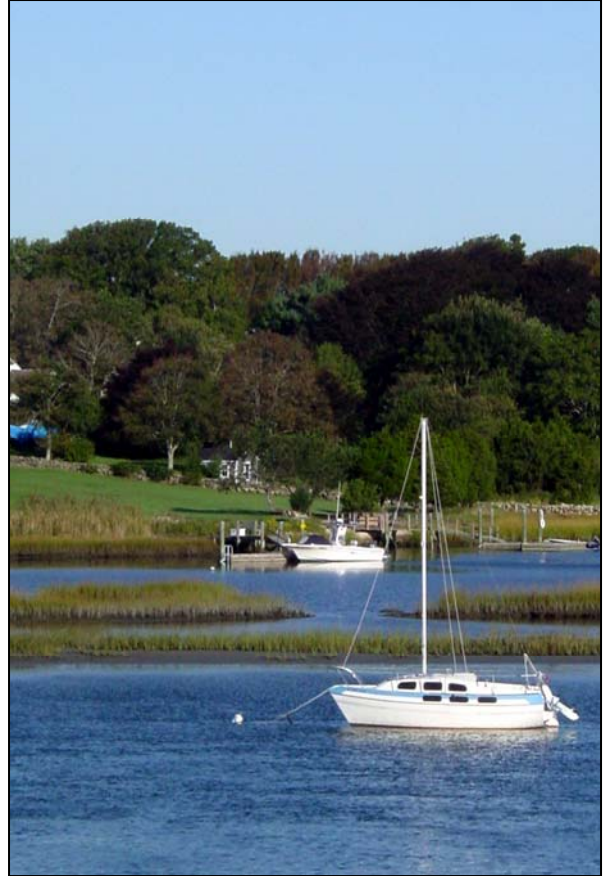


Town of Westport



Priority Development & Protection Areas

November 2008

SOUTH COAST RAIL PROJECT

Southeast Regional Planning and Economic Development District

PRIORITY DEVELOPMENT AREAS PRIORITY PROTECTION AREAS

INTRODUCTION

Southeastern Massachusetts is growing rapidly. As a region, we are developing nearly 8 acres each and every day, or about 4½ square miles a year. This is equivalent to fully developing an area approximately the size of the Town of Somerset every 21 months.

Development is inevitable. Our region is a desirable place to live and work, and a certain amount of new growth is healthy. But in the past we have not always planned well for development, and the result has not always been an asset for our communities and region.

Good development should be on sites that are matched to their intended uses. Sites for more intensive development need good access, compatible abutting land uses, public water and sewer service nearby, and minimal environmental constraints. These areas need to be located, mapped and appropriately zoned.

Likewise, we need to plan to protect our most important natural areas. These are the areas that contribute to our water supply, contain threatened or endangered species or are special due to their scenic or historic features. These areas also need to be located, mapped and appropriately protected.

We must steer development toward the appropriate (priority development) areas and away from the critical (priority protection) areas in order to achieve the vision that we have for our communities.

In conjunction with the South Coast Rail project and the Southeastern Massachusetts Commuter Rail Task Force, SRPEDD will be working with municipal officials and citizens in southeastern Massachusetts' communities to identify **Priority Development Areas (PDAs)** and **Priority Protection Areas (PPAs)** in each of the region's twenty-seven cities and towns.

WHAT ARE PRIORITY DEVELOPMENT AREAS?

These are areas within a city or town that are capable of handling more development due to several factors, including good access, available infrastructure (primarily water and sewer), an absence of environmental constraints, and local support. PDAs can range in size from a single lot to many acres. Areas designated under state programs such as Chapter 43D (expedited permitting), Chapter 40R (smart growth zones) or Economic Opportunity Areas can be examples of PDAs. Included in these designations will be the local recommendations for how these sites should be developed.



WHAT ARE PRIORITY PROTECTION AREAS?

These are areas within a city or town that deserve special protection due to the presence of significant environmental factors and natural features, such as endangered species habitats, areas critical to water supply, scenic vistas, or areas of historic significance. Like PDAs, the protection areas can vary greatly in size. Areas of Critical Environmental Concern (ACECs), aquifer recharge areas, or designated priority habitats can be examples of PPAs.

WHAT IS THE PURPOSE OF THE PDA/PPA DESIGNATIONS?

