



GREENBUSH PLANNING AND STREETSCAPE STUDY

DRAFT REPORT



Submitted to:
TOWN OF SCITUATE

Submitted by:
The Cecil Group, Inc.

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INTRODUCTION

Greenbush is a strategically located residential and commercial village center in the Town of Scituate. Two events in the near future will alter the economic and physical conditions of the village in ways that will result in significant changes for the neighborhood – the provision of sewer service and the construction of the end commuter rail station for the new Greenbush line, which will rehabilitate an old rail alignment to connect the South Shore communities to Boston. These changes may contribute to stimulate commercial growth in Greenbush in the near future.



As a result of the construction of the new rail station, new sizable parking lots will be built in the vicinity to accommodate approximately 1000 cars. These will have an impact on land use and traffic in the area. An important part of the impact mitigation package negotiated by the Town and the MBTA will include the design and construction of pedestrian connections to link the commuter rail station and parking to locations for pedestrian amenities, neighborhood businesses and residential areas. Approximately \$1.5 million have been appropriated for Greenbush for this purpose. These improvements will, in turn, hopefully contribute to strengthen and support existing businesses.

A similar situation may be expected in North Scituate, another historic commercial village located near the Town's boundary with Cohasset. North Scituate will also be the site for a commuter rail station and approximately 400 new commuter parking spaces. From an economic point of view, the Town's future is closely tied to the future of Greenbush and North Scituate since there is only another commercial village

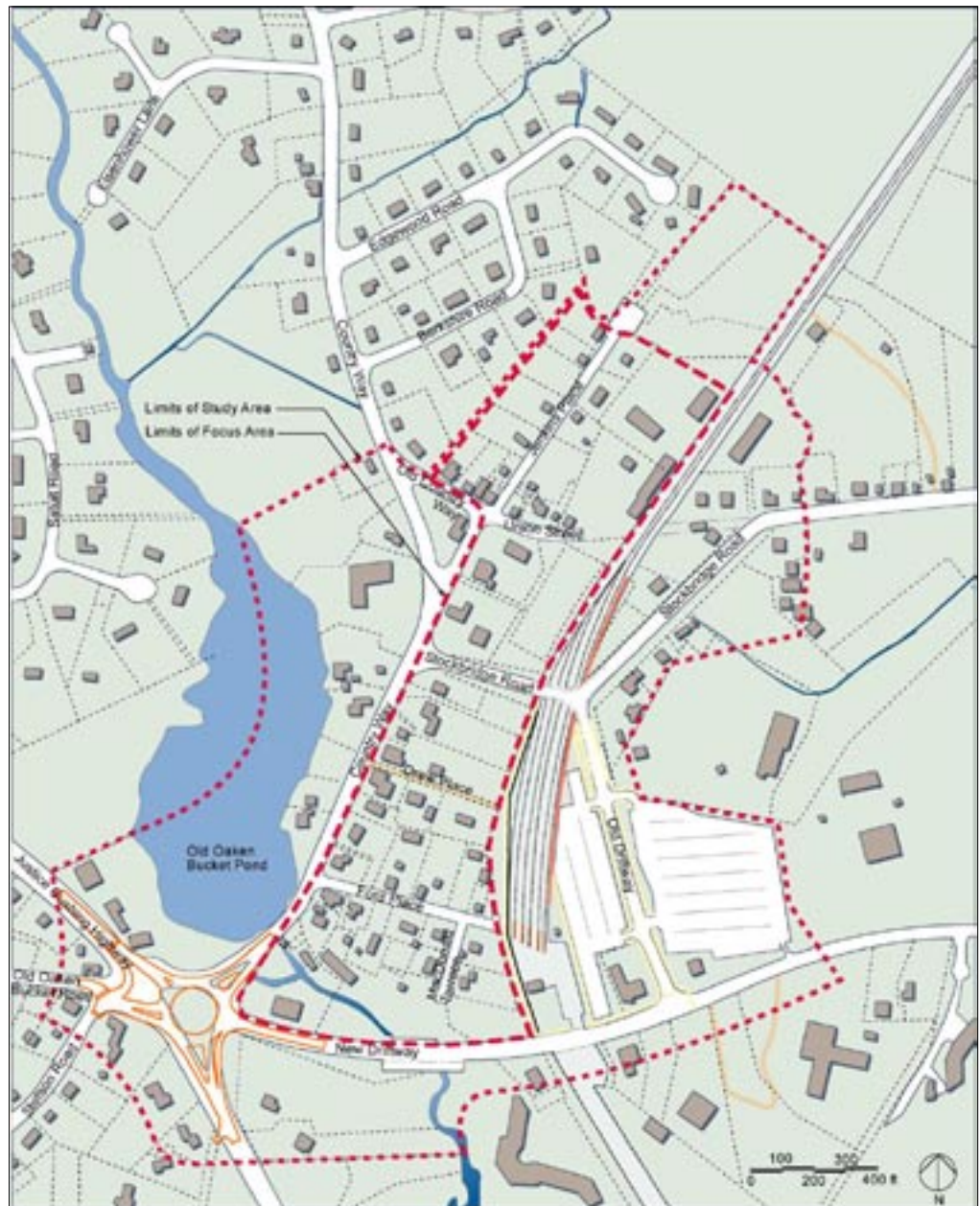
in the Town in addition to these two. Both North Scituate and Greenbush are subjects of this planning study. This report is focused on Greenbush. An accompanying report is centered on North Scituate.

