plymouth Selectboard originally set the District boundaries in 1859, when the Plymouth Village Fire District was established. The Fire District purchased water from the Plymouth Aqueduct and Water Company, a private company. In 1893, the New Hampshire Legislature authorized the Plymouth Village Fire District to establish and maintain waterworks for the purpose of fire protection and use by the citizens of the District. Subsequently, the Fire District purchased the Plymouth Aqueduct and Water Company for the purpose of impounding water. In July 1971, the Legislature approved the name change to the Plymouth Village Water & Sewer District. The office for PVWSD is located on North Main Street.

Water Supply

There are ten public drinking water systems (PWS) in Plymouth, all of which derive their drinking water from groundwater: four community systems (PCSs), two non-transient non-community systems (NTNCs), and four transient non-community systems (TNCs).

Plymouth's largest PWS is the Plymouth Village Water & Sewer District. This water supply source is two gravel packed wells located off Foster Street. There are two water systems within the District, the lower system and the high system. In the lower system, water is pumped directly to users within the downtown or village area. No connections may be made to the low system above a foundation sill elevation of 608' Mean Sea Level (MSL). In the high system, water is pumped to a 2.5 million gallon water tank, then pumped to a 0.3 million gallon tank and gravity fed to the remaining users. These water tanks are located off Reservoir Road. No connections may be made to the high system above a foundation sill elevation of 710' MSL. There are 975 connections to the two water systems.

The existing well field has a capacity of greater than 1 million gallons per day (MGD) and the current average daily use is less than 1/2 MGD. Well #1 has an estimated capacity of 700,000 gallons per day and is housed inside a chemical treatment building. Well #2 is located in a below ground bunker and has a capacity of 600,000 GPD. Increased production from the 14-acre well field is possible with additional wells. The Foster Street well field is the only aquifer in the area identified with a large quantity of water.

In October 2001 the District working with the Northeast Rural Water Association prepared a Source Protection Plan for Plymouth's public drinking water sources (see Appendix C). The purpose of the plan is "to protect the quality of Plymouth's drinking water by identifying and managing potential sources of contamination and threatening activities that occur within the source protection area."

Sewer System

The Secondary Wastewater Treatment Facility came on line in May 1991. This is a 0.7 million gallon per day facility. The facility uses the rotating biological disk treatment process with primary and secondary settlement tanks. Sludge is dewatered and stabilized in an enclosed composting process. The resulting compost is given away for use in gardens, lawns and general landscaping.

The District also treats sewage from River Street, the Holderness School, and the Plymouth State College Field House and maintenance garage in Holderness. There are 930 connections to the sewer system. In 2004, approximately 150,000 gallons per day of excess capacity was available to accommodate additional development. In light of recent development activity, and planned expansion at PSU, the availability of treatment capacity may be an issue of local concern in the coming years.

Facility Needs

No major deficiencies in either facility have been identified, although the District is presently in the process of assessing the needs of both the water and sewer system.

10. Communications

Newspapers

Plymouth has its own weekly newspaper, the *Record Enterprise*. It is published on Thursdays and is distributed widely throughout town. Another local “weekly advertiser” paper is the “Penny Saver.” In addition, Plymouth is covered in Laconia’s daily paper, “*The Citizen*.” The statewide newspaper, *Union Leader* (published in Manchester), and the *Concord Monitor* are available for home delivery. PSU students publish a free weekly “*The Clock*.”

Television

There is not a separate television market for north central New Hampshire, according to the industry's official definitions as used by the FCC and by ratings companies such as Nielsen. Although much of the state receives its CBS, NBC, Fox, UPN, and WB service from Boston, north central New Hampshire is split into three different Designated Market Areas (DMA). Plymouth is in the Burlington, VT/Plattsburgh, NY DMA.

Nevertheless, WMUR (Channel 9), an ABC affiliate from Manchester, and Channel 11 and NHPTV from Durham are on local cable and carry school cancellations and delayed-opening announcements for Plymouth.

Adelphia provides cable television as well as high-speed Internet connection. The town receives a franchise fee of 2% of gross revenue (not including internet services) from Adelphia. By stipulation of the franchise agreement between Adelphia and Plymouth, Plymouth Community Channel 3 (PCC3) and Channel 20 (PCC20) are the non-commercial, public and educational (PCC-20) and government (PCC3) access. These channels are received only on Adelphia Communications' cable TV subscribers in Plymouth and nine other area towns.

Until September 2005, PCC3's Cable Casting Center was located in Pease Public Library. PCC3 began cable casting at the Library and PCC3's operations center was moved to Plymouth's Town Hall in 1992. PCC20 began broadcasting in 2005. In addition to cablecasts, PCC3/20 provides video programming to the region. Table 1 compares PCC3's activities since 1997.

Also,

Year	Notice Runs	Public Video	Educational Video	Government Video
1997	339	40	61	6
1998	265	42	118	9
1999	231	43	96	4
2000	292	54	120	4
2001	205	111	126	3
2002	325	204	118	8
2003	NA	NA	NA	NA
2004	1,000			

Source: 2004 Town Report

Plymouth State University (PSU) maintains a state-of-the-art video conferencing facility that allows satellite downlink of remote transmissions.

Radio

Numerous radio stations can be received in the Plymouth area, including Boston, Montreal and Portland stations. WLKZ (104.9), WLNH (98.3), and WPNH (100.1) all carry school cancellations and delayed-opening announcements for Plymouth. WPCR is the local student run station at PSU.

Telephone

Verizon is Plymouth's local telephone company. Rates vary depending on the consumer's service preference. Consumers can choose their long-distance provider from any number of companies.

Verizon Wireless is the most widely used cellular phone service provider in the Plymouth area. Many Plymouth residents do, however, utilize services from cell phone companies who provide service in the Concord area. There are two cell towers in Plymouth, located in the northeast corner of town (Source: NH OEP).

Internet

In an effort to inform New Hampshire businesses about providers of broadband services, the NH Department of Resources and Economic Development and the NH Public Utilities Commission have compiled a list of providers who have stated that they offer data services (Source: Public Utilities Commission; last revised 4/23/02). There are a number of local access providers that provide Plymouth residents with access to the Internet. The market is quickly changing, and new services are regularly being offered.

Adelphia has a franchise agreement with the Town to provide cable access.

Digital Subscriber Line (DSL) is an *always-on* Internet connection. DSL is available to only about one-half of the phone lines in Plymouth. Currently, dial-up links are available, as well as frame relay and T1 lines. PSU also has an extensive high-speed computer network across campus that allows faculty, staff and students to access the Internet and other resources quickly and efficiently.

Town Information

The Pease Public Library, Plymouth schools and the Town Offices are additional information sources in Plymouth. Other informal sources of local news include the Recycling Center, Anderson's Bakery, Hannaford's, and the local churches.

Web

There is a notable lack of information about Plymouth on the Web. The New Hampshire Association of Regional Planning Commissions provides community profiles, including Plymouth; on its data center web page. The North Country Council provides general information on its member communities, including data on population, employment, housing, health care options, transportation, among other things. The Plymouth Area Chamber of Commerce web page includes general information that pertains to Plymouth, as does Plymouth State University's site. Plymouth has a web site which is accessible but still under construction (www.plymouth-nh.org). At public forums in the past years, participants have repeatedly suggested developing a local web site to improve communication and community involvement.

11. Energy

Energy Use

Fuel Type Used	Plymouth		Grafton County		New Hampshire	
	# of housing units	% of housing units	# of housing units	% of housing units	# of housing units	% of housing units
Utility gas	79	4.7	487	1.5	87,287	18.39
Bottled, tank, or LP gas	122	7.3	4,580	14.5	50,823	10.71
Electricity	335	20.0	2,608	8.3	36,223	7.63
Fuel oil, kerosene, etc.	1,073	63.9	20,768	65.7	275,827	58.12
Coal or coke	8	0.5	42	0.1	873	0.18
Wood	61	3.6	2,950	9.3	20,226	4.26
Solar energy	0	0.0	11	0.0	180	0.04
Other fuel	0	0.0	115	0.4	2,263	0.48
No fuel used	0	0.0	37	0.1	904	0.19
Total Occupied Housing Units	1,678	100.0	31,598	100.0	474,606	100.00

Source: US Census Bureau 2000

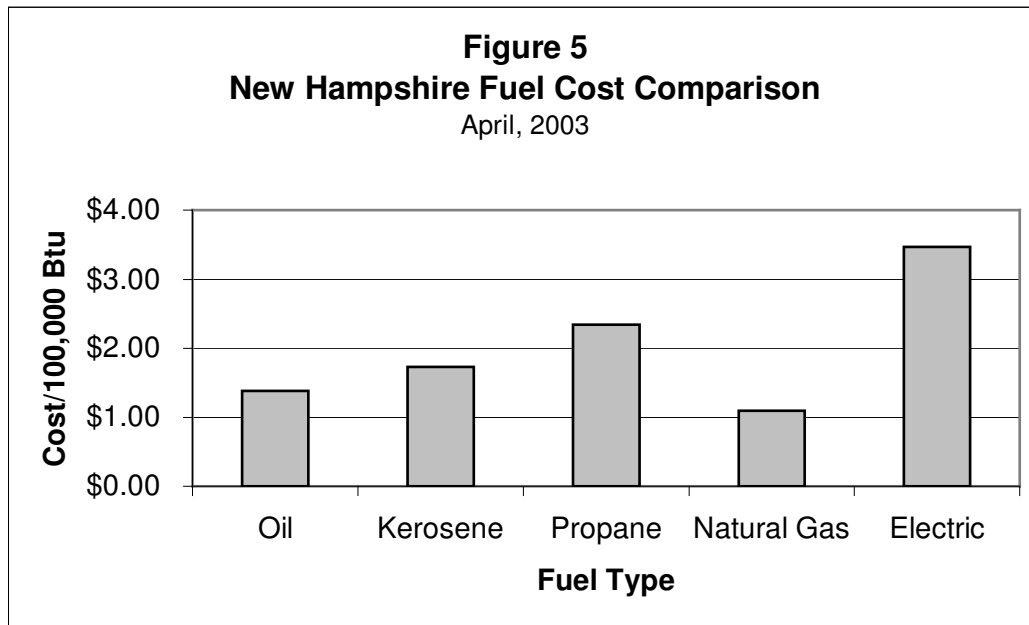
- Fuel oil is by far the most common fuel type used in Plymouth, as well as in the county and the state.
- The second most commonly used fuel type in Plymouth is electricity (20%). Comparatively, the percentage of houses in the county using electric heat is 8.9%; in the state, it is 7.6%. The significant difference is probably related to Plymouth being home of the NH Electric Coop headquarters.
- The second most common fuel for heat in the county is bottled or tank gas (almost 15%), while the state as a whole uses utility gas (19%).
- Wood is not a significant source of heat for Plymouth homes. About 9% of the county uses wood for fuel and only 4% of the state.
- While Plymouth has no homes powered by solar energy, there are 11 home in the county and 180 homes (.04%) in the state using solar power as their main fuel source.

According to NH Energy Facts 2002, NH ranks 41st in the nation for energy consumption per capita and ranks 19th in the nation for energy cost per capita.

Energy Supply

Heating Fuel

Plymouth is served by a number of oil and natural gas fuel suppliers in Grafton and Carroll Counties. The following chart compares fuel costs in New Hampshire, as of April 2003.



Source: Governor's Office of Energy and Community Services (NH OEP)

Fuel costs have skyrocketed since these data were collected two years ago. As of October 2005, the cost for 100,000 Btu's of oil is closer to the cost of electricity in 2003.

Electricity

In 1995, the New Hampshire Public Utilities Commission sponsored the "Roundtable on Competition in New Hampshire's Electric Energy Industry." Also in that year, legislative committee work began at the State House on House Bill 1392, which eventually passed both the House and Senate and was signed into law by the Governor in May of 1996. HB 1392 was a directive to the Public Utilities Commission to split up the traditional utility functions and "aggressively pursue restructuring and increased consumer choice" in the electric industry. Thus, instead of utilities generating, transmitting and distributing electricity, the law in New Hampshire mandates separation of the generation from the transmission and distribution functions and the provision of generation service by the competitive market. It maintains the monopoly for delivery of electricity, both the transmission and distribution, avoiding the duplication of poles and wires. So, while Plymouth's local utility remains in place to deliver electricity, other companies are able to sell the consumer the generation part of electricity.

In mandating competition, the legislature's goal was to lower New Hampshire's electric rates by bringing them closer to the regional average in order to: 1) help established businesses become

more competitive; 2) make New Hampshire a more attractive place to live and do business; and 3) provide financial relief to residential customers. (Source: NH Public Utilities Commission)

The local electric distribution company used in Plymouth is the **New Hampshire Electric Cooperative** (NHEC). Founded in 1939 by a group of farmers in Concord, NHEC is a nonprofit electric utility serving approximately 78,000 members in all or part of 116 of the 235 cities and towns across the New Hampshire. Today NHEC remains a consumer-owned and democratically controlled electric distributor. Its 5,000 miles of energized line traverse nine of the 10 counties in New Hampshire.