This work is useful to all communities in making land use and zoning decisions. It may be helpful when considering potential mitigation for the commuter rail project, and may be utilized if a regional system of transfer of development rights is created. The PDA/PPA information that is developed will also be integrated into the corridor plan for the South Coast Rail project.

HOW DOES THE PROCESS WORK?

SRPEDD assembled known data, local zoning bylaws, master plans and open space plans and worked with local planners, conservation agents, economic development officials, elected officials, interest groups, local organizations and citizens to review this information and refine it with local knowledge. This process took several months in each community. State officials will be consulted for their input and final recommendations will be brought before local officials and the Southeastern Massachusetts Commuter Rail Task Force.

HAS THIS BEEN DONE BEFORE?

Similar efforts undertaken by SRPEDD in 1997 and The Coalition for Buzzards Bay have completed pieces of this process, and that work will be incorporated into this effort.

The following pages reveal the work that members of the Town of Westport identified as Priority Protection and Priority Development Areas in the summer and fall of 2008. A Priority Protection and Development committee was formed in July of 2008 and members include: Jim Whitin, Barbara Hanely, Tim Gillespie, Steve Outlette, Ingrid Davidge, Sean Leach, John Montano, Elaine Ostroff, and Dave Wallace. Three meetings were held as well as a special meeting with the Westport Agriculture Committee.

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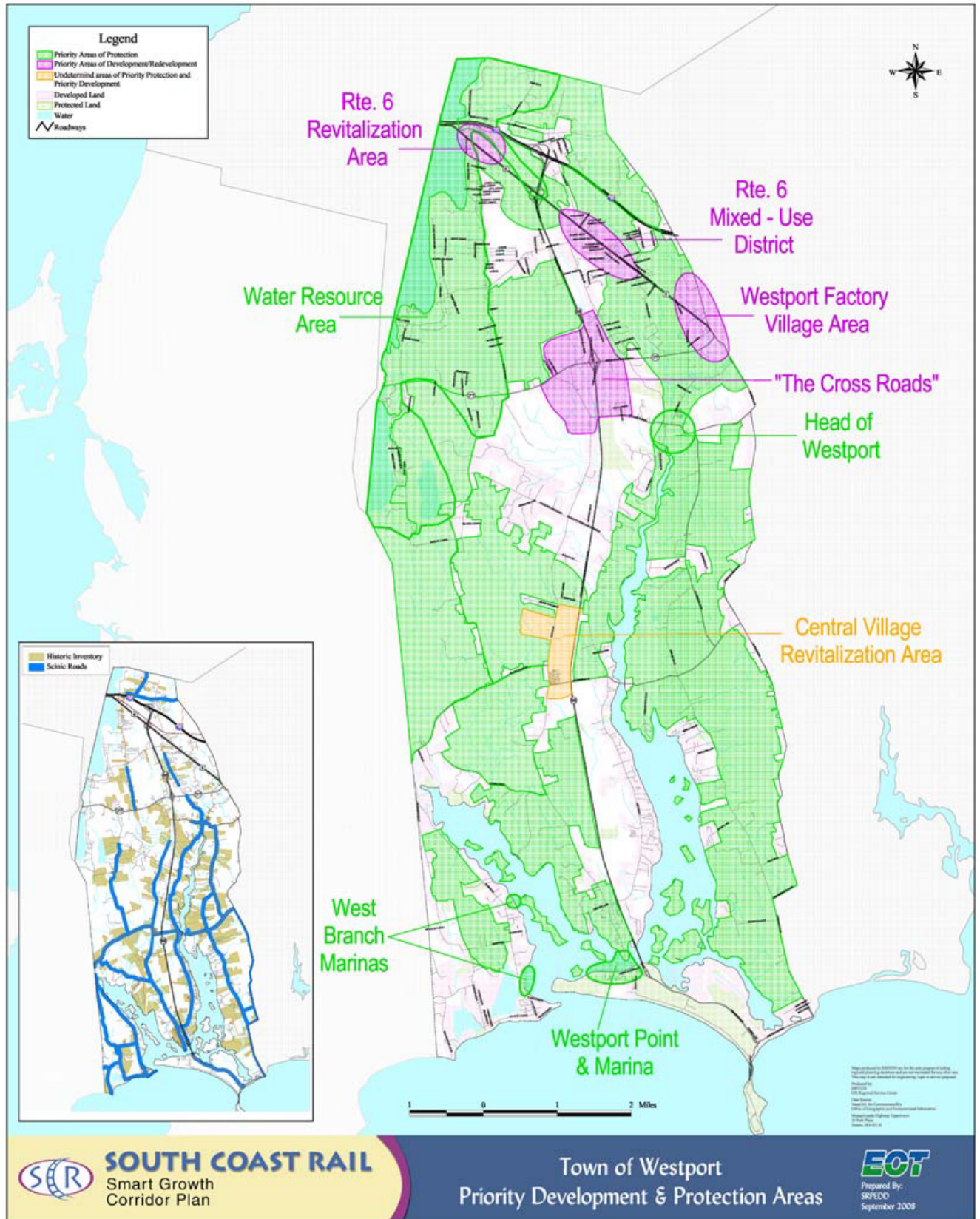
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Community Summary

