Spring 2014

The Heritage Landscape of Plymouth, MA Greenway Planning and Cultural Design

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University of Massachusetts, Amherst
Department of Landscape Architecture & Regional Planning

The Heritage Landscape of Plymouth, MA
Greenway Planning and Cultural Landscape Design

Senior Capstone Studio  Spring 2014
Professors: Robert Ryan & Ethan Carr
TAs: Ivette Banoub & Wenjie Liu

Dave Mitchell • Evan Cox • Jen Verville • Rob Garcia • Dan Kamins • Andrew Fang • Rich Disharoon • Colin Lord • Tricia O’Grady-Howard • Calder Alexander
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The Studio

Fourteen-week studio, combining greenway planning at the regional scale, and detailed design of individual public landscapes in historic downtown Plymouth.

Landscape research combining GIS data and analysis with historical narratives, maps, views of Plymouth.

Anticipating 400th anniversary of Pilgrim’s landing and the proposed revitalization of the key historical public places of Plymouth.

Assigned Texts:

Goals and Objectives

This studio combined greenway planning and cultural landscape design and interpretation to **revitalize the public landscape of Plymouth and convey the significance of these historic places to visitors and residents.**

Plans and individual projects are intended to **expand the experience of the Plymouth landscape** and the historical narratives and meanings associated with it.

**Today**
The experience is primarily automotive, and interprets the single narrative of the Pilgrims’ landing in 1620. Most of these memorial landscapes were created for the 1920 tercentennial.

**The Studio**
Presenting projects to create pedestrian and multi-modal experiences that interpret other narratives of Plymouth history, in time for the 400th anniversary in 2020.
Plymouth, MA

Plymouth is the oldest and largest municipality in Massachusetts. Established by the Pilgrims in 1620, it became a port and a manufacturing center by the 1700s.

Today most industry has left, and the Town is connected by rail to Boston, where many residents work. More residential development is anticipated.
Client

Town of Plymouth Department of Planning & Development

Our contacts within the Department are David Gould and Lee Hartmann.

As part of the celebration of the 400th Anniversary of the town, Plymouth is planning a series of public works and public landscape improvements intended to celebrate and conserve its past, while facilitating and enhancing its future social and economic health.
Plymouth is not only “where America began” but also where the construction of historical narratives central to an American national identity began.

It is also where the catastrophic history of Native American political interactions and treaties with English-speaking people began, on Watson’s Hill in 1621.

The studio participants designed public landscapes that interpreted the broad range of historical associations and narratives of Plymouth.
Table of Contents

Part I: Greenway Design

- Natural Resources
  - 18-23
- Open Space
  - 24-51
- Historic Landscapes
  - 52-63
- Regional Context
  - 64-75

Part II: Cultural Landscapes of Plymouth

- Important Sites
  - 78-79
- Examples of Historical Site Research
  - 80-87
- Brewster Garden
  - 81
- Town Brook
  - 82-85
- Depot Square
  - 86-87
# Table of Contents

**Student Design Proposals**

<table>
<thead>
<tr>
<th>Name</th>
<th>Pages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tricia O’Grady- Howard</td>
<td>90-95</td>
</tr>
<tr>
<td>Andrew Fang</td>
<td>96-105</td>
</tr>
<tr>
<td>Brett Riley</td>
<td>106-117</td>
</tr>
<tr>
<td>Evan Cox</td>
<td>118-121</td>
</tr>
<tr>
<td>Bryan Anderson</td>
<td>122-129</td>
</tr>
<tr>
<td>Robert Garica</td>
<td>130-141</td>
</tr>
<tr>
<td>John Nicol</td>
<td>142-147</td>
</tr>
<tr>
<td>Jen Verville</td>
<td>148-159</td>
</tr>
<tr>
<td>Calder Alexander</td>
<td>160-167</td>
</tr>
<tr>
<td>Richard Disharoon</td>
<td>168-177</td>
</tr>
<tr>
<td>Dan Kamin</td>
<td>178-181</td>
</tr>
<tr>
<td>Colin Lord</td>
<td>182-183</td>
</tr>
<tr>
<td>Sam Brown</td>
<td>184-193</td>
</tr>
<tr>
<td>David Mitch</td>
<td>194-197</td>
</tr>
</tbody>
</table>
Summary of Part I: Greenway Design

Part I of the studio included a review of all current planning documents for the parks and open spaces of Plymouth.

Students also began historical research, using written sources and historic maps and views.

The studio then produced four greenway plans for Plymouth, each based on a different emphasis: Natural Resources, Open Space, Historic Landscapes, and Regional Context.

Individual students then chose specific sites from their greenway plans to develop new public landscapes, in the context of the larger greenway, during the second half of the studio.
Greenway Design: Natural Resources

This map was created with GIS a mapping tool to reveal areas of core habitat and critical natural landscapes.

They used these areas to generate their design focus on ecological conservation and preservation
Hydrology
Greenway Design: Natural Resources Trails
Transportation
The next team focused on open space in the town of Plymouth and created a greenway plan which was centered around improving and extending open space and recreation areas.
Greenway Design: Open Space

Cordage Park

Manomet Coast

Historic School House in Cedarville
Townwide Greenway Plan

Townwide Objectives

- Connect the five village centers using green corridors.
- Encourage growth in centers
- Control Sprawl by Designating Open Space
- Link State forest and Protected Land
- Incorporate wetlands and ponds in corridor
- Protect and connect greenway to historical sites
Greenway Design: Open Space

Develop an understanding of the town brook corridor.

Identify key historic and commercial locations

Connect Stephens fields to Nelson Pond Park along the coastline

Create greater awareness of all the historic sites in Plymouth.
Unify Plymouth's historic sites, economic core, and Town brook corridor for residents and tourists.

Improve Gateways, Streetscapes, Paths, and Trail systems.

Increase passive and active recreation sites.

Link residential neighborhoods and tourist centers to the townbrook corridor.