NHEC power is received from the New England Power Pool at a number of delivery points and includes a mix of hydro, coal, oil and nuclear. In addition, energy supply comes from three small power producers. These are Bracket Brook Hydro (40 kilowatts) in Orford, Tolles Energy Resources Sandwich Hydro (50 kilowatts) in Sandwich and the Tillotson Rubber Company (600 kilowatts of wood-fired cogeneration) in Dixville Notch. The Cooperative also receives power into its distribution system from Goodrich Falls Hydro (600 kilowatts) in Bartlett for wheeling to the Public Service Company of New Hampshire.

In recent years the Cooperative has focused on becoming a complete energy solutions company by offering for sale a range of electric products such as high-efficiency water heaters, temperature and outage notification devices, whole house surge protection, and outdoor lighting. The Cooperative also offers its residential and commercial members a variety of energy-efficiency programs, which are funded by the statewide Systems Benefit Charge (SBC).

Wood

Wood is obviously plentiful in the Plymouth region and is available from any number of people advertising via signs, newspapers and word of mouth. Green wood ranges from \$100-\$150 per cord; dry ranges from \$150-\$200 per cord. These prices have increased significantly during 2005.

Renewable Energy in New Hampshire

Although renewable energy does not seem to play a part in Plymouth, there is potential for wind generators and other renewables. Within the state, renewables are an important source of energy. There are:

- six wood-fired power plants in the state;
- three landfill gas-fired facilities; and
- two municipal solid waste-fired power plants.

NHEC Consumers

Today, eighty-seven percent of the **NHEC's** consumers are residential. The remainders are small commercial, large commercial and industrial consumers. Nearly 30% of the Cooperative's residential members are seasonal residents of Cooperative service territory. Only nine of the Cooperative's accounts have peak demands over 1,000 kilowatts and these are ski areas, a factory-resort complex, a packings manufacturing plant, a bottled water producer and a state university.

In the summer of 1999, these comprised 4.3% of the state's electric generating capability, according to "Energy Facts."

New Hampshire consumed more hydroelectric power than it produced in 1999 by a half-million megawatts due to contributions to the New England regional grid from sources such as Hydro Quebec.

There are nine utility-owned hydro-generation sites and 27 non-utility hydro-generation sites in New Hampshire. PSU has a cogeneration plant but it has been shut down recently due to a rise in fuel costs and the New Hampshire Electric Cooperative now supplies PSU.

Power Needs

Plymouth seems to have access to all of the electric power it needs. Energy efficiency and conservation in town facilities and services should be promoted and encouraged by increasing public awareness of conservation techniques and through good building design and careful site planning.

12. Planning Considerations

Goal: The provision of community facilities and services, utilities and energy to meet present and future demands of Plymouth residents in a cost efficient and environmentally sound manner.

1. Plan for adequate facilities and services to accommodate anticipated future demands, so that those demands do not create an unreasonable burden on the town's ability to provide them. To this end:
 - the scale and timing of development should be managed to ensure that the resulting demand for services and facilities does not exceed the town's ability to provide them;
 - the provision of new or expanded capital facilities should be coordinated to avoid sharp annual fluctuations in the property tax rate;
 - in the event new or expanded public facilities required to accommodate new development are not available or planned, the developer shall fund the proportional cost of the facility(s) needed to accommodate the new development unless the municipality determines that the proposed development will provide community benefits which outweigh or offset the cost of facilities.
2. Maintain and enhance existing town properties to meet the current and anticipated needs of the community. To the extent feasible, the most cost effective and efficient use of existing services, structures, facilities and utilities should be made before expanding capacity or constructing new buildings or facilities.
3. Continue to update annually the Capital Improvements Plan that anticipates needs for fire and police protection, ambulance service, solid waste management, recreation, land purchase, roads, schools and general governmental costs.
4. Implement the recommendations of the 2004 Pease Library Long Range Plan.
5. Ensure that all development is accessible to emergency service vehicles and require all new development to provide fire protection facilities as deemed necessary.
6. Establish a policy and procedure to evaluate new development proposals for impacts on municipal facilities and services to ensure that the developer funds and bonds the costs associated with new development, and to limit if necessary development from overburdening the town's ability to provide services and facilities in a cost effective manner.
7. Continue to manage, plan, and implement strategies to keep solid waste disposal costs as low as possible; also investigate ways to further expand recycling programs and improve existing programs.
8. Continue to support regional and not-for-profit organizations that provide important/valued community services.

9. Control the pace and the scale of development to insure the adequacy of facilities and services and to sensitive threatened areas (e.g., wetlands, natural habitats, agricultural areas, scenic vistas, historical and cultural resources, river quality.)
10. Support the efforts to construct an affordable Public Safety Complex to meet the existing and future needs of the community.
11. Monitor firefighting, rescue services and police protection needs.
12. Recognize that undeveloped land does not burden the town with demands for services and facilities. Evaluate the fiscal impact of potential public investment in land conservation and act accordingly to maximize the positive benefits of such investments.
13. Consider the imposition of impact fees for planned improvements to public facilities to ensure that the costs of new or expanded public facilities that are necessary to support new development are proportionally funded by that development.
14. Explore alternative funding mechanisms for local facilities, services and education to reduce the dependence on the property tax. Establish a strong and visible commitment to energy efficiency and sustainability.
15. Conserve forestlands using industry “best management” practices as a local renewable resource.

B. PLYMOUTH EDUCATION PROFILE

1. Summary

Plymouth's academic institutions distinguish the town from surrounding communities. Plymouth State University, Plymouth Regional High School and Plymouth Elementary School bring a large number of students, their families and nearby residents to Plymouth for education and employment, which in turn generates activity in Plymouth's streets and downtown businesses. The University and public schools offer sporting events and cultural activities making Plymouth an entertainment center for the region. The Plymouth public schools are considered by many to be among the best in the area making Plymouth a desirable place for families. In the 2004 Community Attitude Survey, 75% of the respondents were satisfied with the Plymouth's public educational system (14% had no opinion with only 8% dissatisfied.) For these reasons and others, the institutions help to shape Plymouth's identity. This section of the Master Plan provides a profile of these schools and the private educational institutions in the area to better understand their contributions to the community.

2. Plymouth Elementary School

Plymouth children attend the Plymouth Elementary School starting in kindergarten and going through eighth grade. The school is located off Highland Street on Old Ward Bridge Road adjacent to the Plymouth Regional High School (PRHS). The School Administrative Unit (SAU #48) is also located on Old Ward Bridge Road situated between the school facilities in the part of Plymouth zoned "Civic/Institutional."

The Plymouth Elementary School Board is a five-member board elected by town residents. It is responsible for students in kindergarten to eighth grade. It develops and adopts policies for the school and plans for facility needs.

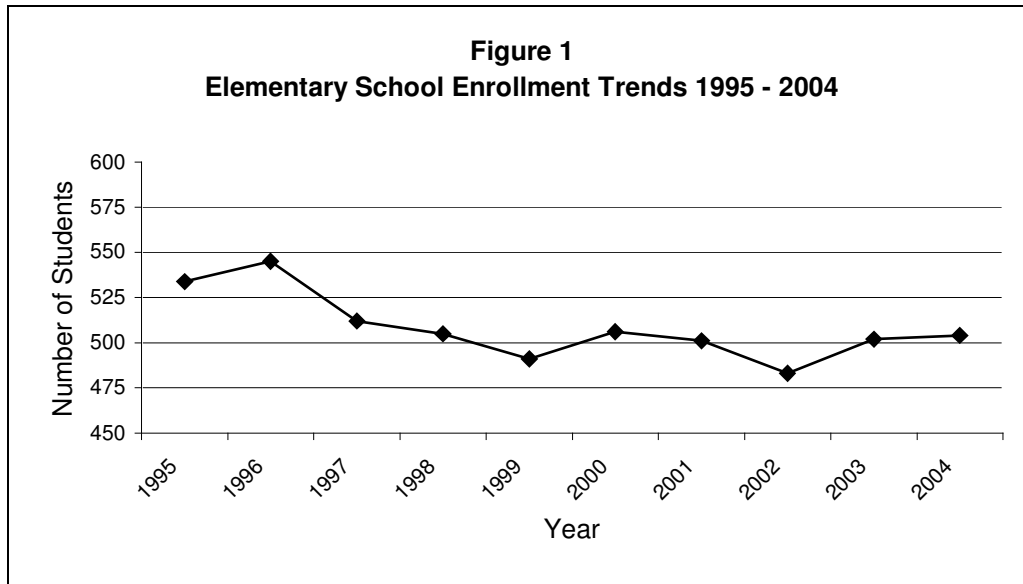
Plymouth Elementary School Enrollment Trends

The Plymouth Elementary School has a capacity of 600 students. Enrollment peaked in 1996 at 545 students, probably as the effects of the baby boom echo (the children of baby boomers entering elementary school) began to recede. Current enrollment is 504 students.

According to NH Department of Education data:

- Plymouth's kindergarten through grade 8 enrollment has seen minor fluctuations during the past ten years. In 1996, enrollment peaked at 545 students then dipped to the low of 483 students in 2002. Since then student numbers have increased by 4% (21 students) in 2004. It is too early to tell if this increasing trend will continue.
- During this same ten year period the town's population was relatively unchanged. However, new home construction since 2002 has been above the levels of the past decade which may indicate a population increase.

- As noted in data collected by the NH Department of Education, student enrollments in towns throughout the State of New Hampshire have generally been increasing. The number of students reportedly increased by 10% between 1994 and 2003, while Plymouth's student population declined by almost 6% during the same time period.



Source: NH Department of Education and SAU #48.

- Home schooling accounts for generally less than 1% of the total elementary-aged population and has seen insignificant fluctuations in the last four years. During the same four-year period, approximately 1.5% of elementary-aged students were home-schooled in New Hampshire with numbers increasing slightly annually.
- More than one-third of the elementary-aged students at Plymouth Elementary School is eligible for free or reduced cost lunches. Data prior to 2002 was unavailable.
- Plymouth maintains small class sizes with an average student to teacher ratio of 17 to 1 during the last three years. NH Department of Education Rule Ed 306.16 specifies a maximum allowable class size of 25 for grades 1 and 2 and 30 students for higher grades.

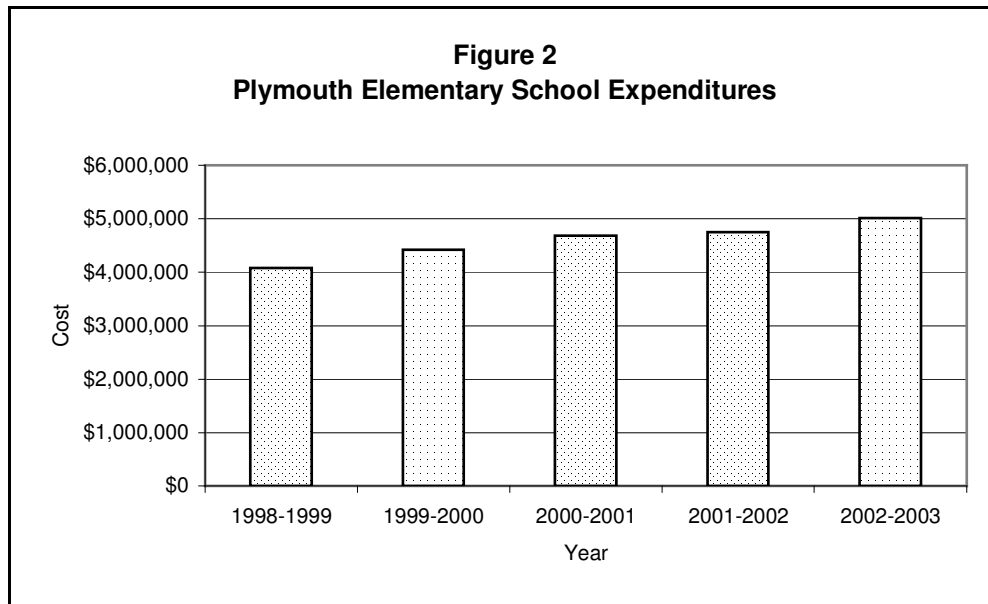
	1999-2000	2000-2001	2001-2002	2002-2003	2003-2004
Kindergarten	45	40	44	35	44
Elementary (1-8)	438	466	457	448	438
Home schooled	NA	5	3	8	6
Total elementary-aged children	483	511	504	491	488
Students eligible for free lunch	NA	NA	NA	35.9%	34.9%
Attendance	95.9%	95.8%	96%	95.7%	NA
Students per teacher	NA	NA	17	17	21

Source: New Hampshire Department of Education. NA = data not available

Education Costs

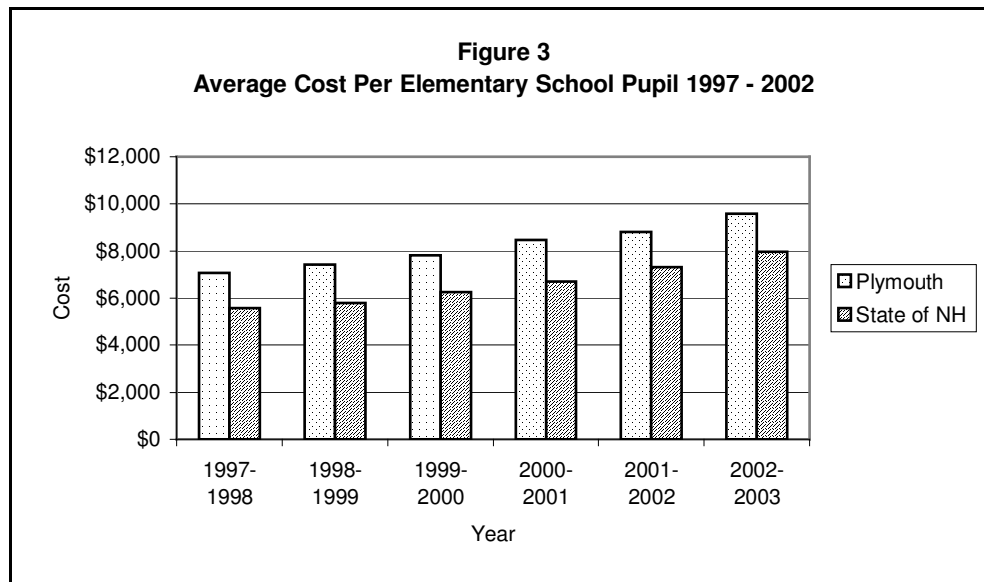
Like most school districts in New Hampshire and across the nation, the Plymouth School District has seen an increase in the total recurring expenditures at the Plymouth Elementary School during the past five years. According to the NH Department of Education:

- The total recurring expenditures at the elementary school increased by 22.7% between 1998 and 2003 from \$4,082,708 to \$5,009,906 (figures not adjusted for inflation).