Westport is bordered on the north and west by Fall River, on the east by Dartmouth, on the south by Rhode Island Sound and Buzzards Bay, and on the west by Tiverton and Little Compton, Rhode Island and Fall River. It is a seaside community that combines barrier beaches with century old farms, a unique blend of coastline, natural areas and rural charm. The relatively undeveloped areas of shoreline support a variety of flora and fauna, including some rare and endangered species. Westport is special because of the beauty of its farms and their interplay with the river and its tributaries.



Westport Priority Protection & Development Areas



South Coast Rail Project

Southeastern Regional Planning and Economic Development District

Town of Westport Priority Development/Redevelopment and Protections Areas

Currently, 98% of Westport households depend on private wells for their water supply. As outlined in the 2004 Master Plan, the need to enhance protection of the groundwater supply is paramount. As mentioned above, the town's main aquifer runs along the East Branch of the Westport River and Bread and Cheese Brook. Westport residences also rely on septic systems to meet their sewage disposal needs. Gone unchecked, septic systems can contaminate groundwater. Water and sewer lines have been extended from Fall River into Westport only to the point of the Hampton Inn area. Lack of water and sewer available to this community will be a constraint on future development. (Town of Westport Master Plan, 2004)

II. Priority Development/Redevelopment

1. "The Cross Roads"

"The Cross Roads" is a centrally located area which bisects Routes 177 and 88 in the northern portion of Westport. The current land use pattern along Route 177 and Route 88 is a mixture of residential, farmland, open space, and commercial uses. Many of the residents along Route 177 currently have home offices or businesses operating on the property. There is potential for mixed-use development, redevelopment and housing opportunities within the Routes 177 and 88 interchange.

"The Cross Roads" Summary of Characteristics

<i>Protected Parcels</i> <ul style="list-style-type: none"> <i>Town of Westport</i> <i>Historical Significance</i> <ul style="list-style-type: none"> <i>Historic homesteads</i> 	<i>Water Resource</i> <ul style="list-style-type: none"> <i>Wetlands</i> <i>Angeline Brook</i> <i>Bread & Cheese Brook</i> <i>Wetlands</i> <i>IWPAs</i>
<i>Natural Resource Protection Areas</i> <ul style="list-style-type: none"> <i>Priority Habitat</i> <i>Natural Community of Significance</i> 	<i>Soils</i> <ul style="list-style-type: none"> <i>Till or Bedrock</i>
<i>Zoning</i> <ul style="list-style-type: none"> <i>Business</i> <i>Residential</i> <i>Potential Use</i> <ul style="list-style-type: none"> <i>Mixed use</i> <i>No Municipal Water/Septic</i>	<i>Development Area</i> <ul style="list-style-type: none"> <i>Route 177 Corridor</i> <i>Route 88</i> <i>21E Site/Brownfield</i> <ul style="list-style-type: none"> <i>None</i>

2. *Route 6*

The Route 6 corridor extends from the Fall River town line east toward Dartmouth. Currently, Route 6 contains 3 shopping plazas, two financial institutions, the main branch of the Westport Post Offices, and a variety of small businesses, services and offices. Historically, Route 6 was the main road to Cape Cod until Route 195 was built.

Much of the undeveloped land along this corridor is wetlands and recently has been identified as a Priority Habitat by the Massachusetts Natural Heritage Rare and Endangered Species Program. In light of this information there is potential to redevelop existing developed land along Route 6, with consideration toward using Low Impact Design (LID), a term used to describe a growing trend toward green development. The aim is to develop areas in a way that reduces impact on resources while minimizing effects to the environment.