Develop a "brand" for the Plymouth greenway.
Open Space and Circulation Networks
Greenway Design: Open Space & Pedestrian Connections

Link plymouths open space

Improve passive and active recreation connectivity

Use town brook as a spine for openspace

Recreational Open Space
1. Pilgrim Memorial State Park

2. Brewster Gardens

3. Stephens Field

4. Jenny Pond Park

5. Water Front Docks

6. Nelson Beach Park
**Greenway Design: Open Space & Infrastructure**

- connect tourist center with economic core
- create connections of parking to greenway and commercial center
- link major roads and the greenway

![Diagram showing commercial areas, parking, and greenway connections](image-url)
Greenway Design: Open Space Wayfinding & Branding
Greenway Design: Open Space Waterfront Park Proposal

Existing disconnect between the waters edge and the pedestrian waterfront

Propose a removal of the breakwater wall.

Create a waterfront park and walk connecting historic and commercial nodes.
Greenway Design: Open Space Waterfront Park Proposal
Greenway Design: Open Space Waterfront Park Proposal

- Proposed Waterfront Park Space
- Historic Nodes
- Important Business's
- Waterfront Walk
- Connections to Main Street
Section AA

Water St.  Parking  Swale  Path  Lawn  Swale  Lawn  Ampitheater Seating
Greenway Design: Open Space Boardwalk Concept

Allow for access to protected areas like wetlands and beachfronts while protecting the ecological processes.

Create more inviting gateways through existing road underpasses as well as creating a safe atmosphere in the night.
Boardwalk Concept Section

Coastal Boardwalk and Overlook
Greenway Design: Open Space Brewster Garden Proposal
Greenway Design: Open Space Jenny Pond Park Concept

Connect to historic watsons hill, creating an outlook over jenny pond and town brook

propose a network of path systems that link open space
Layers of Proposed Jenny Park

Vegetation
Hydrology
Open space
Pedestrian Circulation

Existing Jenny Pond Park

Concept Sketch
Greenway Design: Open Space

- unfriendly pedestrian connection
- unidentified as a historical site
- links coast with historical townsquare
- begins at the base of town brook corridor
Greenway Design: Historic Landscapes

This map was created by the historical team, who researched and labeled significant sites throughout Plymouth.

The zoomed in map to the upper right shows the approximate location of Plymouth’s fort walls and current day historic district.
Between the years 1620 and 1700, settlers arrived in droves expanding and establishing the towns throughout Plymouth. What was eventually created were the five Plymouth village towns that exist today; North Plymouth, Plymouth Center, West Plymouth, Manomet, and Cedarville.

Cedarville village was known in the past for the peaceful existence of Indian and Pilgrim communities. The original name of this area was Cedar Swamp due to the large amount of cedar trees found in the wetlands. The Pilgrims harvested the trees to create additional revenue to pay off their debt from the Mayflower voyage.

Cedarville's Herring Pond is the largest body of inland water in Plymouth and from the 1700s to the mid 1800s most of the 3,000 acres surrounding the pond were divided up into individual lots for the local residents. Among these lots were five historical cemeteries that still exist today. Currently, the landscape is a mix of coastal and inland resources which include beaches, cranberry bogs, coastal bluffs and natural, undeveloped land. Cedarville has a combination of mixed land uses ranging some commercial round Route 3, to retail and residential surrounding. There are ample scenic views in this area with a few examples being Herring Pond Road and the water view; Bourne Road at Little Sandy Pond; cranberry bogs with lake views; and Mast Road, which is a winding forested back way.
Manomet village with its deeply sloping pine forest called Pine Hills was settled by farmer in the seventeenth century and formed a community by 1740. The newest residential development in this area is called ‘The Pinehills’. As of 2009, this area contained 1,145 new residences, all of which were surrounded by preserved open space. Currently, Manomet has light industrial use along the shore and is juxtaposed by rural residential communities surrounded by the natural woodlands and fields. Some of the scenic views are the Old Mayflower Hotel off Point Road and its scenic cranberry bogs, and White Horse Beach.

West Plymouth village was the home to the first freed black slaves who were given land and freedom for their service in the Revolutionary War. The land was previously cleared for farming and sheep pastures. Today this land is made up of various sizes of residential lots surrounded by farmland and meadows. Some of the scenic views in West Plymouth are of Narragansett pond and it’s streams along with farmland and meadows with forest all along Route 44. There are also many views of cranberry bogs with ponds and forested areas along winding roads.
Greenway Design: Connecting Historical Nodes

Network of historical sites
Create easily identified pedestrian paths
Use signage and wayfinding maps for pedestrian legibility.

- Significant Historic Sites
- Historic Walk Network
1. The Mayflower
2. Plymouth Rock
3. Town Square
4. Cemetery Hill
5. Richard Sparrow House
6. Jenney Grist Mill
7. Watsons Hill
8. Jesse Harlow House
9. Harlow Old Fort House
Greenway Design: Historic & Cultural Landscapes

Leyden Street, shown in three images on the right, begins at the waters edge and runs inland westward to the original Town Square and Burial Hill. The top image is a 1620s restoration scene of Leyden Street from Plimouth Plantation. The middle image is Leyden Street in the beginning of the 1900s. The bottom image is Leyden Street currently. Some of the original historic features remain for instance the tree lined street and the narrow road edged with houses and businesses.

Plymouth’s downtown has three tourist areas; the Waterfront District, Court and Main Street, and the Town Brook area which lack connectivity. As part of promoting economic vitality it is crucial to have connective links to easily navigate from between areas. The above image illustrates the layout of the three major areas.
North Plymouth village had a history of use as a seaport, shipping area and also a mustering ground during the Revolutionary War. During the 1700 and 1800 mills and factories led the economy and the Cordage Mill was the largest in this area. This mill was the largest producer of rope and twine in the world and would remain in business from 1824 until 1972. The Cordage Mill was the first attempt at a planned community where the employed would both work and live on site. Although that plan never came to fruition then, the reuse of the beach front mill is zoned for both retail and residential and has a new name of the Cordage Commons. The scenic views and landscape are sandy, rocky beach fronts with a variety of grasses and views to the north of Kingston marches and estuaries, also of the Gurnet Light House and surrounding bays.