Source: .NH Department of Education

- During the same period of time, the average expenditure per Plymouth Elementary School student increased from \$7,432 to \$9,567 or 27% in five years. While the State average increased by 37% (\$5,793 to \$7,961).



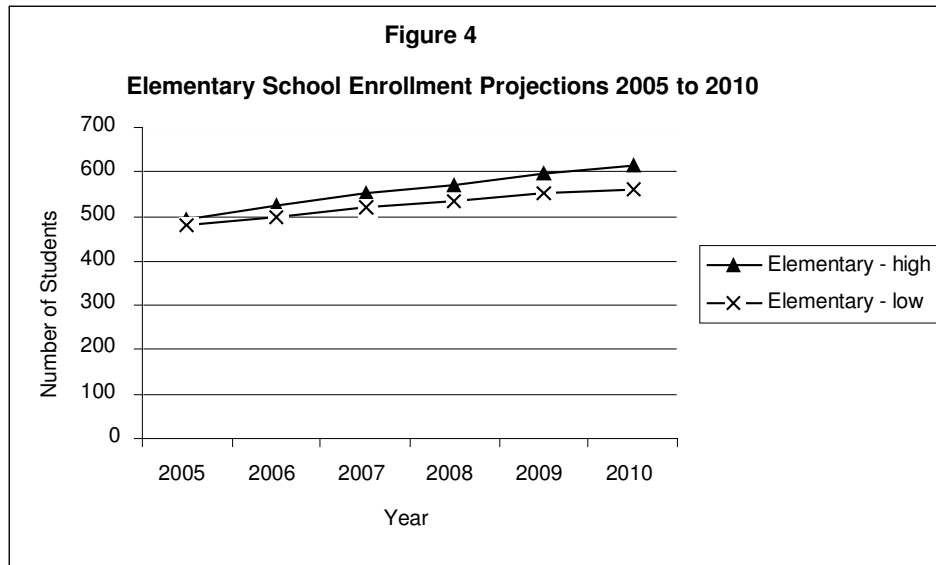
Source: .NH Department of Education

- Plymouth's expenditure per elementary student since 1998 has been consistently higher than the State's average.
- In 1998, Plymouth spent roughly 28% more per pupil than the state average expenditure. Five years later, expenditures per Plymouth pupil had dropped to 20% more than the average NH elementary school student.
- Conversations with the SAU and Plymouth School Board members attribute the cost difference to economy of scale; the District's commitment to small class size; extensive co-curricular program including A+ (an after-school program), intramural sports, club activities and other after-school programs; and collaboration with the Town's Recreation Department.

Enrollment Projections

Student enrollment projections were developed by Applied Economic Research in June 2003 for the Phase I analysis to explore the feasibility of school impact fees. Russ Thibeault, the author of the *School Impact Fee Feasibility Analysis*, used the cohort-survival method to develop enrollment projections. It is the standard school enrollment projection technique and generally, is quite accurate for projection periods of ten years or less. Two projections were developed; one reflecting recent trends and the second reflecting a greater rate of development based on a recent housing study for Plymouth. According to the Phase I analysis, the following projections cover the range of probable future enrollment at Plymouth Elementary.

- Student enrollment at the Plymouth Elementary School will rise slightly and then remain relatively flat for the foreseeable future.
- Based on these projections, the elementary school appears to have adequate capacity to accommodate anticipated growth.



Source: *School Impact Fee Feasibility Analysis* by Applied Economic Research, June 2003

- It is recommended that the Plymouth School District revisit these projections on an annual basis using the most current information available including birth data and building permit/housing unit activity.

Facility Needs at the Elementary School

As noted previously, the Plymouth Elementary School has a capacity of 600 students. The school was built in 1990 and is in excellent condition. The Plymouth School Board plans for the short and long term needs of the facility including the grounds. Long-term improvements that are addressed in the town's Capital Improvement Plan are:

- Replacement of the 10,000 gallon underground storage tank and upgrade of the monitoring equipment, estimate \$100,000.
- Purchase of an electrical generator, to equip the building for potential use as a civil defense site, estimate \$95,000.
- Recondition and pave the parking lots.

Short-term upgrades and replacement of furnishings and equipment are addressed annually through the budget process.

In addition to the aforementioned improvements, it has been noted that any future facility needs should incorporate sustainable design principles (i.e., energy efficiency, "day-lighting," toxic-free paints, carpets, etc.) The School Board working with town officials should encourage and help provide safe routes to school so more children can walk and ride their bicycles. (See Transportation Profile for more information.)

3. Plymouth Regional High School

Plymouth Regional High School is a four-year comprehensive public high school with a vocational center and alternative high school program. It serves Plymouth teenagers, as well as, teens from seven surrounding communities including:

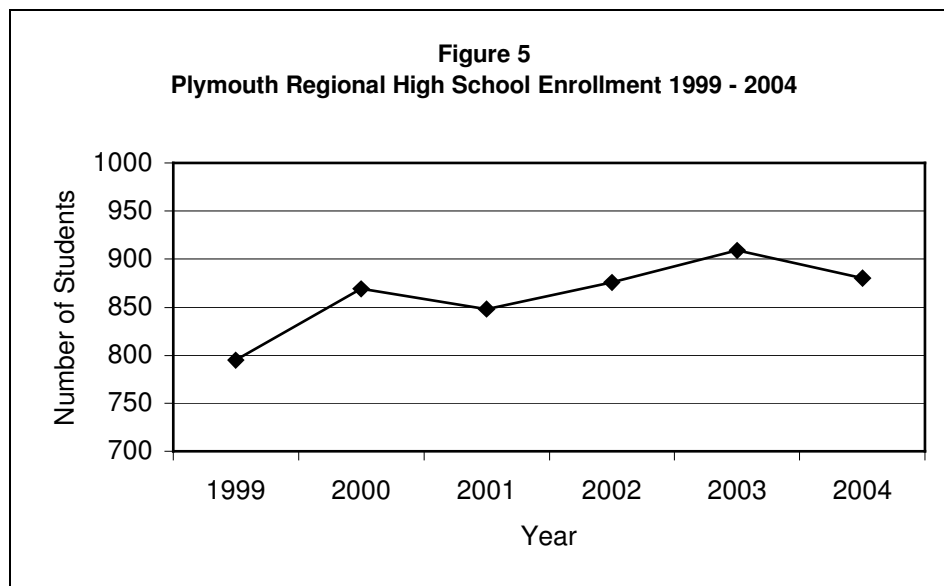
- Ashland
- Campton
- Ellsworth
- Holderness
- Rumney
- Thornton
- Wentworth

Waterville Valley also sends children to PRHS.

The Pemi-Baker Regional High School Board is a 13-member board with elected representatives from the eight communities that comprise the district. They serve students from grade 9 through grade 12. The school board develops and adopts policies for the school and plans for facility needs and also develops the school budget. The budget is acted on by voters in the district. The SAU provides general administrative services to all schools in the district and supervises the expenditure of all funds appropriated for public schools.

Plymouth Regional High School Enrollment Trends

According to the SAU, Plymouth Regional High School has a capacity of 1,000 students. In contrast to the elementary school enrollment trends, high school enrollment has been rising.



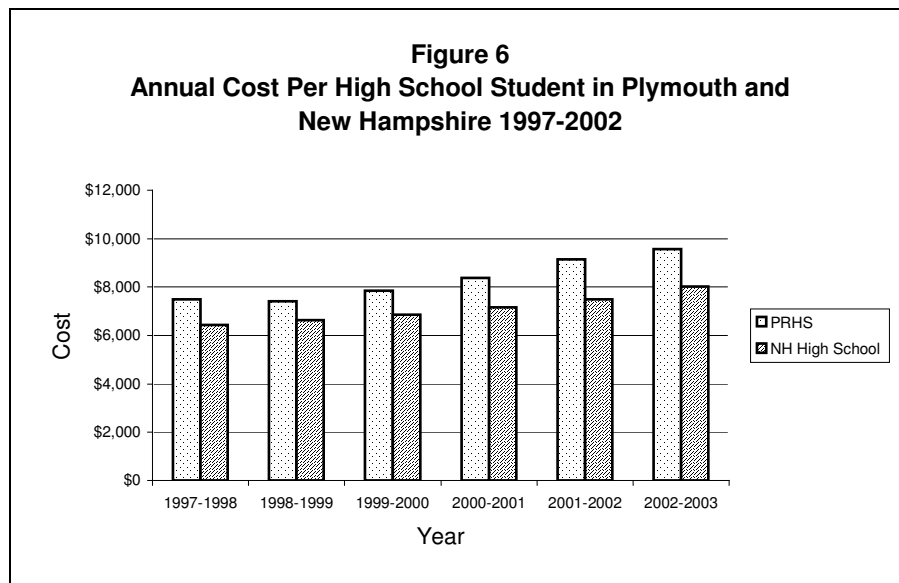
Source: .NH Department of Education

- Enrollment in the past decade peaked in 2003 with 909 students. It has been noted that the influence of the baby boom echo is still being felt and some of the outlying communities may be growing faster than Plymouth.
- Fall 2004 figures indicate a return to the 2002 enrollment, which is still below the high school's capacity of 1,000 students. Overcrowding at the high school does not seem to be a problem at this time.
- Approximately 67% of PRHS seniors go to post-secondary school upon graduation. The drop-out rate at PRHS is 2.2%.

Education Costs

As noted previously, Plymouth's public high school students attend PRHS.

- Plymouth's cost per high school pupil has increased from \$7,500 per year in 1997 to \$9,569 per year in 2002. This 28% increase is only slightly more than the State's increase of 25%.
- The 2002 State average costs per student were 19% lower than the per student costs at Plymouth Regional High School.



Source: New Hampshire Department of Education

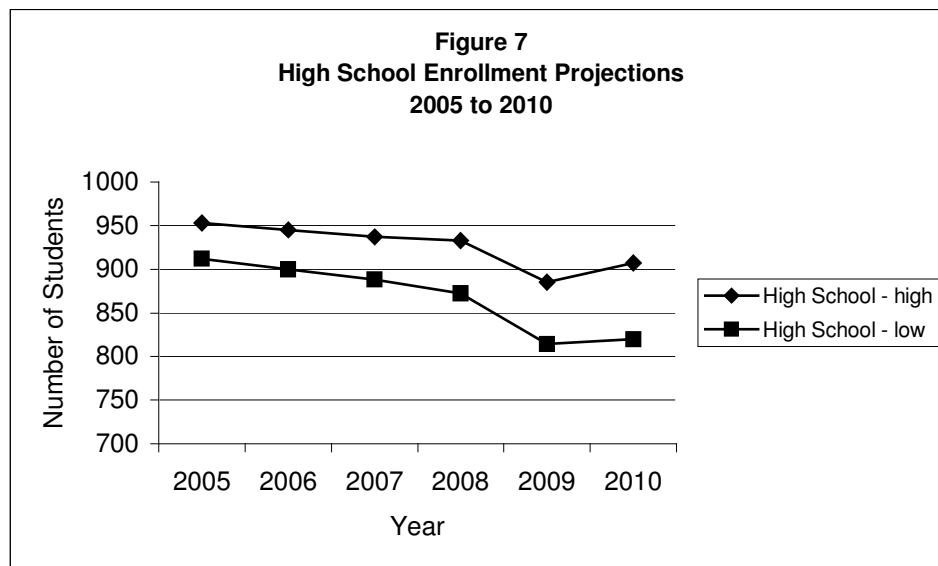
- Conversations with the SAU attribute the cost difference between PRHS and NH average to a number of issues similar to those associated with the Plymouth Elementary School. These include:
 - economy of scale (PRHS is not a big NH school nor is it so small that it does not need to offer a wide variety of programs);

- the town's commitment to small class size and a strong special education program;
- an extensive co-curricular program.