The Southeastern Regional Planning and Economic Development District conducted a study along the Route 6 corridor and made recommendations to the Town of Westport. The Town has embraced this study and has continued to work towards the recommendations suggested. The following sites are a continuation of this on going project. Thus the Priority Development Areas along Route 6 were segmented in a similar fashion as to the follow the guidelines of the report.

Route 6 Revitalization Area

The Route 6 Revitalization Area is located along the west end of Route 6, closest to the City of Fall River boundary, and runs east to Gifford Street. This area remains a low-density residential area with neighborhood commercial uses and services. Some of the current uses could be considered good quality anchors for attracting new and diverse development. These anchors would include not only White's and the Hampton Inn, but also the Advanced Technology Manufacturing Center University of Massachusetts Dartmouth (ATMC, UMass) and MediTech in Fall River. The Town of Westport is interested in capitalizing on the business incubator that UMass has begun to develop. The idea is to offer affordable space where entrepreneurs can access low-cost workspace and college interns to help grow their startup business. This area could be ideal for an office park or a research and technology center. Constraints to development in this area include an Aquifer Overlay District, extensive wetlands and Priority Habitat identified by the Natural Heritage and Endangered Species Program. (SRPEDD, Route 6 Corridor Study, 2005)

Route 6 Mixed-Use District

The Route 6 Mixed-Use District is centrally located along Route 6 near Gifford Road to Union Street. The area is currently a mix of single-family and elderly residential homes and apartments; including civic uses enhance what could be provided in a mix-use development node. Any new

development should consider making the corridor a *friendly place for people to live*, by creating a livable, walkable neighborhood. This can be achieved with careful design measures including: calming traffic measures, improve sidewalks, add bike lanes, landscape median, add trees, and improved façade designs. Potentially the Town of Westport could create Route 6 as the gateway to the town. Development constraints in this area consist of extensive wetlands and priority habitat identified by the Natural Heritage and Endangered Species Program. (SRPEDD, Route 6 Corridor Study, 2005)

Westport Factory Village Area

The Westport Factory Village Area is located along the east Route 6 corridor and abuts the Dartmouth boundary line. There are very few single-family house lots in this section and it is currently zoned Business. A childcare center and a number of plazas are located here. The village concept for this site is not a new idea, but one the community has envisioned for sometime. With the plans to redevelop the Lincoln Park site in Dartmouth, the Town of Westport has the opportunity to tie into their infrastructure. Bread and Cheese Brook is a major tributary to the East Branch of the Westport River and crosses Route 6 at Forge Road. Any development considered within this area, either housing or commercial development, should create a sense of place that is respectful of the river and use the water as a focal point. Other development constraints include wetlands and Priority Habitat identified through the Natural Heritage and Endangered Species Program. (SRPEDD, Route 6 Corridor Study, 2005)

Route 6 Summary of Characteristics

Protected Parcels <ul style="list-style-type: none"> • Westport Land Conservation Trust 	Water Resource <ul style="list-style-type: none"> • Wetlands • Bread & Cheese Brook • IWPAs • Medium & High Yield Aquifer • Zone A and B
Historical Significance <ul style="list-style-type: none"> • Historic homesteads • Westport Factory area 	
Natural Resource Protection Areas <ul style="list-style-type: none"> • Globally Rare Species • Priority Habitat • Estimated Habitat 	Soils <ul style="list-style-type: none"> • Till or Bedrock • Sand and Gravel
Zoning <ul style="list-style-type: none"> • Business 	Development Area <ul style="list-style-type: none"> • Route 6 • Chapter 61, 61A properties
No Municipal Water/Septic*	21E Site/Brownfield <ul style="list-style-type: none"> • Potential

*Potential sewer available in Route 6 Redevelopment Area

III. Priority Areas of Protection

1. Surface Water Resources & Aquifer District

Aquifer District

In spite of the abundant wetlands, Westport does not have abundant groundwater supply because to the predominant soils are a very firm hardpan layer (substratum). This restricts the movement of water recharging the aquifer. The town's main aquifer runs along the East branch of the Westport River and Bread and Cheese Brook. This area is predominately sand and gravel soils, which are more conducive to groundwater recharge and aquifer formation and are estimated to be capable of producing a flow of 1,400 gallons per minute. Unfortunately other areas of Westport have less than 25 gallons per minute groundwater yield. Even in some of the other areas that may have potential for more yields, a threat of groundwater contamination through salt-water intrusion is inevitable through excessive pumping. (Town of Westport Open Space Plan, 2006)