Plymouth Center village is where the pilgrims first settled and established the village main road called Leyden Street. Located on this road was the first church, market, meeting house, and town square which all exist today and are part of a larger historic district. This district also includes many other tourist alluring sites like Brewster Gardens, Jenney Pond, Morton Park, and the Downtown Waterfront & Business District. The scenic views from the waterfront district are the marsh lands to the north, the harbor views, and coastal views from north to south. Some of the views are from the historical sites of Burial Hill and they overlook the First church towards the Training Green (Sandwich Street) and east over the bay. Other views are from Cole's Hill looking south over Brewster Garden, east over Plymouth Harbor. Addition views from Little Pond over it’s wooded areas and trails. Roads under the Scenic Roads Act are Strand Ave, Manomet Avenue and Old Beach Road which loop through Plymouth center.
Town Brook Greenway is a proposed idea slowly coming to fruition. As Town Brook is integrated in the landscape now, it undergoing a series of renovations to remove most of the dams except the historic Jenney Grist Mill and restore the ecological habitats. One of the most important ecological habitats is the Herring, which at one time were plentiful in this water way and an integral part of the fishing industry of this town. This meandering 1.5 mile brook begins at the Billington Sea and feeds local ponds like the Jenney Pond and empties into the Atlantic Ocean. The images to the bottom left are of the restored Jenney Grist Mill. The image to the bottom right is the mouth of Town Brook as it meanders along side of Brewster Park.

Sources:
The Cedarville Village Master Plan
The Plymouth Action Plan
The North Plymouth Master Plan
www.plymouthcordagemuseum.org

Images: Courtesy of Prof. Ryan, http://en.wikipedia.org/wiki/Town_Brook_(Massachusetts)
South of the waterfront, below Cole's Hill, is Brewster Gardens which is shown in the image to the right. This garden was named after one of the original pilgrims, William Brewster, has two notable monuments, The Pilgrim Maid and the Immigrant Settler’s Sculpture. This park is at the western end of the historic Leyden Street and has Town Brook running along side.

To the west of Plymouth’s waterfront and Water Street is Main Street which is joined by Court Street to the north and Sandwich Street to the south. These streets make up the central corridor of Plymouth center and are lined with historic buildings as well as shops, restaurants and local amenities. The image to the middle right illustrates characteristics of Main Street with its historic looking street lights, large store front windows and vegetative tree-planter edge. Some of the architecture of these buildings dates back to the 1800 and 1900s.

Main Street intersects Leyden Street just east of the original town square as shown in the image to the bottom right and characteristically ties into the historical theme. Burial Hill, shown in the bottom image, is just beyond Town Square and the Church of the Pilgrims to the northeast.
**Greenway Design: Historic & Cultural Landscapes**

In creating greenways for Plymouth, some of the important features looked at were the collection and composition of inland waterways, open space, parks and historic sites. By looking at and understanding the interconnection, ecological habitats could be connected back to the Myles Standish State Reservation and recreational circulation through many of Plymouth's beautiful scenic areas can be created with emphasis on Plymouth's historical roots.

Incorporating existing bike paths and trails were important aspects in creating connections in all directions. The Claire Saltonstall Bikeway and Old Sandwich Road run from north to south and can easily join proposed east to west greenways along Town Brook and Eel River riparian corridors as well as conservation wetlands in south Plymouth.

The map above are historic sites in Plymouth. The right top image shows open space/conservation land in yellow. The right bottom show wetland and inland waterways in blue.
The next part of the process was analyzing existing historic sites and dividing them into three categories according to time of occurrence. The results were the Pre-Encounter, the First Encounter, and Post Encounter. The Pre-Encounter is about events before the arrival of the pilgrims in 1820 and is denoted with a purple trail line. Some of the highlights of this trail are Cleft Rock, which is an Indian outlook; Jenney Pond, an Indian Home Site; and the Indian Burial Ground at Fresh Pond. The First Encounter is about events in the 1600s and is denoted with a yellow trail line. Some of the highlights are the Mayflower II, Leyden Street, the first main road of the pilgrims, and Plimouth Plantation, a reproduction of Leyden Street from the 1600s. Lastly, the Post Encounter is about events after the 1600s and is denoted with a green trail line. For the sake of clarity, an orange trail line was created for the area common to all three time periods and are part of all three trail lines. Some of the highlights are the 1800 and 1900s architectural buildings, Parting Ways Cemetery, and Cordage Commons which was one of the largest rope makers in the world until WWII. Another opportunity because of Plymouth’s shoreline location were seaside and water trails. To provide amenities for the trails, major and minor hubs were strategically located at shared meeting points. The following are proposed ideas to compliment the seaside trails.
Greenway Design: Regional Context

The last team looked into the regional context for the town of Plymouth.

They looked at the existing road systems, ferry routs, bike paths, pedestrian paths as well as parks.
Greenway Design: Regional Context Vegetation
Greenway Design: Regional Context Hydrology
Regional Context Trails

POTENTIAL GREENWAY CONNECTIONS
Greenway Design: Regional Context Transportation
Greenway Design: Regional Context Landuse 1971
Landuse 1985
Greenway Design: Regional Context Landuse 1997
Landuse 2005
Part Two: The Cultural Landscapes of Plymouth

Students incorporated cultural information into their GIS databases by Geo-referencing historic plans, such as Sanborn maps and others, and overlaying them against past and present conditions.

Historic photographs and other views were an important source for reconstructing some of the past conditions of the public landscapes of Plymouth.

Histories, such as Philbrick’s *Mayflower*, helped students understand the significance of individual sites.
Important Sites

Established in 1620, Leyden Street in Plymouth is the original location of the first permanent, English-speaking settlement in the Americas.

Watson’s Hill was where the first treaty agreement was reached between Native Americans and the English.

The Plymouth waterfront was extensively cleared, filled, and reconfigured for the 300th anniversary (1920) of the Pilgrim landing.

1960s urban renewal further cleared and reconfigured portions of downtown along Town Brook near the waterfront.
Examples of Historical Site Research

Students assembled historic maps and plans for the individual sites they selected to develop as new public landscapes.