Enrollment Projections

Enrollment projections for PRHS were developed by Applied Economic Research in June 2003 for the Phase I analysis exploring the feasibility of school impact fees. According to the Phase I analysis, the following projections cover the range of probable future enrollment.

- It is anticipated that high school enrollment will dip slightly within the next five years and then remain constant for the foreseeable future, like the K-8 enrollment projections.
- Based on these projections, the high school appears to have adequate capacity to accommodate anticipated growth.
- It is recommended that the Pemi-Baker Regional School District revisit these projections on an annual basis using the most current information available including birth data and building permit/housing unit activity.



Source: *School Impact Fee Feasibility Analysis* by Applied Economic Research, June 2003

Facility Needs

In the fall of 2003, the Pemi-Baker Regional School Board authorized the long-range study and review of its present facilities in light of future growth and program needs. After extensive debate and evaluation of data, the committee determined that:

- The area's population growth is relatively stable. The age group that shows the greatest increase, like the rest of the nation, seems to be people over-60 who generally are not sending children to school

- From a developmental standpoint, the current structure of the area elementary schools (kindergarten through 8th grade) feeding students to the high school (9th through 12th grade) best meets the current demands.
- The high school has adequate capacity to meet existing and future needs.

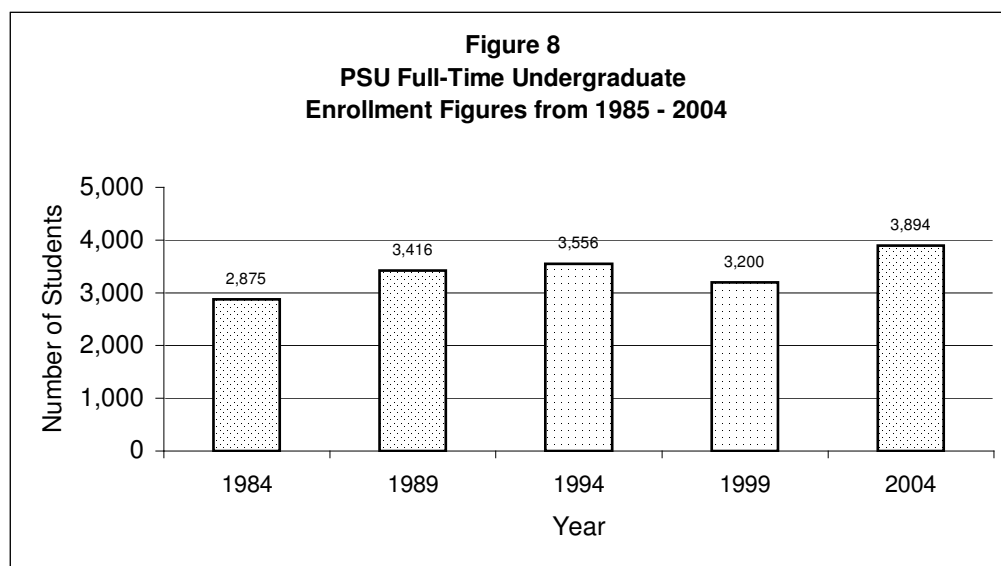
4. Plymouth State University

With a core campus of over 46 buildings on approximately 170 acres in Plymouth and Holderness, Plymouth State University is a dominant factor in the character of Plymouth. Boundaries between PSU and the town are often blurred which has reinforced their mutual interdependence and, upon occasion, created challenges. As the university evolves, so the town will evolve. This section presents a brief history of the university, recent enrollment trends and key PSU planning assumptions.

From Normal School to Plymouth State University - Trends

Plymouth State University was founded in 1871 as a normal school. It has evolved from a normal school to a teacher's college to a state college and in 2003 to a state university. It is a co-educational, residential university with an enrollment of approximately 4,000 full-time undergraduate students and 1,050 graduate students in the fall of 2004. According to the PSU web site, "Plymouth State preserves the brick-and-ivy look of its New England small-college heritage while integrating state-of-the-art technology and facilities into an attractive, contemporary campus design."

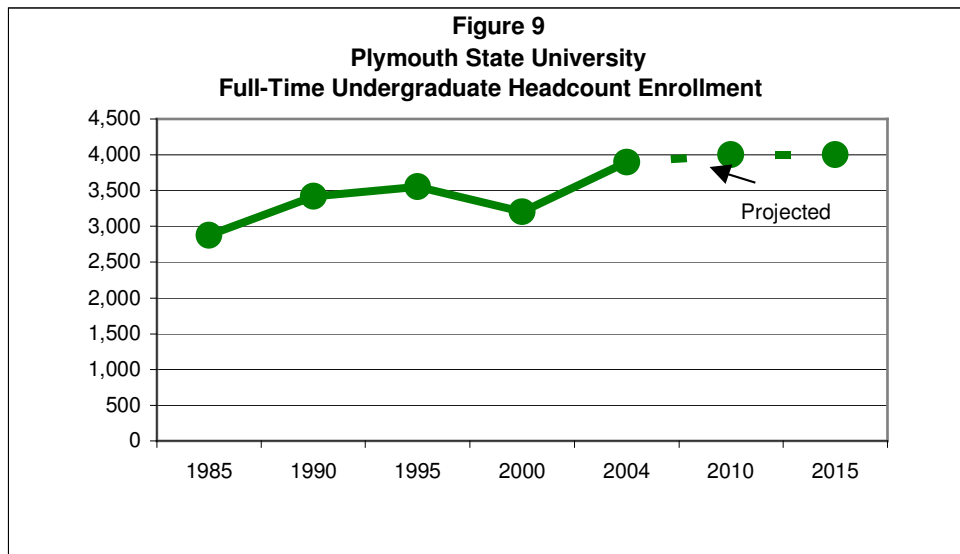
As PSU has evolved, its student population has increased significantly, relative to the number of permanent town residents. The following enrollment trends include all full-time undergraduates.



Source: Nick Mathis, PSU Office of Institutional Research - June 1, 2005

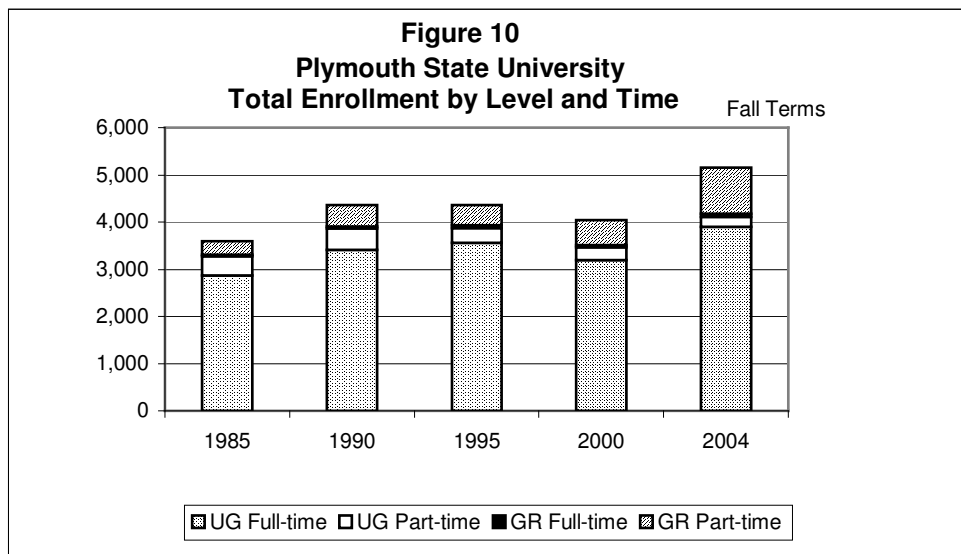
- Since 1984, PSU has increased its undergraduate student body by about 35% from 2,875 students to 3,894.

- Enrollment figures do not include full-time graduate students nor any part-time students.



Source: Nick Mathis, PSU Office of Institutional Research - June 1, 2005

- Based on the PSU Master Plan and conversations with the Office of Institutional Research, it is anticipated that PSU enrollment will reach its peak of 4,000 full-time undergraduates within a few years and maintain 4,000 students through 2015.



Source: Nick Mathis, PSU Office of Institutional Research - June 1, 2005

- Since 2000, there has been a 31% increase in student population with a near doubling of the full-time graduate program from 36 to 69 students.
- The part-time graduate student population has increased by 47% from 528 to 974, while part-time undergraduate population decreased from 271 to 214 (-21%).

- Approximately 56% of the undergraduate population lives on-campus in housing that ranges in age and character.

Planning at PSU

Planning at Plymouth State University is ongoing and recently has included the preparation of the University Master Plan. The *Plymouth State University Campus Master Plan: A Framework for Future Decision Making* (November 2004) (see Appendix) identifies key planning assumptions as the university looks to the next ten years in Plymouth and Holderness. These assumptions include:

- (1) Minimal growth in traditional student population
- (2) 65% undergraduate students housed on campus
- (3) New residence halls should:
 - be small in scale
 - be built in suite-style configurations
 - provide for 280 to 320 gross square feet per student and
 - incorporate principles of sustainable design.
- (4) Existing Residence Halls should:
 - be renovated according to need
 - include a mix of singles, doubles and suites
- (5) Classrooms to achieve 25 square feet per person (*national standard*)

The Campus Master Plan provides a number of recommendations for future projects. Taken directly from the Campus Master Plan (page 7), the summary of recommendations follows:

Academic:

- Renovation and addition of new athletic facilities at Holderness Campus
- New Hyde Hall extension
- New academic building on the site of existing Holmes House
- Miscellaneous renovations/upgrades

Administrative:

- Rounds Hall changes use to function as ceremonial administration building
- Spere Hall converts to accommodate new uses
- President's House changes use to accommodate administrative functions
- Welcome Center at Holderness
- Re-locate campus bookstore and/or art gallery to Main Street in town

Residential:

- 650 new suite-style beds in North Campus district
- Renovations of various existing resident halls

Student Services:

- HUB addition and renovation
- 'Mini hubs' at Russell House, PE Center, and Center Lodge
- Spere Hall converts to student services and learning support center

Infrastructure/Landscape:

- TEA-21 Bridge Realignment project and streetscape improvements
- Campus arrival/entry streetscape improvements
- Signage Plan
- Co-Generation plant expansion and related landscape improvements
- Various utility infrastructure projects

Sustainability:

- Design guidelines for new site and building systems that include life cycle criteria, deferred maintenance priorities, and ongoing custodial concerns.

Parking (see PSU Master Plan page 39):

- No free parking
- Parking fee related to convenience of parking
- Limited residential parking on Holderness side in flood prone zones

In addition to these comprehensive recommendations, the Campus Master Plan outlines multiple tracks for implementation and construction. It also recognizes the fluid nature of state funding for state university system projects.

5. Private School Opportunities

In addition to public education opportunities in Plymouth, there are a number of private schools in town and in the immediate vicinity. Private schools serve not only the kindergarten through high school population but also the pre-K sector. A sampling of these schools include:

Plymouth Preschool

The Plymouth Preschool is a self-funded program for 3 to 5 year olds. The preschool is located within the Plymouth Elementary School. It serves approximately two dozen children annually, primarily from Plymouth. The preschool offers two morning sessions per week. The 3 and 4 year olds meet on Tuesdays and Thursday. The older preschoolers meet on Monday, Wednesday and Friday.

Plymouth State University Child Development and Family Center

The PSU Child Development and Family Center serves 57 children ranging in age from 18 months to kindergarten. The facility is located on Langdon Street. Since 1995, the PSU Child Development and Family Center has been accredited by the National Academy of Early Childhood Programs. This accreditation is considered a guarantee of high quality care for children - only 7% of the nation's facilities have achieved this distinction.

Plymouth Area Head Start Program

The Head Start Program, which is located at the Whole Village Family Resource Center on Highland Street, provides preschool opportunities for low-income Plymouth families. There are 20 preschoolers enrolled in the Tuesday through Friday program during the school year.

Bodhi Tree Montessori School

Located in Rumney on 8 acres adjacent to the Baker River, the Bodhi Tree Montessori School opened its doors in 1999 to 11 children. The school and the original 11 students have grown up together. Bodhi Tree Montessori offers a pre-K through 6th grade education based on the philosophy of Doctor Marie Montessori. Fifty children attend the secular institution with ten students from the town of Plymouth.

Calvary Christian School

Located on Yeaton Road in Plymouth, the Calvary Christian School provides a Christian education for approximately 60 area students ranging from pre-school to 12th grade. The school was established in 1976 by Calvary Independent Baptist Church of Plymouth.

Holderness School

The Holderness School is a private high school with a student body of 270 students. It is located on a rural, 600-acre campus in the town of Holderness. More than three-quarters of the students live on campus with 57 day students.

Mount Prospect Academy (formally Wreath School)

In 2003, the Wreath School was bought by the Becket Family of Services and became Mount Prospect Academy. Becket Family of Services has been educating youth experiencing difficulties since 1964. The Academy is located on Main Street in Plymouth. Annual enrollment is approximately 40 students ranging in age from 11 to 17. In general, students are not from the immediate vicinity.