Surface Water Resources

Bread and Cheese Brook, Angeline Brook and Sawdy Pond

Two major streams in Westport are the Bread and Cheese Brook and Angeline Brook. Both play an important role in the natural landscape that encompasses the Town of Westport. The Natural Heritage and Endangered Species Program from the Massachusetts Division of Fisheries and Wildlife identified the areas encompassing these two streams as "Priority Habitat" and "Bio Core Habitat".

Bread & Cheese Brook

Bread and Cheese Brook is a part of the North Watuppa Watershed and is an area that is considered a kame delta, deposited from the last glacial period. This could potentially be the best groundwater resource available for this area.

Angeline Brook

Angeline Brook is one of the major tributaries supplying fresh water to the West Branch of the Westport River. The brook is one of the healthiest streams in the Westport River watershed. It also supports a native anadromous brook trout, an indicator of the health of the watershed. The age and structural diversity of the upland forest near the brook shows little history of human use and may represent primary forest according to the Trustees of Reservations.

Sawdy Pond

Sawdy Pond is located on the Sawdy Pond River in Westport and is used for flood control and recreation. Construction of the dam was completed in the 1900s and is owned by the City of Fall River. Recently the Town of Westport and the City of Fall River have been in discussion surrounding the future of Sawdy Pond.

North and South Watuppa Ponds

The Watuppa Ponds are two large, naturally occurring, spring-fed, glacial ponds. The two ponds were originally one, connected by a narrow channel near what is now the boundary between Fall River and Westport.

The *North Watuppa* Pond is the second largest naturally occurring body of water in Massachusetts. The pond has been used as the City of Fall River's primary drinking water supply since the 19th century. The north pond drains into South Watuppa Pond by a small stream channel know as the Narrows. In 1963, Interstate 195 was constructed through the Narrows dividing North and South Watuppa Ponds. The City strictly prohibits and patrols all activities in the North Watuppa Pond area.

The *South Watuppa Pond* is ranked the third largest naturally occurring body of water within Massachusetts. The pond is fed by Sucker Brook near its eastern shore from Stafford Pond in nearby Tiverton, Rhode Island. The ponds are drained by the Quequechan River, which flows westerly through the center of Fall River to the Mount Hope Bay. Though public access is fairly limited, a public boat ramp is located at Dave's Beach, on the end of Jefferson Street.

***Surface Water Resources & Aquifers District
Summary of Characteristics***

<i>Protected Parcels</i> <ul style="list-style-type: none"> • <i>APRs</i> • <i>City of Fall River</i> • <i>Westport Land Trust</i> • <i>Massachusetts Audubon Society</i> <i>Historical Significance</i> <ul style="list-style-type: none"> • <i>Historic homesteads and farmlands</i> • <i>Westport Factory</i> • <i>Head of Westport Village</i> 	<i>Water Resource</i> <ul style="list-style-type: none"> • <i>Wetlands</i> • <i>Bread & Cheese Brook</i> • <i>High & Medium-yield Aquifer</i> • <i>Sawdy Pond</i> • <i>North & South Watuppa Ponds</i> • <i>East Branch of the Westport River</i> • <i>West Branch of the Westport River</i> • <i>Zone II</i> • <i>IWPAs</i> • <i>100 & 500 Year Floodplain</i>
<i>Natural Resource Protection Areas</i> <ul style="list-style-type: none"> • <i>Globally Rare Species</i> • <i>Priority Habitat</i> • <i>Estimated Habitat</i> • <i>BioCore Habitat</i> • <i>Certified Vernal Pools</i> 	<i>Soils</i> <ul style="list-style-type: none"> • <i>Till or Bedrock</i> • <i>Sand and Gravel</i> • <i>Floodplain Alluvium</i> <i>21E Site/Brownfield</i> <i>Yes</i>
<i>Zoning</i> <ul style="list-style-type: none"> • <i>Residential</i> • <i>Business</i> • <i>Unrestricted</i> • <i>Aquifer Overlay District</i> • <i>Zone II</i> <i>No Municipal Water/Septic</i>	<i>Development Area</i> <ul style="list-style-type: none"> • <i>Route 88</i> • <i>Route 177</i> • <i>Route 6</i> • <i>Medium to Low density development</i> • <i>Chapter 61, 61A properties</i>

2. *Farmland and Forest Blocks*

Farm Blocks

Although many outside of agricultural circles have never heard the term “farm block,” it is an essential safeguard for both our environment and our food supply. A farm block is an aggregate of commercial farms that has little or no subdivision intrusion into its areas of prime soils; pasture lands, and resources such as a farmland’s well field. The few non-farm residences in and around farm blocks should occur as low-density scatterings rather than organized neighborhoods.