Plans and maps were overlaid and redrawn to represent historic conditions and changes over time.

Other research indicated the meanings associated with various public landscapes in Plymouth.

New public landscape designs are intended to convey and interpret different aspects of the town’s heritage for a new generation of residents and visitors.

New circulation, especially pedestrian rather than automotive, was emphasized, as well as connections to the larger greenway plans done in Part One.
Examples of Historical Site Research

Town Brook in 1701 - 1885

Town Brook was first used by the Native Americans as their fresh water source and to supply them with herring to fertilize crops.

The brook was a key reason why the Pilgrims choose Plymouth as their location to settle at.

The morphology of the land changes as it gets to 1885 where roads change, the brook changes shape and Jenny pond takes on a new shape.
Town brook changes suddenly between 1701 to 1885 with the change of shape of the town brook as well as Jenny Pond and the road system.
Examples of Historical Site Research

Town Brook in 1912 - 1927

Dams were built and used to power first corn mills and then later, factories.

Culture and the ecological changes have changed the condition of the brook, devastating the population of the silver herring.

By 1912 Town Brook was the predominate power source for the industrial companies located along its banks.

By 1927 the number of industrial infrastructure along the Town Brook was reduced.
These maps also show the change over time of Jenny Pond, Roads, and historic buildings.
From 1885 to 1896 Depot Square seems to have no drastic change in its rail system. However in the eleven years in between it seems that more structures were built around the rail system as it progresses during that time period.
From 1896 to 1906 Depot Square seems to have a drastic expansion in the rail system as well in buildings. Looking at the maps from 1906 to 1912 there seems to be a reduction in buildings around Depot Square however the rail system has stayed the same.
Student Design Proposals
Student Design Proposals
**Proposed Idea:** Waterfront District and the Views - A Radial design that opens up to the views with a promenade and relaxing gathering areas along the shore.

The left bottom image is the proposed promenade walk. The left center image is the gathering space with panoramic views that is located off the promenade walk. The right bottom image is soft edge of the salt marsh with jetty.
The waterfront shoreline connection plan is arranged in a radial pattern that opens up to panoramic views. The northern area of the park is a natural shoreline salt marsh with jetties that allow for interaction with the water. This area is a reminder of how this landscape was before being settled by the pilgrims. The central area is where the Mayflower II resides and is a reminder of the pilgrims’ first encounter in this new land. The lower area is Pilgrim Memorial Park. This area, with its sculpted man-made edge, has a shoreline walkway with resting points that give way to panoramic views. This area is reminiscent of the post encounter time of landscape changes. The walkway then leads to Brewster Park.
Depot Square as Gateway to Heritage Trails - Tricia O’Grady-Howard

As a livable street approach, these main roads would be more alternate transportation oriented rather than just automobile oriented.

The major routes of Court/ Main St (RT. 3A) and the Waterfront District streets would be come ‘destination streets’.

On road parking is temporary (time- limited and fee based) with fewer spaces located between bump outs.

Emphasis on safety and resting areas for the pedestrian with the creation of bump out seating / planted areas and wider cross walks.

Enable people friendly multi use livable streets.

- A center for a multi-modal system of walkways, bikeways, and a park & ride public transportation system (trolley line) that circulates through the historic district of Plymouth center
- Plymouth center has the highest concentration of historic sites and is the area most visited.
- Depot Square has a rich history as an arrival point for visitors. It was once the home of the Old Colony Railroad and continues to be at the crossroads of major routes in Plymouth.
Master Plan Depot Square Plymouth, MA

Section A-A

Section B-B

Section C-C

Radisson Hotel

Village Shops

Proposed Parking Garage

'Depot' Amenities Info

Local Business

Court St.
The top section looks east towards Court Street from the middle of Depot Park. The bottom section is the view from the middle of Depot Park looking west towards Water Street.

- Tricia O’Grady-Howard
The Perspective to the left is the view along side of the amphitheater looking west.

The bottom section is the elevation change through the amphitheater.
**Burial Hill: The Apex**  
-Andrew Fang

Tourists that come to Plymouth are mostly familiar with the Mayflower II, Plymouth Rock, and Plymouth Plantation. Although the Plymouth walking guide shows other points of cultural interest, people aren’t fully aware where they are located without extra signage. The proposed concept activates a new pedestrian experience by connecting the visitors to common points of historical interest. By having Burial Hill as the center of the experience, people are able to naturally guide themselves to the different historical points through the use of different paving and better connections. Burial Hill gathers people by having a lookout space that oversees the harbor and creates a more historical and holistic experience for the user.

The proposed concept aims to unify the experience to make it a more joyous, fulfilling, and prideful experience.
The proposal takes advantage of the various slopes of the hill to create a stepped seating wall that faces the harbor. The redesign of both Town Square and Court Square connects together the pedestrian experience and makes Burial Hill the center.

-Andrew Fang
A re-envisioning of town square coming from a quick sketch of the site. The rendering shows how trees frame the space and the historical church - the first church used by the pilgrims which is also the first church of America.
Section A-A

Gathering Space

Curb Extension
Cobblestone Road and Pathway

Open Lawn
Section C-C

Main Street Intersection
Historic Transit: Reimagining an Abandoned System

-Brett Riley

Trains were the key form of transportation before the invention of the car, and the implementation of highways. They were used as a form of transit for both passengers and freight over long distances. The Old Colony Railroad mainly connected southeastern Massachusetts and was in operation from 1845 to 1960 when the New York, New Haven and Hartford Railroad Company decided to terminate its lease of the railroad from the Old Colony Railroad Company, forcing it to go bankrupt. In 1846 the railway connected Boston to Plymouth Center and Fall River. Over time, the expansion of the railway ended up creating a web of connections throughout southeastern Massachusetts as far south as the tip of Cape Cod. The main line between Boston and Providence stayed in service with other Old Colony Lines reopening in 1997 such as the line that goes to North Plymouth. Other abandoned lines of the system have been transformed into Rail trails due to their linear footprints for pedestrian and bike traffic.
Reimagining an Abandoned System