New Hampton School

New Hampton is a private high school located on 100-acre campus in the village of New Hampton. There are 100 day students and 225 students that live at school. From 1999 through spring 2005, New Hampton has enrolled 23 students from Plymouth.

School	Grades Offered	# of Students	# of Plymouth Students	Student to Faculty Ratio
Bodhi Tree Montessori	pre-K - 6	50	10	8:1
Calvary Christian School	pre-K - 12	60	3	6:1
Holderness	9 - 12	270	8	6:1
Mount Prospect Academy	6 - 12	40	0	5:1
New Hampton	9 - 12	270	6	5:1
Plymouth Area Head Start	preschool	20	20	10:1
Plymouth Preschool	preschool	24	22	6:1
PSU Child Development Center	preschool - K	57	~30	5:1

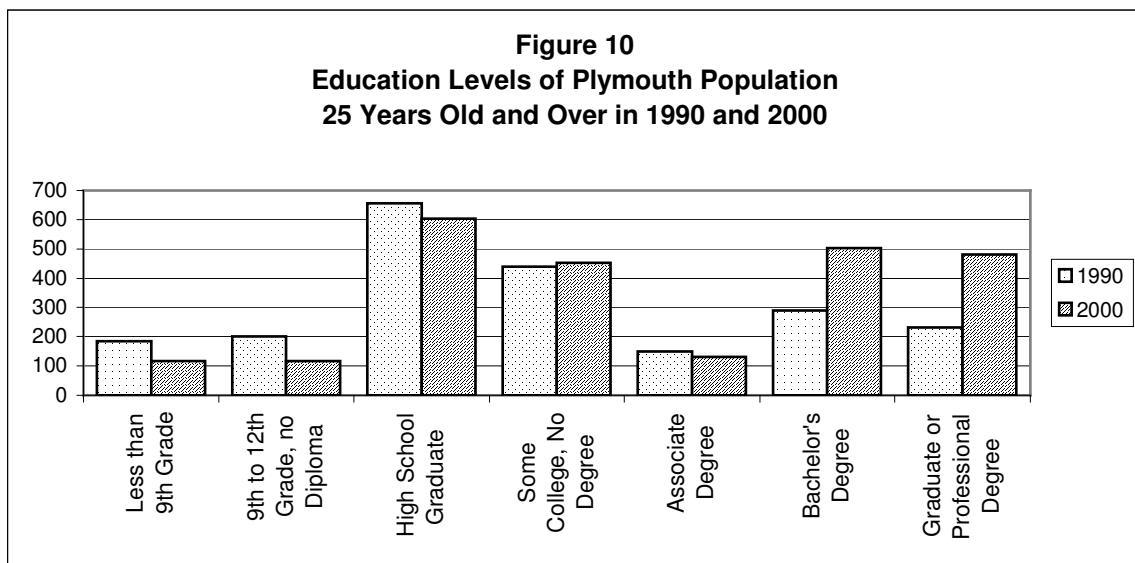
Source: May/June 2005 phone conversations with representatives from the institutions.

Although the Town of Plymouth is not directly involved in providing day care or private school opportunities to local residents, it does allow for these institutions to exist and expand in town through its zoning ordinance. Changing demographics resulting in one parent homes and more two working-parent families have created a growing need for adequate day care for children as well as an aging population that may demand day care services for seniors. Anecdotaly, there is a shortage in Plymouth for consistent full-time, high quality childcare for the working parent.

While there are few actions the town would likely take to remedy the potential shortage of day care facilities, the town could encourage development through the elimination of any regulatory barriers.

6. Educational Opportunities for Adults

Plymouth has seen a change in the education levels of its population since the 1990 Census. The numbers of people with a Bachelor's degree and or a graduate degree have nearly doubled. This trend, although more pronounced in Plymouth, is similar to the rest of the country in that college degrees are becoming as important for employment opportunities as a high school diploma was thirty years ago.



Source: US Census 1990 and 2000

With a well-educated community comes the demand for adult education offerings. Such offerings are available at PSU and Granite State College (formely the College of Lifelong Learning) through the state university system as well as other private institutions. The Internet also has made lifelong learning opportunities more accessible to Plymouth residents.

7. Planning Considerations

Goal: Promote timely coordination and cooperation of public school and town planning efforts.

- (1) Schedule periodic meetings between Planning Board and School Boards to encourage communication and coordination of town and school plans.
- (2) Continue to share residential development proposals with the SAU and School Boards.
- (3) Revisit school enrollment projections on an annual basis using the most current information available including birth data, building permit/housing unit activity, and annual inventories of taxable properties. Track data on behalf of the town and in concert with the SAU.
- (4) Coordinate major school capital expenditures with the town's capital budget in order to minimize the tax rate increase in any one-year. Continue to improve the Capital Improvements Program.
- (5) Encourage the School Boards to continue to share their budget and meet quarterly with the town.

Goal: Create a healthy balance between the community and the university so that neither dominates nor has an adverse impact on the other.

- (1) Enhance interaction between town government, residents of Plymouth, and PSU.
- (2) Plymouth administrators, boards, commissions, and committee should work closely with PSU on land use and development issues, through shared master planning results and conceptual project plans, and regular discussion of issues of common concern.
- (3) Attention should be paid to the "boundary" between PSU activities and adjoining neighborhoods. Careful planning, setbacks and where possible buffers should be considered to provide reasonable transition from institutional use to residential use, to protect the character of the neighborhood and to protect residents from noise, light, activity, odor, university pedestrian traffic and vehicle traffic.
- (4) Encourage the town and University to work together to promote safe walking and cycling routes to the educational institutions.

C. PLYMOUTH TRANSPORTATION PROFILE

1. Summary

- Single-occupancy vehicles are the dominant mode of transport in Plymouth.
- The average Plymouth commuter spends about 18 minutes traveling in one direction or 28% less time than the average New Hampshire commuter.
- More than half of the Plymouth resident labor force (53% of 3,027) works in Plymouth while the remaining percentage commutes out-of-town. About 51% of those commuters are employed in Grafton County.
- 66 miles of road and highway serve the town. Three Interstate 93 exits feed into Plymouth; one is located within the town's borders.
- Plymouth has not designated any roads as "Scenic Road" (under RSA 231:157 which provides protection of features located within rights-of-way,) although Old Hebron Road is treated as a scenic road.
- Traffic volumes east of the West Plymouth traffic circle on Routes 3A and 25 increased by 61% from 1982 to 2003. Traffic on other roads seems to be increasing as well, particularly on Highland, Langdon and Thurlow Streets and Reservoir Road.
- The *Route 25 Plymouth Tenney Mountain Highway (TMH) Access Management Study* recommends a number of techniques to improve traffic along TMH.
- Unlike most rural NH towns, Plymouth has public transportation options.
- Downtown parking and parking in nearby neighborhoods are problems that need to be addressed.

This transportation profile includes information about commuting patterns, road network, operation, maintenance and special issues concerning Plymouth roads, traffic, transit and public transportation, alternative means of travel, and parking. It incorporates data from the 1980 through 2000 US Census, North Country Council, traffic counts from the state, data and comments from the town and the Transportation Profile Review Committee, and public input to provide information to develop goals and recommendations for Plymouth's future.

2. Commuting Patterns

Like most rural places in the United States, automobiles are the dominant mode of transportation in New Hampshire. Compared with the county and state as a whole, however, Plymouth residents are more likely to walk, bicycle, and take public transit to work or work at home. According to the 2000 US Census:

Mode of Travel to Work	Plymouth	Grafton County	New Hampshire
Drove Alone	60.6%	72.8%	81.8%
Carpooled	14.0%	12.2%	9.8%
Transit	1.2%	0.7%	0.7%
Bicycle	1.2%	0.6%	0.2%
Walk	15.7%	7.7%	2.9%
Work at home	6.2%	5.3%	4.0%
Other	1.1%	.7%	0.6%
Mean Travel Time (one direction in minutes)	18.3	21.3	25.3

Source: US Census 2000

- Plymouth residents are more likely to carpool than residents of the county as a whole, and the rate of carpooling is nearly 5 percentage points greater than that of the state.
- About three-quarters of Plymouth's resident labor force drive to work.
- The mean travel time of Plymouth residents' commute is 7 minutes less than the state average commute and 3 minutes less than that of the county.
- Nearly half (46.7%) of Plymouth's resident labor force traveled to jobs located in other communities. Of these commuters 51.3% were employed elsewhere in Grafton County; an additional 20% traveled to communities in Belknap County. The remainder traveled to jobs located in seven NH counties, with a few town residents holding jobs in other states. (See Sense of Community/Economic Profile, Section 3, Figure 4.)

3. Road and Highway Network

Given the dominance of the car for local transportation, roads and highways are key networks in Plymouth. Approximately 66 miles of roads and highway serve the town. There are 14.4 miles of state highway and 45.8 miles of maintained town roads. An additional 5.53 miles of Class 6 town roads are not maintained on a year-round basis by the municipality, although private landowners maintain some segments of Class VI roads.

State and local roads serve different transportation functions depending upon their design. The functional classification of a particular road is defined by the degree of access to adjacent land, the mobility it provides, and particularly in the case of rural highways, the region or area it serves. A simplified functional classification system applicable to Plymouth includes limited access highways, arterial highways, collector roads and local roads. These may be described as follows:

Type	Classification Description	Name of Route (examples)	Miles	Speed (Mph)
Limited access highways	Designed for rapid movement of heavy volumes of traffic. Direct access to adjacent property is not allowed nor is parking, cycling nor walking along the right-of-way.	Interstate 93 Exits 25 and 26 serve Plymouth with full north/south access	1.0	45-65
Arterial highways	Regional and statewide routes, linking cities, larger towns, and other major traffic generators. Generally, provides direct access to abutting properties and may be subject to some regulation.	Tenney Mountain Highway (Route 25), Routes 3, Main Street, 3A and 175A	13.4	30-50
Collector roads	Serve local community and links to neighboring towns and region, rather than statewide travel. Also provides access to abutting properties, although access may undermine transportation function of busy collector routes.	Highland Street (through "truck traffic" restricted), Thurlow Street, Reservoir Road	10.23	25-35
Local roads	Provide access primarily to adjacent land and roads of higher classification and provide for travel over relatively short distances when compared to collectors. Local roads offer the lowest level of mobility.	All of Plymouth's rural highways - Class 5 roads	35.57	20-25
Class VI roads	Roads discontinued as open highways, highways subject to gates and bars, and highways not maintained for year-round vehicular travel for five successive years or more. Not maintained with town highway funds.	Pike Hill Road, portions of Binks Hill, Hunt, Chaisson and Old Stagecoach (Thurlow Extension) Roads	5.53	
Total Road Mileage			65.73	

Source: NH Department of Transportation

Class VI Roads

Class VI roads may be upgraded to serve property development needs, provided such an upgrade meets the town's road construction standards and is paid for by the developer. In the past, a request to upgrade a Class VI road has been reviewed on a case-by-case basis. Subdivisions are discouraged unless the road is brought up to town standards.

In March 2005, the town began drafting a written policy to help guide development of land served by Class VI roads. In addition to road conditions, the written policy may include standards for the provision of community services (police, fire, ambulance, school busing), as some outlying areas may be excessively expensive to provide these services. To date, the **Selectboard** has not adopted a policy.

Scenic Roads

Plymouth has not designated any road segments as “Scenic Roads” under RSA 231:157, which provides protection of features located within the right-of-way that contribute the road’s scenic character. However, the town has treated Old Hebron Road as "scenic."

4. Town Road and Bridge Maintenance: Highway Department

Plymouth's roads are maintained by the Highway Department, which is located at 32 South Street currently adjacent to the Plymouth Village Water and Sewer District sewage treatment plant. The 50' by 122' foot steel building houses the offices and equipment required to maintain the streets and sidewalks. There are 5 full-time employees including the Highway Department Manager. Part-time employees and contractors are hired during the winter for snow removal.

Road Standards

All new roads built to serve development in Plymouth must be constructed to road construction standards set forth in Plymouth's Subdivision Regulations. The town also has a Road Acceptance Policy (adopted 1994) that outlines the procedure for acceptance of a private road by the Selectboard. There are several private roads in town that are developed but are not up to town standards and therefore, have not been accepted as public streets (i.e., Reservoir Heights.) The Highway Department Manager or a consulting engineer for the Planning Board and Board of Selectboard inspects roads to determine compliance with such standards.

Maintenance expended on roads while they are still in good condition costs less than repairs when roads are deteriorated.

Bridges

There are twenty bridges in Plymouth, eight of which are State owned and maintained. These include:

- Holderness/Plymouth Bridge
- Smith Millennium Bridge (strongest covered bridge in the state)
- Yeaton Road Bridge
- Two bridges on Interstate 93
- Route 3 over Exit 26 off ramps
- Route 3A near Tenney Mountain Resort
- Route 25 (over the Baker River).

Plymouth owns and is responsible for maintaining the other bridges in town.

In the past five years, the Highway Department has rebuilt a number of bridges that qualified for Municipal Bridge Aid from NH Department of Transportation. The bridges were rebuilt and box culverts were installed. Five bridges have been completed or are scheduled for construction.