The larger a farm block, the stronger its constituent farms. Non-farmer residents more readily recognize that agriculture in a farm block is both a business and a land area that contributes to a community’s rural character. Across the nation, poor neighbor relations are the leading cause of farmers leaving the business. Farm blocks encourage constructive solutions to neighbor conflicts, which sometimes involve environmental issues that would otherwise polarize the community. Farmers feed off of each others’ expertise, encouraging best practices. Young people are attracted to viable farming, bringing new environmentally aware sensibilities back to the land. Finally, the community that has intact farm blocks is recognized as “farm friendly,” which stimulates location of farm-support businesses nearby.

Agriculture is economic development. Agriculture contributes directly to the region’s economy through the economic impact of the sale, processing and distribution of agricultural products and services. Agriculture also contributes indirectly because of its importance to the tourist industry and to the region’s quality of life.

Farmers were the original environmentalists. The residents of a 100-house subdivision cannot be uniformly taught to maintain their environment. Even if they are willing, homeowners start with a matrix of impervious streets, non-indigenous plantings, contrived landscape design, and unmanaged pesticide/fertilizer use that the farm professional does not have to contend with. Suburban sprawl is irrefutably undesirable land use and environmentally unfriendly compared to the local food production that occurs with farming. As our youth continue to be attracted to farming, as in Westport for example, the quality of farming practices increases, in concert with environmental restoration and protection.

Buffers between Farms and Non-Farm Uses

Farms are a form of industrial use, replete with their own sounds, smells, and activity. The same way a buffer of land is needed between an industrial plant to mitigate the effects of manufacturing on neighbors, a buffer is necessary to protect the farm from distracting and sometimes dangerous intrusion, and to protect the neighbors from sights, sounds and smells that are incompatible.

Where the differing uses meet without buffer, both the integrity of the neighbor's enjoyment and the ability of the farmer to carry out his or her work are jeopardized.

Buffers also limit agricultural runoff and lessen the effects of necessary soil treatments such as lime on neighboring properties. Buffers are sound devices for environmental sustainability, and may take the form of vegetated buffers or wetlands. The wider the buffer, the stronger the protection of incompatible but equally important uses is from each other.

Strengthening the farmland and forest industries help keep them viable resources within the community and maintain the rural character as well as attract tourism to the area.

Farmland and Forest Blocks Summary of Characteristics

<i>Protected Parcels</i> <ul style="list-style-type: none"> • <i>APRs</i> • <i>City of Fall River</i> • <i>Westport Land Trust</i> • <i>The Trustee's of Reservations</i> • <i>Westport Conservation Commission</i> • <i>Town of Westport</i> <i>Historical Significance</i> <ul style="list-style-type: none"> • <i>Historic homesteads and farmlands</i> • <i>Westport Factory</i> • <i>Head of Westport Village</i> 	<i>Water Resource</i> <ul style="list-style-type: none"> • <i>Wetlands</i> • <i>Bread & Cheese Brook</i> • <i>High & Medium-yield Aquifer</i> • <i>Sawdy Pond</i> • <i>North & South Watuppa Ponds</i> • <i>East Branch of the Westport River</i> • <i>West Branch of the Westport River</i> • <i>Zone II</i> • <i>IWPAs</i> • <i>100 & 500 Year Floodplain</i>
<i>Natural Resource Protection Areas</i> <ul style="list-style-type: none"> • <i>Globally Rare Species</i> • <i>Priority Habitat</i> • <i>Estimated Habitat</i> • <i>BioCore Habitat</i> • <i>Certified Vernal Pools</i> 	<i>Soils</i> <ul style="list-style-type: none"> • <i>Till or Bedrock</i> • <i>Peat</i>
<i>Zoning</i> <ul style="list-style-type: none"> • <i>Residential</i> • <i>Business</i> • <i>Unrestricted</i> • <i>Aquifer Overlay District</i> • <i>Zone II</i> <i>No Municipal Water/Septic</i>	<i>Development Area</i> <ul style="list-style-type: none"> • <i>Route 88</i> • <i>Route 177</i> • <i>Route 6</i> • <i>Medium to Low density development</i> • <i>Chapter 61, 61A properties</i> <i>21E Site/Brownfield</i> <ul style="list-style-type: none"> • <i>Yes</i>