For my project I looked into the abandoned railways of the Old Colony Railroad Company and found Plymouth Center was once the start and end point in its rail system. The Sea Side trail that connects Cordage Park, in North Plymouth, to Nelson Park, near Plymouth Center, follows the footprint of the Old Colony Railroad but does not extend to the center. With an extent My research stated by looking at the Old Colony Railroads rail system as a whole and what existed through history and what is still there today. Ma
- Brett Riley

Reimagining an Abandoned System
Section A-A- Looking Northwest through Greenway Transition Space
- Brett Riley

Section B-B - Looking North through Parking Lot Plaza
The Present is Tomorrows History: Celebrating the Future of Town Brook

-Evan Cox
The Town Brook has seen many different periods in American history. Sometimes have been good while others have brought the river and the biota that depend on it to their knees. This river is an important place in American history so as we progress into the 21st century and prepare to celebrate the town's 400th anniversary, it is important for us to design a landscape that honors the history and embraces for the future.

The site I have chosen is less than a mile from the mouth of the river and is in the region that was heavily altered by industrial development. The Brook was a valuable source of hydropower and in the late 1700's my site was developed into one of the six dammed factories on the river. The dam functioned by pooling up water behind it to increase hydraulic pressure for powering machinery. This created a large pond in the valley of the river, trapping sediment and raising water temperatures. What resulted was a shallow pond with warm water fish such as bass, pumpkinseed and chain pickerel. While a self-sustaining pond ecosystem had managed to establish itself, it is more important to restore the Town Brook to its original state to provide passage for anadromous fish, particularly the river herring. At this point in time the dam has been removed and the drained pond basin is now being restored.
Pligrim Park
- Bryan Anderson

Removing Traffic and creating a new unified space. The park allows for stronger connections to the greenway and Plymouth’s historic center and economic core.

Existing Conditions

Leyden Street is the oldest existing street in America. Serving as home to the Pilgrims, Leyden Street is the backbone of historic Plymouth. Its direct connections with the coast line and town brook made it an obvious choice for the Pilgrims. These connections also make it an important focus area for the development of Plymouth’s Greenway Plan.

Leyden Street’s rich historical significance as well as its direct connections to Plymouth centers commercial strip, Plymouth Rock, the Town Brook, Brewster Garden, and Plymouth’s Historic Town Square make it a key corridor in the Plymouth Greenway plan. It has the potential to link Plymouth’s main tourist destination with its economic core is currently underperforming.

Leyden Street fails to identify its historic significance to Tourists and as a result fails to create a successful corridor to the commercial center. Leyden Street is currently two lane one way with small sidewalks and no street trees.

Leyden Street has the potential to serve as a gateway to Plymouth’s economic center for tourists as well as introducing visitors...
Leyden Street Proposed
Historic Significance

Proposed Space

TOWN SQUARE
LEYDEN STREET
PLYMOUTH ROCK

- Bryan Anderson
Section AA
Mill Pond: Concept Proposal
- Bryan Anderson

Reclaim new land that will come into existence when the mill pond dam is removed.

- Pedestrian accessibility
- Protect ecological processes
- Tie into larger framework of greenway
- Bryan Anderson
Planting Zones

Riparean zone

Floodplain wetlands

Naturalized Meadows

Provide Pedestrian access to stream
Town Brook: Rope Walk Promenade  
- Robert Garcia

The promenade highlights mill history while providing better access to townbrook without destroying the beauty of the existing park.

Context
Existing Site Conditions
The town of Plymouth, Massachusetts history dates as far back as the pilgrim landing and many refer to it Americas first town. The reason for the pilgrims for settling in Plymouth was because of the fresh water source of Town Brook. This brook provided not only fresh water but also food and hydropower for the mills to manufacture products. This mill industry is was my projected was focused on in particular.

Early on in the studio I looked at all of town brook mill history as a whole and identified five mill sites through the use of Sanborn maps and historical USGS maps me and a partner identified five major mill sites along town brook. Currently these mills do no longer exist or are being torn down. The only mill that is still standing is a replica of the original that used to be on site.

This mill replica is located on my site. For this project I focused the industrial history on the lower portion of Town Brook. The Jenney Grist Mill and the mouth of Town Brook define this portion boundary. Jenney Grist Mill is the replica of the first built in the history of our country.

The grist mill is the start and currently the end of the mill history in Town Brook. In 1636 one of the original pilgrims, John Jenney built the mill. This grist mill grinded corn to provide cornmeal to the people of Plymouth. John Jenney’s wife and son keep the running even after John Jenney death in 1644. Due to legal reason Charles Stockbridge took over the mill. The original mill remained in commission until it burned down in 1837. (Destination Plymouth Country)

After the mill burned down Josiah Robbins purchase and acquired all the rights to the grist mill and its water privileges. This allowed the Robbins Cordage Company to build a mill gate at the end of town brook where Water Street exists today. The ropewalk went from the mouth of town brook all the way up to the Jenney Grist Mill site.
“The Ropewalk was on Water Street, west side, just north of the bridge. The walk ran up to and under the arch at the foot of Spring Hill. At the arch, the building began to gradually incline upward at an angle that would carry the building over the dam at the site now occupied by the Grain Mill of I. After reaching the level of the stream above the dam, the two-storied portion of the walk began, running to the factory.” (Old Plymouth Ropewalks)

The placement of the ropewalk is what made it successful. At the time it had better water privileges than Plymouth Cordage Company and the tidal power of town brook. There was enough power in the brooks tides to power three wheels along the ropewalk. Finally the location and proximity to the wharfs allowed for easy transport of the rope from the walk to the ships. In many cases the ropes from ships didn’t even need to reel it into coils because the factory was close enough for men to just carry it over. (Old Plymouth Ropewalks)

In 1847 the ropewalk factory burned down and rebuilt. Soon after the company went out of business and many aspect of the ropewalk was destroyed or used by other company. The two-story structure was torn down and a new grain mill was located just west of the midpoint damn. But remaining structures were repurposed for various uses such as carpenter shop and to store various supplies. One of which was the word and copper to make mackerel and cranberry barrels. In 1924 many of these factories and mills burned in a fire. (Old Plymouth Ropewalks)

Today all that’s is left of this vibrant and long industrial history of lower town brook is the rebuild Jenney Grist Mill. This mill was rebuild in 1970 on the original site and still stands today. Currently this replica is a functioning grist mill which cornmeal can be bought. Also its serves as an educational tool to show how cornmeal was produced and reveal the industrial history of town brook. The mill and its tours are a key attraction in Plymouth today.
- Robert Garcia

My design plays off the axis of the ropewalk that connected town brook. Along the axis I designed a promenade walk. Secondary to this promenade is a series of paths that provide increased axis to the park. The secondary path system intertwines and connects to the existing paths system in a way that resembles the twining or untwining of rope to create spaces throughout the park.