The overall purpose of these studies is to explore the potential for land use, open space and streetscape improvements that may result from the upcoming changes, and how to steer that potential towards achieving a resulting positive benefit for the community.

Both the Scituate Master Plan and a study produced in 1999, entitled *Region at Risk*, recommend the adoption of Transit Oriented Development near the new transit stations, in order to promote "design based on mixed-use development that encourages visitors and neighbors to focus their activities within walking distance and rely on transit for trips outside the neighborhood" as part of the visions for the future of the village centers.

Three public workshop meetings with focus on Greenbush and its future have been held as part of the planning process, which marked planning milestone steps. Scituate residents, business owners, members of the Town planning board and other officials attended the meetings. The first workshop was focused on reviewing the existing conditions and identifying goals and objective for the future of the village area. The second meeting was dedicated to review possible land use and design alternatives and identifying preferred options for the future. The third meeting was centered on the review of preferred design concepts and strategic recommendations.

Proposed Railroad Station



EXISTING CONDITIONS

Greenbush is strategically located at the intersection of Justice Cushing Highway (Route 3A) and Cornet Stetson Road (Route 123). Route 3A is a well traveled road that runs parallel to the coast and interconnects all the coastal towns on the Boston South Shore. Route 123 ends (or begins) at Greenbush and connects Scituate to Norwell, Rockland, and other communities to the west. From this intersection, two local roads connect Greenbush to the other two commercial villages in Town, North Scituate and Scituate Harbor.

Traditionally, Greenbush was also linked to the other South Shore communities by the Old Colony railroad, which provided rail service from Boston to Cape Cod, Fall River, and Newport, Rhode Island. The Old Colony ceased operations many years ago, although its rail alignment remained. Today, the Massachusetts Bay Transportation Authority is in the process of building the new commuter rail line using the prior Old Colony alignment. The end station will be located in Greenbush.



Planning and designing the new commuter rail line took many years and costly efforts. Community participation in the project has been long and contentious. Many residents along the line would prefer not to see their communities change. However, construction of the new rail line is a given, and the MBTA is conscious of the impacts that the new facilities will create. As part of the mitigation package negotiated as a compensation for the negative impacts that will result from the rail line construction, Greenbush will receive approximately \$1.5 million from the State to cover needed streetscape improvements. These will be aimed to support better pedestrian access and connections between the new rail station and the rest of the village.

The enclosed map of the study area shows two sets of limits that have been considered for this study. The study area boundaries indicate the entire area considered to be part of the Greenbush village. The focus area boundary indicate the limits of the zone classified as a Business District in terms of zoning.

Land Use

The existing land uses in Greenbush vary significantly, including a diversity of retail and service businesses and residential buildings. Most of the residences are single-family homes. There also is a senior housing complex. The village has its own Post Office, a small building that testifies to the long history of the village and its very special identity. The following list of uses illustrates the diversity in the types of businesses that are present in the zone.



- General store
- Bakery
- Gift shop
- Bait and tackle store
- Automotive services
- Construction materials
- Professional offices
- Post Office
- Veterinary hospital
- Yacht sales
- Donut shop



An interesting condition that appears visible in maps and aerial photographs of the area is the presence of vacant or underutilized land located between the commercial buildings on the Country Way and the rail alignment. These parcels are not directly visible from the Country Way. However, there are private rights-of-way leading from the main road towards the back of the parcels that could be used for access subject to negotiation and agreement with the owners.

These locations could become potential sites for infill development if local demand for new housing increases as a result of the construction of the new rail line, and they could become tentative sites for transit-oriented development if good pedestrian connections towards the new rail station are created.

Zoning

Several zoning districts apply to portions of the study area, as shown in the enclosed Zoning map.

Business (GB District)

This zoning district allows for a wide variety of retail, professional services and office uses, mainly including businesses that don't require large extensions of land or outdoor storage. In fact, this district requires all uses to be conducted within an enclosed building except by a few exceptions, which is consistent with the typically dense character and proximity between buildings that characterize traditional business centers. Residential uses are permitted.

Zoning Map



Commercial (C District)

This district in general allows for all the commercial, retail and professional office uses included in the Business District plus other uses that require larger extensions of land and outdoor storage, such as display and sales of construction materials, trailers, trucks, and cars, for example. Residential uses are not allowed in this district. Outdoor uses should be screened if visible from any residential area.