3. *Barrier Beach System*



The Barrier Beach System, is located in the southern portion of Westport and is protected by the State of Massachusetts Department of Conservation and Recreation (DCR). The Horseneck Beach State Reservation includes a public beach and a campground. The reservation is an oddly-shaped peninsula containing over 600 acres of barrier beach, marshland, and estuary habitat. In 2007 DCR announced that the reservation would undergo a capital improvement program to improve the

services available and protect the coastal environment. New improvements to the buildings have been completed.

Natural Communities and Habitat

The Natural Heritage and endangered Species Program have also identified the barrier beach systems located at the southern portion of town as Priority Habitat and BioCore Habitat. Barrier beaches are an extremely sensitive area that provides a significant function as flood control, feeding and breeding ground for wildlife, protection of estuaries from storm surges, eases the effects of erosion, and protects the harbor including commercial and recreational boats.

An *estuarine intertidal marsh* is located behind the barrier beach system. This natural community is compositionally diverse, including high and low marshes. This example of brackish tidal marsh, found along coastal rivers where salt and fresh water mix. These types of condition consist of a mixture of herbaceous vegetation that can tolerate salt water and flooding at daily high tides. Invasive species and polluted run off can threaten this natural community.

A *maritime Oak and Holly* community is located along the banks and through out the islands of the East Branch of the Westport River. This example is a rich mosaic of mixed deciduous and evergreen forest within the coastal salty spray. Vegetation growth is stunted by the natural conditions.

***Barrier Beach System
Summary of Characteristics***

<i>Protected Parcels</i> <ul style="list-style-type: none"> • <i>DCR Horseneck State Beach</i> • <i>Gooseberry Beach</i> • <i>Allen's Pond (Audubon)</i> • <i>Westport River Estuary</i> • <i>Town of Westport, Town Beach</i> <i>Historical Significance</i> <ul style="list-style-type: none"> • <i>Historic homesteads</i> • <i>Historic District</i> 	<i>Water Resource</i> <ul style="list-style-type: none"> • <i>East Branch of the Westport River</i> • <i>West Branch of the Westport River</i> • <i>Estuary System</i> • <i>100 & 500 Year Floodplain</i> • <i>High Velocity Overwash Zone</i>
<i>Natural Resource Protection Areas</i> <ul style="list-style-type: none"> • <i>Priority Habitat</i> • <i>Estimated Habitat</i> • <i>BioCore Habitat</i> • <i>Natural Communities of Significance</i> • <i>Barrier Beach System</i> 	<i>Soils</i> <ul style="list-style-type: none"> • <i>Till or Bedrock</i> • <i>Sand and Gravel</i>
<i>Zoning</i> <ul style="list-style-type: none"> • <i>Residential</i> <i>No Municipal Water/Septic</i>	<i>Development Area</i> <ul style="list-style-type: none"> • <i>Limited Development</i> <i>21E Site/Brownfield</i> <ul style="list-style-type: none"> • <i>None</i>

4. *Head of Westport*

The Head of Westport, is an historic village located at the northern end of the East Branch of the Westport River, was established in 1671. This location was ideal to early settlers because the tidal East Branch River was only a short distance from the ocean. The village was principally devoted to shipbuilding and a center for commerce and industry, with a grist mill, shoe maker, harness maker, and blacksmith shop. Near the Head of Westport at Westport Factory a textile mill was built. At the Lower Mill site, another factory produced a variety of products including hoes. At each site a row of mill houses for the workers was built and are still used today, a prime earlier example of smart growth. (Westport Historical Society)



Unique to this area is the town landing, composed of a large area on both sides of the river. Once supported shipbuilding and a recreational gem. The right of Westport and Dartmouth residents to use the landing was formalized in 1788. (Westport Historical Society)

Today you will find many plaqued historic homes, the Bell School, home of the Westport Historical Society, and the powder house, which was used to house ammunition and a guard after the War of 1812.