The promenade started at an information center and museum that is located just west of Water Street. This is the same location as the original ropewalks terminus structure. From this people would walk under a pergola structure to enter the park. Once people reached the main path the structure would end. From here people would cross the main path into linear plaza with a strong overhead tree canopy through the planting of an allee along the axis of the ropewalk. This creates a place for people to sit and protection from the summer sun. At the end of the plaza is a covered ramped walk that with a planting of flowering trees that continues the allee. A person would walk up the ramped walk through the tree canopy to reach the street level at Main Street Extension. The promenade continues from here across Main Street to a over head walk that bridges across along the ropewalk axis from main street to Market Street. Continuing across Market Street the person would reach the terminus of the walk. At this terminus would be a viewing platform that looks out upon the portion for the park west of Market Street. This platform would tie into a two story coved structure that provides access down into the park from market street. This structure would have facades of the 1900's era mill that used to exist in its location. Finally there would be over head wires along the rope walk axis that would extend out from the viewing platform to Jenney Grist mill to give keep the visual axis and connection of the two story nature of the historical ropewalk. These wires bring the industrial nature into the park without it being over bearing or destroying the views once in the park.

The secondary path system provides additional access from street level into the park and allows access along the north side of the park in a way that plays upon and enhances the structure and function of the existing park. These new paths tie in and utilize the existing path structure already existing in the park. In fact many of the existing paths wouldn't need to be torn up or replaced. The new paths would have a different paving treatment so when they tie in to the existing paths it would appear that they are being intertwined or wound into the existing path. Expanding the ropewalk history from the promenade throughout the park.
Promenade Through Brewster Gardens:

Provides a destination as well as access to the street without destroying existing beauty or structure of the park.
- Robert Garcia
Promenade Bridge between Main Street and Market Street:

The bridge provides access and better visual connection between the park and street level.
- Robert Garcia

Perspective of Access Building at Market Street:
Perspective of Covered Ramp at Main Street:
A Vision of the Industrial Past
- John Nicol

The impact of the industrial revolution in Plymouth’s Town Brook can be seen today. Large ponds used to power dams remain intact, creating scenic vistas of vast open water. In most cases these mill ponds are without the industrial works that surrounded them for so many years. Modern times have brought many changes to the once industrial powerhouse along Town Brook, and now there is a strong interest in revitalizing the brook to its natural function. Getting rid of the dams will restore the herring run that existed when the Town Brook fed the pilgrims, guided by Massasoit the great Wampanoag Chief. Converting the brook back to the natural stream it once was would be a great benefit for the Town Brook corridor’s habitat, and natural resources. But how can a new landscape for town brook reflect all the major impacts that still remain in the landscape today? The industrial revolution shaped and morphed Plymouth’s Town Brook corridor in a way that should not be erased.

**Industrial Sites Greenway**

**Using Industrial History to Create Space**

The industrial history of Town Brook can be seen in the spatial layout that is formed today. Even without the industrial buildings industrial space exists. This concept shows how Building surrounding mill ponds can be mimicked with grids of trees surrounding green space.
Using Sanborn Maps from the Past to Interpret Today’s Landscape

In every instance of mills and factories occupying a site along Town Brook, the built environment is oriented towards the water. Water was the source of what they the industry was creating. The Loring and Parks Tack Factory at Poorhouse pond opened in 1863. The dam held the Poorhouse pond, now Jenny Pond, where a replica of the old mills that once rested there is named Jenny Gristmill. The Plymouth Poorhouse was built in 1826 looking west along the pond. The Alms house provided shelter and care for the towns indigent citizens, and was demolished in 1968 for Jenny pond parking. When one passes across to the west side of Jenny Pond they would come to a traffic circle, at the bottom of Willard place, this area is the site of an eighteenth century tannery. The stream divides into two channels around a man-made island moving further west of Jenny Pond. The man-made island is a focal point framed by the stream and was once the site of a gristmill. These powerful mill features are guidelines for reflecting and industrial landscape that can be utilized today.

The Brook then travels underground through a tunnel beneath Newfield Street and the former Robinson Ironworks property. Today this area is occupied by the Samuel Holmes Playground. The summer street dam that towers over the Samuel Holmes playground was built in the 1790’s and gave way in 1906 while the Robinson Ironworks were in production. Mills began here in 1792, until they were sold by the heirs of Nathaniel Russell to a corporation named after the pilgrim pastor John Robinson. The dam provides space for the mill site. The Robinson Ironworks Mill Pond, borders the old mill site. The dam sustains a shimmering open space surrounded by historic alders, maples, and beech trees. The houses on Summer street are notable in the historic mill scene that still remains here. Houses lining the steep terrace down to the pond were built in the nineteenth century for people employed by the Ironworks.
**Jenny Mill Pond Connection**

-John Nicol

**Town Brook Industrial Greenway**

Using Industrial History to Create Space

Industrial Mill Pond

Green Space

Buildings

Trees on a Grid

**Skatepark - Robinson Ironworks 1896**

**Jenny Pond Park - Alms House 1885**

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The Jenny Mill Pond was originally known as Summer Pond and was later renamed to honor the summer vacation tradition at the Jenny Mill Pond Inn. The pond was an integral part of the town’s history, providing water for the Town Brook and serving as a focal point for community events.