These include:

- New Hebron
- Cummings Hill Road
- Morse Road
- Old Hebron Road (2006)
- Reservoir Road (2006)

5. Town Road Issues

There are a number of issues relating to roads that the town needs to address.

- a. Downtown congestion on Main Street is increasing which may dictate the need for a bypass roadway between Route 175A and Route 3 at the southerly end of Main Street. A bypass would relieve congestion and provide an alternate route that could improve public safety and emergency relief when the downtown area along Main Street becomes impassable.
- b. Highland Street reconstruction is a multi-phased project. Phase I, from Langdon Street to Broadway Street, has been completed. It was funded using a Disaster Recovery grant from the Community Development Block Grant program. Phase III (the most expensive phase ~ \$1.35 million), from the Tenney Mountain Highway intersection improvements eastward to Reservoir Road/Ward Hill Road, will go to bid in 2006. The project was funded through ISTEA with 20% of the project's cost being raised through taxes by the town. The town has been very fortunate to receive these grants. Phase II between Broadway westward to Reservoir Road/Ward Hill Road is un-funded. Although Phase II is a high priority project for the town, it is unlikely that ISTEA grant funds will be available in the near term to complete the improvements. The Planning Board and Selectboard need to define a capital project for future funding to complete this section of roadway.
- c. Route 3 north of Plymouth, from Pearl Street to Foster Street has pedestrian/bicyclist issues, as well as an intersection/rail crossing alignment issues at the Foster Street intersection with Route 3 (across from Exit 26 on ramp to I-93). There are also vertical and horizontal sightline deficiencies and roadway width issues in vicinity of the National Guard Armory. No funding or projects have been established by the State to address these situations to date, although they have been discussed at the District and Commissioner's office level. There is also a snowmobile trail issue in this area that involves connection of the north-south corridor with the east-west corridor.
- d. Route 3 south of Plymouth has road width and shoulder problems in accommodating bicyclists. There also is a flooding issue in some areas where the roadway needs to be raised above the 100-year flood elevation. Parker Street intersects with Route 3 at an oblique angle that creates extremely limited sight line from the south and classified as a high-risk intersection.
- e. There is growing concern about the adequacy of Bell Road (unpaved and very narrow, less than 20-foot travel width) to handle growing traffic volumes from residential development and local residents using this roadway to Route 3A south, as a result of the increased congestion on TMH. If the town wants to upgrade Bell Road, in addition to the costs of construction, it will be necessary to acquire rights-of-way. New development and property owners along the roadway will likely "share in the cost" to upgrade.
- f. Cummings Hill Road is also a narrow, dirt road that has experienced a significant increase in traffic volumes due to the Walter Newton Recreational Area development and some growth in residential homes in the area. Any new residential development off this road should pay

for road improvements. Roadway improvement options are limited by topography, ROW and will be very costly, much the same as noted for Bell Road.

- g. Webster Terrace and Gould Street, both located off of Russell Street, are steep, narrow roads that present public safety issues. These roads currently have limited usage (off-campus housing traffic) but are likely to be upgraded (ways yet to be determined) to provide access to potential parking on a terrace level to the rear of properties fronting on the west side of South Main Street. This would need to be accomplished by developers involved in new or redevelopment projects on the west side of South Main Street. These roads provide pedestrian connections to Main Street from Russell and Pleasant Street areas and will need to be preserved and upgraded when redevelopment occurs.
- h. There are also pedestrian walkway issues between the central downtown area and the Green Street parking areas, the Courthouse and the Riverfront/Senior Center area. The roadways that connect Main and Green Street (north side of Senior Center) also need to be improved to provide defined vehicular lanes and sidewalk repairs. The current rail crossings (pedestrian and roadway) have been discussed with the New Hampshire Department of Transportation's rail division and an agreement reached for needed improvements to be done In 2006, with additional improvements planned in conjunction with efforts to revitalize the old Railroad Square area.
- i. NHDOT has cited growing congestion on Main Street and the resultant need for a future "by-pass roadway" between Route 175A and Route 3, at the southerly end of Main Street (near Warren Street), as becoming more urgent from a public safety issue. A 2005 study (by SEA Consultants) of the South Main Street and Railroad Square area of the downtown, including the current riverfront roadways (Green Street and South Street) delineated two (2) potential by-pass roadway layouts that would extend Green Street to connect with Route 3 (South Main Street) at the Warren Street intersection, incorporating a "round-about" to calm vehicular traffic entering the Downtown area from the south. This Community Development Block Grant (CDBG) funded study generally assessed infrastructure needs within the area and included all roadways, walkways, parking facilities and drainage/utility improvement needs to support economic revitalization and new development projects within this section of the Downtown. The resultant "Concept Plan" is now a generally accepted "reference work" to help in guiding actions of the Tax Increment Finance Authority Advisory Board (TIF A/B), Planning Board and Selectboard.

6. Traffic

Volumes

Traffic volumes on local roads and highways have generally increased in the past two decades, although irregular traffic counting has made the identification of trends difficult.

Traffic Counter Location	1982	1985	1990	1994	1998	2003
NH 25 & 3A West of Highland Street	NA	NA	NA	10,000	12,000	NA
US 3 North of Warren Street	NA	NA	NA	3,400	3,100	3,800
US 3 North of Fairgrounds Road	NA	NA	NA	2,700	2,300	NA
Highland Street west of Birchwood Drive	4,800	5,500	5,200	5,600	5,500	5,900
NH 3A (Mayhew Turnpike) at Hebron TL	1,740	1,500	2,200	2,000	2,400	NA
NH 3A & 25 East of Plymouth Traffic Circle (SB/NB)	5,270	6,500	7,000	7,500	8,200	8,500
River Road South of US 3 and NH 25	NA	NA	300	520	490	520
Source: NH DOT Note: NA means traffic counts not available						

It appears, however, that:

- Traffic on Route 3 north of Warren Street increased by 13% between 1994 and 2003.
- Traffic east of the traffic circle on Routes 3A and 25 has also increased in excess of 13% during the same time period. Since 1982 traffic along this stretch of road has increased by 61%.
- South of the traffic circle at the Hebron town line, average daily counts have increased about 38% between 1982 and 1998. This trend has probably continued to date.
- Traffic counts on local roads are too infrequent to identify clear trends, although the limited data and increases in traffic on state routes likely indicate increasing traffic on many local roads.

A traffic counter system has been purchased by the town to develop a consistent database to track future trends and travel patterns. Traffic counts in late 2005 on Highland Street revealed that volume has increased to between 7000-8900 motor vehicle trips per day.

Access Management

The frequency, location and design of highway accesses – or curb cuts – have a direct bearing on the safety and efficiency of both town roads and state highways. The design of curb cuts also is important with regard to storm water management and road maintenance. Managing access can improve safety and better maintain highway capacity over time.

From 2002-2003, the town working with North Country Council prepared the *Route 25 Plymouth Tenney Mountain Highway Access Management Study* (see Volume 3.) A number of techniques to improve traffic along Tenney Mountain Highway were recommended, some of which may be applied through zoning ordinances, road permits and policies, and additional land use regulations (e.g., subdivision regulations). These include requirements for:

- minimum sight distance at a driveway or street intersection;
- maximum number of driveways per lot;
- mandatory shared driveways;
- maximum width of curb-cuts;
- minimum and maximum driveway lengths;
- minimum or maximum on-site parking, shared-parking, and parking design;
- minimum area for loading and unloading; and
- landscaping and buffers to visually define and enhance access points.

Implementation of these recommendations could help mitigate increasing traffic congestion on this roadway.

Traffic Calming

Techniques to maintain relatively slow traffic speeds in settled areas, enhance pedestrian safety, and improve the overall environment are often referred to as “traffic calming.” Such techniques include narrower vehicle traffic lanes, wider sidewalks, medians, on-street parking, roundabouts, raised and/or textured crosswalks, bulb-outs, and street-tree plantings and street furniture.

Traffic calming is especially important in downtown and neighborhoods, and where pedestrians may be present.

As traffic congestion increases on Tenney Mountain Highway, motorists may avoid it and travel on Bartlett Road to Reservoir Road to Highland Street. This issue needs to be considered as traffic on Reservoir Road is already too fast (62 mph was recorded in the summer of 2005.) Also, Townspeople have expressed a concern for maintaining rural character. To do this, it will be necessary to take a proactive approach to calm traffic before it becomes too much to handle.

The new intersection of Bridge and Main Street will be Plymouth's first roundabout. It has been designed to improve traffic flow as well as clearly define the entrance to downtown Plymouth and the PSU campus.

7. Transit and Public Transportation

Public transportation options are often somewhat limited in rural areas and even when available public transit is under-utilized. In the 2004 Community Attitude Survey, respondents often asked "what public transportation system?" In fact, Plymouth does have a number of public transportation options including:

- a free shuttle service provided by Plymouth State University during the school year;
- two handicap accessible vans for seniors provided by Plymouth Regional Senior Center;
- a private bus line;
- local taxi service;
- limited scenic rail service; and
- airport facilities (Plymouth, Laconia, Concord, Lebanon and Manchester.)

Transit

The Plymouth State University on-campus shuttle service began providing service in 1989 when the campus core was closed to vehicle traffic. The shuttle runs approximately 34 weeks of the year with service during the fall and spring academic semesters. There is no shuttle service during Winterim or over the summer. The service consists of two Ford shuttle buses holding 20 passengers and 2 wheelchair passengers. The shuttle service is free for students, faculty and staff as well as residents and visitors.

During the 2004-2005 school year, PSU on-campus shuttle carried a total of 120,126 passengers and made 16,651 runs for a total of 35,000 miles. Table 4 shows ridership increases of nearly a factor of 3 since 2001 (or 198% increase.) This increase is due to double shuttles making campus runs every 7-½ minutes for most of each day Monday through Friday. In 2001 a single shuttle made runs every twenty minutes.

Academic year	# of people transported
2001-2002	39,529
2002-2003	63,166
2003-2004	103,687
2004-2005	117,804
<i>Source: PSU 5/05</i>	

Bus Lines

Plymouth is served by Concord Trailways bus service. From the front of Town Hall, buses arrive and depart once a day to Littleton in northern New Hampshire, and twice a day connecting with Concord, Manchester, Boston and Logan International Airport to the south. Passenger tickets can be purchased on the bus or at the Chase Street Market.

Taxi

A private taxi company provides taxi service in Plymouth. However, it does not operate on a 24-hour, 7-day per week basis.

Charter Vans/Coaches

Charter service on both a scheduled and arranged basis between Plymouth and Concord, Manchester, Boston and other areas is available from a private transportation company.

The Plymouth Regional Senior Center also operates two handicap accessible vans for senior citizen transportation needs throughout the region. Senior citizens can arrange for transportation for doctor's appointments, shopping, and travel to/from the senior center

Rail Service

The **Concord to Lincoln Line** originally became part of the New Hampshire railroad system in 1895. In 1977, the state purchased this line from the Maine Central Railroad, including all 75 miles of track rights-of-way (ROW) between Concord and Lincoln. The state also owns rail ROW for an abandoned length of track (rails removed) extending off the Concord and Lincoln Line just north of the Baker River and running west into Rumney. The State leases to the Plymouth and Lincoln Railroad Company (Hobo) and New England Southern Railroad.

The **Plymouth and Lincoln Railroad (Hobo)** has the operating rights and offers passenger trips along the scenic Pemigewasset River on the State-owned Concord to Lincoln Line. The train departs and returns to the Hobo station located on Route 112 in Lincoln. It operates primarily during the summer months and holidays. Other special excursions along the Concord and Lincoln Line can be arranged. The old Plymouth train station, renovated as the Plymouth Regional Senior Center, serves as a pleasant stopping place for these tourist trains.

On the north side of the Baker River floodplain is about five miles of state owned rail right-of-way (no rails). It currently serves as a recreational trail for winter snowmobile traffic. There are no known plans to revert back to a railway. It does have the potential of being converted into a multi-use recreational path. The rail-to-trail would provide an excellent public access across the entire floodplain and serve to link east side biking/walking corridors with west side transportation lanes.

New England Southern Railroad, in a non-subsidized agreement with the State, leases rights to operate on the Concord to Lincoln line. They currently provide rail freight service from Concord to Meredith while interchanging with the Boston and Maine in Concord. They have the capability of extending their hauling services north to Plymouth with minor upgrades to the bed and track beyond Meredith.

Air Transport

The **Plymouth Municipal Airport** caters to recreational aircraft and is one of 15 publicly-owned airports in New Hampshire. It is a federally classified, state approved and town authorized airport. The authority to operate the airport comes through the Plymouth voters, who have voted since 1941 to raise and appropriate the funds necessary to repair, maintain and operate the airport. The airport is further regulated as a licensed and approved "landing area," through the authority of the State of New Hampshire Department of Transportation, Division of Aeronautics.

The airport is a unique municipal infrastructure resource. During the 3-year period between 2001-2004, its revenues (\$24,807) exceeded its expenses (\$13,350).