5. *Westport Point and Marinas*

Westport Point or South Westport is a distinct historic district, on a mile-long street with homes and other buildings were established. A full-fledged village consisting of a general store, school, church, post office, automobile repair, fishing port, and a blacksmith shop among other businesses.



5a. Marinas and Boatyards

Westport has a deep connection to its coast, which continues today. Below is a list of Marinas and Boatyards which the community has identified as priority protection areas due to their rich relationship to the sea.

F.L. Tripp & Sons

Tripp's boatyard and marina is a well known establishment in the Town of Westport, serving the community and neighboring communities for over 70 years. They continue to offer a valuable service to boaters far and wide. They also manufacture their own line of boats, the Tripp Anglers.

Carey's Boatyard

Carey's Boatyard is a small, neighborhood facility on the west side of the West Branch of the Westport River. It has offered slips, moorings and boat maintenance and repair facilities for over 50 years to recreational boaters and some commercial fishermen.

Spindle Rock Club

The Spindle Rock Club is a private club/marina on the west side of the harbor. It has been a marina since the 1950's when the Smith family installed some docks.

It was purchased by the Spindle Rock Trust in the late 1970's or early 1980's and has been run as a low key private boat club for area residents since then.

Westport Yacht Club

The Westport Yacht Club, next to F.L. Tripp and Sons, is a private yacht club/marina that provides beach access, club house and marina facilities for it's members.

Other marine facilities

Other marine facilities exist in the harbor area, such as the Westport Boat Club and Leach and Sons at the Point. There are other private docks from Lee's Wharf between Route 88 Bridge and F.L. Tripp and sons toward Cherry and Web Beach.

Scenic Roads

The Town of Westport has identified their scenic roads as part of the priority protection areas. Scenic roadways define an element of the community's character. The winding roads lined with stonewalls. Adjacent open fields and agricultural lands, older homes, and river vistas all help to maintain the unique scenic quality of Westport. Eight scenic roads were identified:

- *Sodom Road – from Charlotte White Road to Adamsville Road*
- *Main Road – from just below Central Village south to Westport Point*
- *Drift Road – entire length*
- *Horseneck Road – from Hixbridge Road to the coast at East Beach Road*
- *Pine Hill Road – old and new sections*
- *Gifford Road – from Route 6 to Old County Road*
- *Adamsville Road – Rhode Island state line to Main Road*
- *Hixbridge Road – from Main Road to Dartmouth line*

IV. Combination of Priority Protection and Development Areas

Some areas within the Town of Westport have yet to be determined as to whether they will become areas of development, protection or a combination of both. The sites listed below represent those areas:

1. Central Village

The Boston Society of Architects held charettes and constructed two conceptual designs in 2001 for the Central Village area. The designs depict the Town Hall as the focal point with the landscaping forming a village green or park. Clustered around the center would be housing, a senior center, mixed businesses, apartments and condominiums. Off street parking would be shared, while farm stands would be encouraged to enhance the Westport rural character. An organized committee has been working diligently on the concepts that have been identified through these efforts. (Westport Master Plan, 2004)

Central Village Summary of Characteristics

<i>Protected Parcels</i> <ul style="list-style-type: none"> • <i>APR</i> • <i>Town of Westport</i> • <i>Westport Land Trust</i> 	<i>Water Resource</i> <ul style="list-style-type: none"> • <i>Snell Brook</i> • <i>Wetlands</i> • <i>IWPAs</i>
<i>Historical Significance</i> <ul style="list-style-type: none"> • <i>Historic homesteads</i> 	
<i>Natural Resource Protection Areas</i> <ul style="list-style-type: none"> • <i>Priority Habitat</i> 	<i>Soils</i> <ul style="list-style-type: none"> • <i>Till or Bedrock</i>
<i>Zoning</i> <ul style="list-style-type: none"> • <i>Business</i> • <i>Residential</i> <i>Potential Use</i> <ul style="list-style-type: none"> • <i>Mixed use</i> • <i>Senior Center</i> • <i>Housing, Commercial & Services</i> <i>No Municipal Water/Septic</i>	<i>Development Area</i> <ul style="list-style-type: none"> • <i>Main Street</i> <i>21E Site/Brownfield</i> <ul style="list-style-type: none"> • <i>None</i>