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The Alms House, built in 1885, has a long history in the town, serving as a place for the poor and elderly. It was later converted into a historic house museum, preserving the town’s history and providing a glimpse into its past.

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The Town Brook Industrial Greenway is a project that seeks to integrate industrial history into the town’s green spaces, creating a连接 between the past and the present. The skatepark at Robinson Ironworks and the Jenny Pond Park at Alms House are examples of how industrial sites can be repurposed to create recreational spaces.

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144
All the development that occurred in the Industrial revolution was shaped by the damming of the Town Brook stream. The spatial proportions of these mill sites were created by the industry surrounding these vast open ponds and lining the streams corridor. Now a new time has come, when the dams will be removed and the original stream will be revitalized. However the impact of Plymouth’s is still being reflected by the spatial arrangement of the built environment today. Jenny pond park is a beautiful space that is oriented towards the pond, just as the Alms house had done before it. The bridge from Jenny Pond park leads us into a historic walk along the stream splitting in two around manmade island that enhances the scene. When one gets to the old Robinson Ironworks site the playground is, It is apparent that this is the place for a big space, the 1792 dam carves a space here for the modern day people. Further up stream the Mill Pond terraces up to Summer Street. The bottom of this terrace is the place for a scenic walk along a revitalized stream. Each area has something to show us about the industrial past. This is how the industrial past can enhance the practical and aesthetic uses of the Town Brook Corridor in a modern era.
The spatial layout of the existing Samual Holmes Playground that lies on the site of the old Robinson Ironworks is not aesthetically inviting. Overbearing walls divide summer street from the park and there is no sign of the Mill Pond that is on the other side of the wall. This cross section shows how a great space could be created that is inviting from each adjacent street. The brook is restored to its natural function with the help of a bridge that can serve as an overlook space. The industrial Past is shown with grids of trees to the north that mimic the industrial buildings that formed this space.

This cross section shows this same space looking north towards Summer Street. The grand earthen amphitheatre forms the great space lined with River Birch trees. Grids of trees with seating to the east invite people from the street and Jenny pond while interpreting the industrial past.

This hand drawn section shows the connection between Jenny pond and the small space created where the traffic circle exists today. The beautiful Jenny Pond bridge invites people into my project while the small space I have created funnels people into the great space that rests on the old Robinson Ironworks site.
Rediscovering Jenney Pond; Reconnecting Burial Hill to Watson’s Hill
- Jen Verville

To connect back to the natural history of Plymouth, and to reconnect the hills
Rediscovering Jenney Pond;
Reconnecting Watson’s Hill and Burial Hill

A proposed Costal Greenway Plan & its connections to focal areas;
Burial Hill,
Jenney Pond Park,
Watson’s Hill
The map shows the old almshouse as seen from the opposite side of Jeremy Pond (then Almshouse Pond), where Wilber Field is the circle is currently. The bottom picture shows the same area, but taken more recently. Vegetation has over-taken the view the almshouse enjoyed.
This map is a study of the vegetation of Jenney Pond Park, as seen highlighted in darker green, and the surrounding land-use. Jenney Pond Park's northern section aligned with Summer Street is largely an open space in its center. There is a visitors sign and three great trees along the edges that face Summer Street and Spring Lane. From the open center space, leading toward the edge of Jenney Pond, is a mass of vegetation. The connection from the northbank end of the park to the southern is half-crumbs of vegetation along the edge of the pond. Due to the dense vegetation along some of the pond edge, the pond's visibilities are concealed. The southern end of the path itself is also largely inaccessible to visitors due to dense vegetation along the pond's edge. The northern section of the park is a mixture of trees and shrubs, with some areas of open grassland, while others are wooded. The park is a popular spot for nature walks and is home to a variety of wildlife.

Location: Jenney Pond Park, Middlesex County, Massachusetts.
- Jen Verville
The pre-colonial Native Americans who inhabited Plymouth lived symbiotically with their environment. The natural resources provided by the land allowed them to become a prosperous peoples. “Pawtuxet” is what they called the land they lived in, one that was void of any developed industrial parts. Looking at Town Brook, it was a riparian corridor that brought fish, animals and freshwater. The natural area surrounding the stream, historically, was characterized by wetlands. Through a designed network of paths, open space and constructed wetlands, I want to return the ecological aspect of “Pawtuxet.”
Town Brook will act as an interpretation of Plymouth that stands contrary against the typical “Pilgrim” story that involves the Mayflower and Plymouth Rock.
Brewster Gardens will act as a new gateway and event space for festivals, concerts and gatherings. Terracing down from Main Street there will be a wide staircase that will stronger connect to the commercial downtown and also allow for sitting.

- Calder Alexander

Town Brook Outlet/Brewster Gardens
Greenway Vision
- Calder Alexander

Stream Corridor

Ecology-Connectivity

Connecting Brewster Gardens and Jenny Pond Park, will be a serpentine path, with seating areas, info boards explaining the vision of “Pawtuxet,” and a network of constructed wetlands.
Watsons Hill/Jenny Pond Park

- Calder Alexander
The historical significance of Watsons Hill is vital in telling the story of the Pilgrims and their interaction with the Wampanoag peoples. As of now, there is no visibility towards its importance, it is unmarked and overgrown. The new Watsons Hill will have to earthworks, one mound symbolizing burial (the Pilgrim history) and the other Watsons Hill (the native history). An overlook will view a large amphitheater built into the topography, it will facilitate the corn harvest festival and other events throughout the year.
Revitalizing the Waterfront
-Richard Disharoon

- Bus Route
- Parking Garage
- Naturalized Edge
- Boardwalk Edge
- Foot Paths
- Park Space
Conceptual diagram, site work from nelson park to the Pilgrim Memorial State Park. Concept includes reworking of waterfront with naturalized areas and ocean front boardwalk to create a continuous connection along the entire water front. These remediations—would gain greater access to Plymouth harbor for both locals and tourists, while deconstruction of its concrete edge. The plan also reshapes the Pilgrim Memorial Park for its 300th anniversary, its shape is formed from its historical ties as a working wharf, previous to 1920, when it was destroyed and made into its existing pastoral park.
Section 1, shows one of the naturalized areas to be constructed with a continuous walk. The proposal allows pedestrian access to new beach front and to enjoy its Plymouth harbor.