The airport is located on 125 acres of town land in the northwestern part of town. (See Community Resources Map.) Aircraft Operation Facilities, which are located on 50 acres on the south side of Quincy Road, include:

- a 90' x 2,350' turf landing field;
- an aircraft parking apron with 14 aircraft tie-downs;
- a 40' x 50' hanger with a 10'x 20' office; and
- a privately-owned 3,300 square foot hanger on property leased by the town.

The remaining 75 acres on the north side of Quincy Road is undeveloped.

The airport serves small single engine and twin-engine aircraft weighing 12,500 pounds or less. Air taxi passenger service is currently not available. The airport operates seasonally. It is closed in the early spring and winter due to the turf landing fields, soft conditions or snow and ice. An appointed airport manager who reports to the Town Administrator manages the airport. The Flight Service Station in Bangor, Maine serves it. Since the airport committee was terminated, the airport does not have an active planning program for long-range goals or objectives for improving the airport facilities or its use. A Plymouth Airport Advisory Committee needs to be appointed by the Selectboard to provide oversight of field operations and to develop future plans and strategies.

Although passenger service is not locally available, there are three municipal airports (Laconia, Lebanon and Concord) and one international airport (Manchester) within 60 miles of Plymouth that provide passenger air service.

The **Manchester International Airport** is the nearest international airport to Plymouth. Served by seven major airlines, four regional carriers and six freight and cargo airlines, Manchester has experienced some of the fastest growth in the number of passengers served in the nation in recent years. In 2003, 3.6 million passengers arrived or departed the airport - up from 777,258 in 1990 (or 363% increase in 13 years.) More than 162 million pounds of cargo also went through the airport, up from 45 million pounds in 1990.

There are three approved heliports in Plymouth. One belongs to Spere Memorial Hospital, one to a private landowner, and Plymouth's Municipal Airport. Heliports provide facilities that allow helicopters to airlift patients to and from hospitals, and to specialized hospitals. Helicopters can also provide emergency airlift services in time of disaster.

8. Pedestrians

When walking is a pleasant experience, there is greater incentive for people to leave their cars at home and spend more time on foot, rather than behind the wheel. Downtown Plymouth is relatively pedestrian friendly. In the downtown area, there are sidewalks, crosswalks, and walking paths to the public schools and on the PSU campus. Traffic along Main Street and around the Common travels slowly which allows for street crossings with relative ease. However, downtown neighborhoods have seen a decline in pedestrian friendliness. Curb cuts have increased not only in number but also in size, which makes it more challenging to walk safely, especially for children and the elderly.

Results of the 2004 Community Attitude Survey indicate some dissatisfaction with sidewalks. Respondents spoke loudly for the need to improve the current sidewalks, particularly along Highland Street, and to construct new sidewalks where there are discontinuities in the village sidewalk infrastructure. Construction is scheduled for 2006 of a sidewalk from Reservoir Road and the Old Ward Bridge Road intersection on Highland Street to Hatch Plaza.

9. Bicycling

Bicycling has increased significantly in the past decade due to an increase in the public's interest in both human and environmental health, and new technology that makes cycling easier. It has become a transportation alternative for a growing segment of the population. The percentage of Plymouth residents who bike-commute is twice that of the county and six-times the state percentage.

Bikeways or designated bicycle paths provide a safe place for a non-polluting and inexpensive way to get around, may help decrease traffic congestion, parking problems, provides a means for improved physical and emotional health, and provides inexpensive recreation. These benefits make an area more attractive for living, shopping, business, and working. Plymouth, however, does not have any designated bike paths and restricts bicyclists from using public sidewalks. A range of strategies to expand bicycle opportunities might include:

- improving transportation facilities to better accommodate bicyclists;
- educating the public regarding the benefits of such programs;
- enhancing safety through education and enforcement of existing laws; and
- encouraging concentrated development and discouraging sprawl.

There also are several recreational bicycle groups in and around the Plymouth Area.

10. Parking

Providing access to convenient and adequate parking in the downtown for residents, visitors and employees as well as Plymouth State University has been the subject of considerable discussion over the years. It is recognized that the health and vitality of downtown is linked to the ease of access. However, it has also been said that a perceived parking problem in a downtown area is a sign of a busy, active downtown.

According to the 2004 Community Attitude Survey, 61% of the respondents are not satisfied with downtown parking. The town, Main Street Plymouth, Inc. and PSU are working to improve the parking situation. PSU and the town have built additional parking areas in recent years. More facilities are being planned in conjunction with new construction activity and future Main Street and downtown improvements.

The town has recently completed a town-wide public parking inventory and base map, with the assistance of PSU. Table 5A shows the Downtown public parking supply.

Location	Existing Spaces
Main Street	204
Green Street	54
Highland Street	28
Court Street	19
High Street	9
Total	314
<i>Source: Town of Plymouth with assistance from PSU Summer 2005</i>	

In the November 2004 Campus Master Plan, PSU presents a parking plan that includes an inventory of its existing parking supply and identifies future parking spaces. Table 5B identifies the zone, existing spaces and future spaces. It is envisioned that Main campus parking will increase from its current 623 spaces to 740. The North Campus residential complex will more than double its parking supply while parking in Holderness will be reduced by 85 spaces.

Zone	Existing Spaces	Future Spaces	Change
South	195	238	43
South Center	158	274	116
North Center	270	228	-42
<i>Subtotal Main Campus</i>	<i>623</i>	<i>740</i>	<i>117</i>
North residential	432	991	559
North Holderness	459	447	-12
South Holderness	627	554	-73
<i>Subtotal Holderness</i>	<i>1,086</i>	<i>1,001</i>	<i>-85</i>
Total	2,141	2,732	591
<i>Source: PSU Master Plan November 2004</i>			

The PSU Master Plan also recommends that the University: "Provide sufficient PSU parking to alleviate stress on local residential streets; explore options for shared parking."

The parking ordinance was revised in 2004 to restructure parking fees and to make town fees similar to PSU in some areas. In the past, PSU fines were very high (approximately \$50) while the town's fines were very low (\$5.) In addition, the town has been more aggressive in patrolling parking.

Finally, the design of new public parking facilities and simply, parking for residential use, needs to be addressed. At the June 2005 Land Use Forum, participants cited downtown parking as well as neighborhood parking as serious land use problems. State enabling legislation does authorize the Planning Board to regulate driveways and parking (see RSA 236:13.) Provisions that address landscaping, lighting, storm water, signs, backing onto a street, width of curb cuts would help provide neighborhood safeguards and help address safety issues.

11. North Country Council Transportation Improvement Program

At a regional level, the Town of Plymouth is an active member of the North Country Council's Transportation Advisory Committee. In the NCC 2003-2004 Transportation Improvement Program, three Plymouth projects were recommended:

1. **Renovation and Restoration of Second Floor of Plymouth Regional Senior Center (PLY-01 - \$259,922):** This project is a Phase 2 project where funding for the exterior façade, walkways and first floor renovation were originally granted through a Community Development Block Grant. The entire community has access to the Senior Center as well as serving as a senior citizen center for the region. It is also a stop for the Hobo Scenic Railroad. The Grafton County Senior Citizen Council submitted the application to complete the project by renovating and restoring the second floor including the installation of an elevator. The building is widely used and additional space is needed to serve the program needs. The plan is to maintain the integrity of the old railroad station and restore its historic value while renovating the space for use. This project received many letters of support; the match is in place, and the requested funds for construction in FY 2007 has been awarded through a Transportation Enhancement Historic Restoration Grant.
2. **Merrill Street Sidewalk Project (PLY-03 - \$216,800):** The Town of Plymouth submitted two sidewalk improvement projects. This project was the top priority of both Plymouth and the town's Safety Committee. This project includes the replacement of one section of old sidewalk that has outlived its intended use period as well as construction of a new sidewalk. This project ties a residential neighborhood to the two schools and was featured at the Bike and Pedestrian Conference on the "Safe Route to School" mobile tour. At that time it was a top priority project for the town and suggestions from the mobile tour participants included improvements to the existing sidewalk and an extension of that sidewalk to the school. The match for this project is in place through the town's Sidewalk Capital Reserve funds and the project received many letters of support. This application did not receive funds, but will be re-submitted for consideration in 2005-2006.
3. **Langdon Street/Fox Park Sidewalk Project (PLY-02 - \$72,000):** This project was Plymouth's second sidewalk priority in town. It links a residential neighborhood to Fox Park, a town owned recreational area. This section of road also is a popular walking loop for patrons and workers in downtown Plymouth. Like the Merrill Street Sidewalk project, cost estimates were derived from SEA Consultants and the town has the match in place through their Sidewalk Capital Reserve funds. The Committee acknowledged the importance of the project and the need to have a sidewalk connecting through the town but ranked it lower than the other projects due to the need to have projects more reflective of the whole region and not just one area of the region. The Committee did choose this project to be the lower priority of the two Plymouth sidewalk projects based on the fact that it was the town's second priority. This project will likely be restructured and other funding arrangements made.

In addition, an application for funding of the Phase II Highland Street Improvements, to complete the work on this high traffic volume collector road, will be submitted for consideration in the 2005-2006 funding cycle.

12. Planning Considerations

Goal: A safe, efficient and cost effective transportation network that provides accessibility for all residents and is designed to maintain the historic, rural character of the community.

- (1) Continue to maintain the town road network in a manner that maintains safe and efficient traffic conditions for current and future demand.
- (2) Retain the current scale, rural quality and capacity of town roads when undertaking improvements and maintaining roads. Address the needs of cyclists whenever road reconstruction projects are undertaken or new roads are built.
- (3) Coordinate with local, regional and state entities – including the North Country Council’s Transportation Advisory Committee (TAC) – to plan for Plymouth’s transportation needs in a comprehensive manner. Continue to designate a representative to the North Country Council’s TAC, and be active in transportation proposals.
- (4) Seek state and/or federal transportation funds to help make the downtown core safer for residents, pedestrians and school children (KidsWalk - Safe Routes to School.)
- (5) Continue the town’s active involvement in all NH DOT proposals to improve roads and bridges to ensure that any proposal enhances Plymouth’s rural character and in no way detracts from it, also, to ensure actions by NH DOT in surrounding towns in no way diminishes Plymouth’s quality of life.
- (6) The Planning Board and Selectboard need to define a capital project for future funding to complete Highland Street between Broadway westward to Reservoir Road/Ward Hill Road (Phase II).
- (7) New development should not result in adverse impacts to traffic or pedestrian safety or a significant decline in the level of service of the impacted road network. The cost of mitigation to avoid such impacts should be the responsibility of the developer.
- (8) The intersection of Highland Street and Langdon Street should be reviewed to address increasing traffic volumes at the intersection. Future development in the Thurlow Street area and in Downtown needs to look at impacts on this intersection.
- (9) Ensure safe and efficient traffic movement along principal roads by controlling access, concentrating development within designated villages and avoiding strip development.
- (10) Explore opportunities to slow traffic, to increase opportunities to safely cycle and to provide for pedestrian access downtown and between the downtown and TMH along Highland Street. Cost effective solutions (e.g., traffic calming including sidewalks, bike paths and trails) should be developed before new infrastructure (e.g., new roads).

- (11) Support the efforts of local, regional and state organizations, including the Heritage Trail, to provide safe alternative transportation opportunities.
- (12) Consider working with NH Department of Transportation to establish a park-and-ride lot near Exit 25 or 26.
- (13) Maintain the public's interest in Class VI roads and access to legal trails. At a minimum, require that new development served by a Class VI road be only permitted if the road is upgraded to town standards, costs of community services are addressed, and that the developer funds the cost of the upgrade. Consider re-designating currently undeveloped portions of Class VI roads to Class A trails.
- (14) Develop a Class VI road policy to clearly set forth the terms under which such roads may be upgraded and property served by such roads developed.
- (15) New development should provide adequate parking opportunities to accommodate employees, residents and/or patrons.
- (16) Continue to work with PSU to provide sufficient parking to alleviate stress on local residential streets.
- (17) Currently, the downtown area has no parking requirements per the Village Commercial Zone of the Zoning Ordinance. Explore the need to require parking for residential uses in the downtown.
- (18) Require driveway regulations that are administered by the Planning Board in accordance with RSA 236:13.
- (19) Given the high cost of road construction, the town needs to develop a long-term capital improvement plan based on a thorough inventory of town roads, bridges, and sidewalks for the Selectboard and town to use in budgeting. Include proposed municipal road and bridge reconstruction projects in annual capital budget and program.
- (20) Develop a database to better understand the condition and use of Plymouth roads, as well as parking and driveways. Data, at a minimum, should include:
 - location of road development activity,
 - # of curb cuts and driveway permits issued,
 - traffic volumes by site,
 - condition of town roads, and
 - other data that may be available and relevant.
- (21) Support and expand alternative transportation networks.
- (22) Apply for technical support grants from the New Hampshire Department of Transportation as well as Transportation Enhancement funds for pedestrian and bike path improvements.

- (23) Consider forming an Ad Hoc Committee to work with the Planning Board to develop a sidewalk/walkway improvement plan, priorities, and implementation goals and strategies.

PLYMOUTH ARTS AND RECREATION PROFILE

1. Summary

Plymouth's arts and recreation opportunities contribute to the town's high quality of life. The town offers a wide range of assets, including its natural resources and its organized and developed facilities.

Nearly 70% of the respondents to the 2004 Community Attitude Survey are satisfied with the recreational opportunities in Plymouth. About 20% were not and about half the people who wrote comments expressed dismay that Plymouth does not have public access to water - nothing at Loon Lake or a public pool.

Although specific questions were not asked in the survey concerning the arts, people were asked if they were satisfied with the entertainment opportunities and 80% were satisfied. The *Plymouth, NH Cultural Plan 2001* (see Appendix A) documents focus group results and interviews that address more specifically the attitudes of community members concerning the arts.

This profile includes a discussion of both public and private recreation and arts facilities and programs. It identifies existing capacity and use, as well as current and future need. Finally, it offers goals and ways to achieve the goals. Much of this profile is based on the *Plymouth, NH Cultural Plan* that was completed in June 2001 and conversations with the Parks and Recreation Department.

2. Existing Current Recreational Resources

As previously noted, 69% of those Plymouth residents surveyed in 2004 were satisfied with the recreational opportunities available in Plymouth. The town offers a wide range of facilities and services that are complemented by private entities as well as those of Plymouth State University.

Plymouth's Parks and Recreation Department

Facilities

Headquarters for the Plymouth Parks and Recreation Department are located in the Plymouth Elementary School building and currently employs seven full-time staff (director, program coordinator, secretary, park foreman, and three grounds-keepers) and a varying number of part-time instructors. The Department enjoys a unique relationship with the Plymouth School District by having the use of the Elementary School building after school hours and providing maintenance for the school grounds and playing fields.

The Parks and Recreation Department uses a number of recreational facilities owned or used by the Town of Plymouth:

- Bulfinch Bandstand and picnic area located on the Town Common
- “mini park” on the corner of Winter and Warren Streets
- Langdon Park
- Fox Pond Park
- school facilities including fields for football, soccer, baseball and field hockey, four outdoor tennis courts, two outdoor basketball courts, playground equipment, and cross country ski trails

The Department also uses the town library facilities, Plymouth Regional Senior Citizen Center and has access to many facilities owned by Plymouth State University. These include playing fields, indoor track with tennis, volleyball and racquetball courts, dance room, indoor pool, concert hall/auditorium, library, outdoor basketball courts and eight outdoor tennis courts.

Fox Pond Park

Fox Pond Park is a 32-acre parcel owned by the Town of Plymouth. Former resident Rachel Keniston donated the land to the town. Over the years, the town has made various improvements, such as adding a pond, skating area, picnic shelter, several trails and an office/storage building. In 2002, a new \$44,000 playground was completed. Family and Friends Play, a dynamic group of women, envisioned the project and raised the support and funding needed to complete it.

The Fishing Derby is held every year at the pond in the spring. Prizes are awarded to different age levels during the day of the derby; stocked fish are tagged for additional prizes when caught at any time during the season; open up to age 15, disabled persons and senior citizens; fishing is open all season after the derby for those within the groups. Trails are used for mountain biking, walking and during the winter for cross-country skiing and snowshoeing.

Parks and Recreation used Fox Pond Park as its headquarters for its summer camp program until the late 1990s. However, headquarters are now located at the Plymouth Elementary School. The change is due to a number of challenges at the Park including access limitations, and the condition of the building and septic system.

At the 2005 Town Meeting, Plymouth residents raised \$30,000 to help pay for the final design for the aforementioned improvements. With in-kind contributions and grants, it is hoped that construction will begin this summer.

Parks and Recreation Department Programs/Services

The Department provides many year-round recreation activities. These events are categorized by their seasonal play. Some of the activities included are:

- **Summer:** 5-week day camp, specialty camps (such as gymnastics, soccer, baseball, wrestling, theater and adventure camp), tennis, adult golf, weekly band concerts on the Town Common, senior bus trips, and the senior citizen picnic.
- **Fall:** youth soccer league, dance, gymnastics, swimming lessons, arts and crafts, clay works for kids, senior crafts, literacy program, Red Cross babysitting certification, Halloween Festival, and the Annual Art Show.
- **Winter:** youth basketball league, open gym, ice skating lessons, cross country skiing, adult volleyball, aerobics, Christmas parade, the Ski and Skate Sale, snowshoeing and senior exercise.
- **Spring:** youth t-ball, tennis lessons, computer club, Fishing Derby, mother-daughter craft and tea party, senior crafts, gymnastics, swimming lessons, and youth track and field.

It has been suggested that additional programming may be needed as Plymouth's population ages. There also has been interest in expanding non-athletic activities such as cultural and arts offerings.

Tenney Mountain

The Tenney Mountain Ski Area is located in west Plymouth on Route 3A. According to its advertisements, the resort provides 'big mountain family skiing.' There is also a snowboard terrain park that is open to snowboarders and skiers.

The resort has one triple chair lift, one double lift, a platter pull and a pony lift. There are currently 29 trails, a vertical drop of 1,400 feet, and snowmaking coverage for 90% of the trails. Additional improvements are planned, including a mid-mountain lodge and several new trails. However, financing has been a challenge (see Economic Profile.)

Plymouth Heritage Trail

The Heritage Trail is a program developed by the Trails Bureau of the State of New Hampshire. It was initiated in order to provide trails of historic interest from the Massachusetts border to the Canadian border. Participation in the program is voluntary for each town.

The Plymouth Heritage Trail was approved by the State in May 1997. The Chamber of Commerce, the Parks and Recreation Department, the Senior Citizen's Center and Plymouth State University have all pledge support for the maintenance of the Trail. The grand opening of the trail was held in the summer of 1998. A description of the Trail, complete with maps and interpretive guide, is available from the Plymouth Town Hall and Plymouth Area Chamber of Commerce.

Canoe Launches

The New Hampshire Fish and Game Department owns a car-top canoe launch adjacent to the Plymouth District Court House, on the Pemigewasset River. Four parking spaces are provided on Green Street, as well as a designated handicapped space near the river. There is a picnic area, and a small natural amphitheater. The canoe launch is available for the public to use from dawn to dusk daily.

There also is a canoe launch on the Baker River near the Millennium Bridge.

Other Recreational Areas

Langdon Park and Langdon Park Beach are located on the south side of the Baker River, between the Plymouth Regional High School and Route 3/Main Street. The area is undeveloped and has been used formally and informally for recreation. Most of the area is owned by Plymouth State University.

There are many other facilities that serve to meet the recreational needs of the community. These include ~~the town library~~, the Pemigewasset and Baker Rivers, and many miscellaneous trails for snowmobiling, horseback riding, cross country skiing, sledding, off-road motor vehicles and mountain bikes including:

- Walter Newton Natural Area off Cummings Hill Road,
- Plymouth Mountain;
- Langdon Park,
- Fox Park,
- Plymouth Regional High School trails and the snowmobile trails along Fairgrounds Road,
- Class VI Roads, and
- Trails for hiking, horseback riding, cross country skiing, sledding and snowmobiling and off road and mountain bikes, where permitted.

3. Cultural Resources

For a small town, Plymouth has an extensive array of cultural institutions, activities, and artistic talent. It is the artistic and cultural hub of the region with non-profit institutions ranging from those with no staff and minimal budgets to those with more than a half dozen staff and significant resources.

Cultural/Arts Facilities

There are many different community cultural venues. Plymouth facilities that can hold from small groups of 25 up to large groups of 150 include:

- Pease Public Library,
- Plymouth Elementary and Plymouth Regional High Schools,
- Tenney Mountain Ski Lodge, and
- Plymouth Regional Senior Center.

The public and private schools in town also have lecture halls and stages that accommodate from 50 to 350 people.

Plymouth State University's (PSU) facilities include:

- Silver Cultural Arts Center with three performing spaces (Hanaway Theatre (capacity is 650), Smith Recital Hall, Studio Theatre) and exhibit space.
- Drerup Gallery at the Draper-Maynard Building that houses gallery space and classrooms,
- Hartman Union Building (HUB)
- Mark Sylvestre Planetarium, and
- Lamson Library for exhibition space.

Downtown Artworks offers small exhibition space. Alternative exhibition spaces can be found in churches and banks. Outdoor areas for performances and exhibitions include the Town Common, Fox Pond Park, the Fair Grounds, and "Riverside Park" (the riverfront along Green Street.)

Cultural/Arts Programming

The Plymouth Friends of the Arts is a regional organization that sponsors the arts, including youth productions, professional performance and performances in local schools. It is hosted by PSU. PSU not only provides the organization with a home but also supplies it with many in-kind services.

4. Recreation and Art Resources Needs

Although Plymouth has numerous recreation and cultural resources, the community continues to grow and opportunities exist to expand and enhance what is currently available. Some of these needs were discussed during the cultural planning efforts in 2000 and 2001. Other needs have surfaced since that time.

Recreation Facilities

A number of recreation facility improvements are currently under way. Upgrades at Fox Pond Park began during the summer of 2005. Details of the changes were noted previously. The Parks and Recreation Department also worked on improvements to the Town Common during the 2005 summer. The Rotary Club working with the town has developed a preliminary design for the Riverfront Park. This park has the potential to be a jewel of the Downtown. The town has not allocated funds for this park but supports the project and efforts to raise funds.

In the 2004 Community Attitude Survey, several recreation needs were identified:

- public access to Loon Lake and the rivers, and/or a public pool,
- public or private indoor recreational facilities (a well-equipped gym), and
- a community/recreation center

Within the 2005-2011 Capital Improvements Plan, there is a Parks and Recreation Department line item. However, there is not a reserve fund established for general "recreation facilities." As new recreation activities become popular (i.e., skateboarding and in-line skating) and passive recreation opportunities become available, the town should evaluate its need and its investment in multi-purpose facilities as a way to accommodate the highest number of users. A specific fund would enable the town to save for facilities and respond in a timely fashion.

Cultural Facilities

According to the *Plymouth, NH Cultural Plan*, there are a number of potential spaces to enhance the arts that should be investigated. These include:

- Plymouth Regional Senior Center,
- youth center on Main Street,
- churches,
- space near the Armory,
- retail spaces/window space for visual arts,
- old town sheds (possible arts "incubators"),
- outdoor amphitheatre at "Riverfront Park", and
- site for community arts center (classes, demonstrations, workspace).

5. Planning Considerations for Recreation and Arts

Goal: Enhance and expand the recreational opportunities in Plymouth.

1. Continue to provide, enhance and expand recreation activities balancing cultural/arts programs and athletics to meet town needs for people of all ages.
2. Emphasize and support "life-time" or "carryover" sports and activities.
3. Annually track number and types of recreational users at town facilities. Create and maintain a database to facilitate recreational planning.
4. Ensure facility maintenance is adequately funded and safety issues are addressed.
5. Coordinate and cooperate with the school district, PSU, neighboring communities, and private organizations in providing recreational opportunities and developing new facilities.
6. Explore options for swimming through public access to Loon Lake, the rivers (i.e., Baker River near Langdon Park) and/or development of a pool.
7. Explore the feasibility of new facilities including a community center, a skateboard park, and a year-round recreational facility.
8. Encourage, and when appropriate, require developers to set aside land for the provision of future residents' recreation needs.
9. Establish a capital reserve account as a capital improvement budget item to provide for the development of new facilities.
10. When available, use federal, state and private funding sources to support capital development of needed recreation facilities.

Goal: Enhance the climate that values arts and culture as an important component of community life.

1. Develop and enhance programs that recognize and publicize Plymouth's cultural assets.
2. Identify people and sites that have historic, cultural, natural, architectural, and artistic significance. Regularly update "Treasures" directory and publicize it.
3. Consider starting a local awards program to recognize achievements of individuals and organizations in the arts and cultural fields.
4. Provide a clearinghouse for the coordination of all Plymouth's cultural activities.
5. Support seasonal events such as festivals that feature local history, artists, writers, and craftspeople.
6. Friends of the Arts should work to eliminate barriers to residents' participation in cultural programming.

Goal: Identify and develop resources to support local artists and cultural organizations.

1. Consider establishing a permanent, independent cultural commission of no more than 10 members that can apply for, and receive funding.
2. Continue to assess current cultural facility needs.
3. Encourage incubator space for artists.
4. Support an outdoor performance and education center.

5. Encourage expansion of spaces for culture.

Goal: Engage community members in life-long learning using arts and culture.

1. Support and establish comprehensive arts-in-education program for the public schools.
2. Develop consistent, affordable, year-round arts and culture classes for adults and children, novices and experts (e.g., consider establishing a system to coordinate all non-school based classes, workshops, and activities offered by institutions and individuals.)
3. Collaborate with Plymouth State University to expand cultural programs.

Goal: Promote local arts and culture as a key component of Plymouth's economic vitality.

1. Promote the quality of life in Plymouth as enriched by its cultural assets.
2. Support the creation of a cultural identity for Plymouth and the region.
3. Encourage collaboration among arts and cultural organization as well as the Chamber of Commerce, Main Street Plymouth, Inc., local, regional, and state planning organizations, tourist groups, hospitality industry and economic development councils.
4. Enhance Plymouth's information services enabling audiences to locate and use cultural programs. Create more effective directional information.
5. Examine the impact of cultural nonprofits and related spending by arts audiences on Plymouth's economy and explore further development.