Richard Disharoon
Section 2, shows the proposed green terrace on Water street, with seating coves new plantings and access to the water at low tide.

-Richard Disharoon
Section 3, shows a section of the boardwalk connector, allowing a much wider pedestrian corridor and providing lookout points which act as an extension from downtown connection streets.
Section 4, cuts through the new proposed dock which can be used to house outdoor concerts in the summer, along with new plantings and Pedestrian pathways.
Concert Dock
Plymco Dam Removal Site
- Dan Kamins
My focus area is the site surrounding the Plymco Dam (seen in the drawing to the right). The Plymco Dam is next to go in the dam removal phase. The existing conditions are barren, evident in the Before panorama. A integral element of my design proposal is to allow the majority of the site to give way to natural succession. This strengthens the ecological health of town brook watershed, and also connects fragmented habitats to the larger core of the Miles Standish State Forest.
Plymouth, Massachusetts is currently in the process of removing dams along the Town Brook. Leftover from industrial times, the dams have significantly impacted the ecosystem surrounding the stream. The most notable impact is the inability of river herring to effectively run up the Town Brook to the Billington Sea. When the river herring population diminished, larger fish like tuna and flounder dwindle\(^1\). Before work to restore the Town Brook began 10 years ago, nearly 300 acres of spawning habitat were inaccessible\(^1\). In the 1970’s, concrete fish ladders (like the one seen in the lower right corner of the Before image above) were implemented as an effort to reintroduce the herring run. Unfortunately, these ladders are seldom used, and the problem still exists.

Present-day efforts involve capturing herring at the base of the first dam and trucking them up past the last dam. Once all dams are removed (with exception to the historic Jenny Grist Mill, which will remain in place), the Town Brook herring run will be restored. When the Pilgrims first landed in Plymouth, the Town Brook was essential to their survival. Aside from providing them with fresh drinking water, the herring in the brook were vital as they were used to fertilize the corn fields. This was a skill passed on from Squanto, a member of the Patuxet tribe, tributary of the Wampanoag Confederacy.


- Dan Kamins
Herring Run Trail meanders alongside the Town Brook, beginning in downtown Plymouth and terminating at the Billington Sea. As one approaches the bridge that will replace the Plymco dam, trees open up to a clearing with scale influenced landform (similar to Maya Lin’s Wavefield at Storm King Art Center). The scales symbolize the importance of river herring to the Town Brook. At the waters edge, a small Herring Museum will showcase herring and other local species in a tank. The structure also provides visitors with interior and exterior prospective gathering spaces for viewing the brook. Parking is located along Billington Street and Plymco Access Drive, the latter acting as the gateway to a wetland boardwalk. Note the straight portion of the brook channel to the right of the plan. This was where the brook used to enter the rivet factory that previously stood on the site. A sign will educate trail users about the history of the site.
Transforming Today’s Historic Plymouth

- Colin Lord
Leyden Street Through Time

Proposed Old Fort Lookout

Entrance ramp

Pathway to Burial Hill
Connecting Plymouth’s Past
- Sam Brown

This project aimed to reconnect Plymouth’s Historic waterfront to other significant historical sites located in downtown Plymouth along Court Street. This goal was to be achieved by making improvements to various streetscapes as well as revitalizing a few of the historic squares that are located in downtown Plymouth.
Alleyways Connections
My design aims to better connect the waterfront to Main and Court St.s downtown and all the other significant spots like Town Square, Court Square, and Burial Hill. I want to highlight the significance of Leyden St. since it was the first street in America and also create a better connection to Town Square, a connection that was fractured by the extension of Main St. in the late 1800’s. It is key to make improvements to Court Square, Shirley Square, and Town Square and highlight their historical significance. Gateways must be made at the bottom of Brewster, Middle, North, and Leyden Streets to invite tourists up to Main and Court Streets by bringing their attention to other historical sites.
Court Square
- Sam Brown
Shirley Square
Establishing **Destination Points in Residential Plymouth**

David Mitchell Jr.

Creating active places with access to the waterfront, a range of recreational activities, and engaging people with overlooked historical components of Plymouth.

The form of the plan follows the tributary. The parti diagram to the right shows how the economically successful downtown could be better connected with residential Plymouth and how connections can be made to better contrast the two. The goal is to encourage people to move from Stephens Field toward Pilgrim Springs all the way to Jenny Pond.
According to the Public Space Action Plan, residents desire better access to the waterfront and safe recreational play spaces. This design provides anybody with a pleasing experience. The baseball field, tennis courts and basketball courts provide areas for the youth to enjoy, a restaurant for people to come and enjoy views of the bay, and a central grass space which could be used as a gathering space for concerts, flea markets, or other outdoor events. Vehicular traffic is no longer capable of going through the park, and parking is provided near the recently demolished Department of Public Works building. The community center which replaces this site is a place where parents can drop off their children for day care and kids can rent sports equipment to use in the park. This location serves as the terminus point of the greenway connection.
Pilgrim Springs

The space between Market and Main Streets is a historically significant site. Fresh water from the surrounding hillsides pours into Town Brook between these two busy streets and this source of clean water is a large reason why the Pilgrims decided to settle in Plymouth. This design focuses on highlighting this feature while providing access to the waterfront of Town Brook via a path connecting to Main Street. Concrete retaining walls double as seating walls create an opportunity for people to sit and enjoy the calming sound of water.
Depicted below is proposed circulation, places of gathering and materiality. Through the section one can see the location with Main Street in the background, as well as proposed changes of the site. Concrete sitting walls, a perennial border planting along town brook, and street trees provide people with an engaging environment. By attracting people to the water, they are more likely to continue down to Jenny Pond and even Myles Standish. Improving this area will allow residents to enjoy a stronger connection with other green spaces in the region.
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