A-1 Residence District

This district supports low-density, detached single-family housing, with a minimum site requirement of 20,000 sf. per dwelling.

A-2 Residence District

This district supports medium density, detached single-family housing, with a minimum site requirement of 15,000 sf. per dwelling.

Some types of commercial uses are allowed in residential districts by Special Permit.

Water Resource Protection District

This is an overlay district intended to safeguard and protect the Town's sources of water supply. Uses and activities that may cause environmental pollution or contamination of water sources are expressly prohibited in this district. Portions of the Business District in Greenbush are within the Surface Water Protection Zone to the Town's Reservoir.

Flood Plain and Watershed Protection

This is an overlay district designed for the purposes of protecting the health and safety of the general public, and protecting the community water supply through the preservation and maintenance of the ground water table.



Historic Resources

Greenbush, or the village located “at the green bush” was the site of the oldest mill in the United States, the Stedman-Russell-Stockbridge Gristmill dating back to the 1600s, and located at the head of First Herring Brook. The mill has long disappeared, but its location is marked and the property where it stood is eligible for listing in the National Registry of Historic Buildings and Sites.

As part of the design and mitigation efforts for the new rail line, a Greenbush Historic District has been proposed in order to recognize the historic significance of the area as an old farming community. There is only one site included in the National Registry list, the Old Oaken Bucket Homestead, and two sites that are considered eligible for listing, the Stedman-Russell-Stockbridge Mill and the Clapp Cemetery. However, there are numerous buildings considered as contributing properties in a listed or eligible National Registry district given their age and architectural character, which testify to the



value and significance of the village. The proposed historic district and contributing properties within the study area are shown on the enclosed Historic Resources map.

Village Character

Probably the most remarkable characteristic of Greenbush today is its rural scale, perhaps a remainder of its past as a farming village. Commercial uses are located along the Country Way, between the intersections of Justice Cush-

ing Highway and Stockbridge Road, and along the New Driftway. The Country Way has commercial uses on only one side, while the other side opens to views of Old Oaken Bucket Pond framed between residential buildings. This commercial segment is very active, with cars parked between the road and the storefronts, which frequently pull in and out from the parking spaces and slow down traffic. Many of the commercial parcels are narrow and deep, with long backyards that extend to the boundaries of the old rail alignment.

The rest of the village is mainly residential and quiet, with a few cul-de-sac dead ends that allow for privacy and relative safety from cutting through traffic. A variety of housing sizes and types allows for the presence of diverse income levels. Some buildings have been successfully renovated to replicate or resemble traditional design features.



Although the scale and proximity between buildings suggest that this could be an attractive place for walking, there are few sidewalks in the village. This effectively acts as a deterrent for pedestrian traffic, even in places where it would be most appropriate, such as the vicinity of the commercial stores.



The visual character and overall image of the village could be strengthened through physical improvements, especially if they contribute to enhance the pedestrian qualities of the area. An important part of this planning process has been working with the community in defining what that image and character should be.

Challenges and Opportunities

The upcoming construction of the Greenbush line and its end station will likely change the character of the village unless a special effort is made to prevent this from happening.

VILLAGE CHARACTER





Significant impacts will be felt in terms of traffic, noise, and the construction of extensive parking lots for commuters. These have been widely reviewed and discussed as part of the design and community review process for the new station plans. It will be the State's responsibility to provide for traffic improvements at the key affected intersections, including traffic lights and pedestrian crosswalks where needed. A noise reduction barrier in the form of a wall will be erected alongside the place where trains may stand idle warming up their engines, in order to mitigate noise from the adjacent residential properties.

However, more subtle changes could take place as the village becomes more visible and accessible. Enhanced transportation may lead to an increase in demand for new space at the newly advantaged location, and consequently an increase in new development pressures. It is important that the Town takes this into consideration to plan early in advance and set adequate control mechanisms in place.



At the same time, the new changes will bring about opportunities to improve the quality of the pedestrian environment along the main routes connecting parking, stores, and nearby homes to the new station. The Town will receive funding from the State to design and build streetscape improvements that will facilitate these connections.

Some of the key issues and concerns identified by the community at the first planning workshop are the following:

- The projected traffic impacts of commuters traveling to and from the station on secondary roads and existing intersections will increase traffic hazards and congestion
- The potential loss of village character and low density
- The potential disruption to the existing commercial activity that could be posed by new development and new businesses
- The lack of access to recreational open space
- The look and feel of the proposed 16-foot noise reduction barrier could result in a detriment to the image of the neighborhood
- The negative land use and visual impacts of large commuter parking lots
- The intersection of Route 3-A and the Country Way is a hazard to pedestrians and bicycles traveling along the road or trying to access the pond and the baseball field
- Overhead utilities and wires detract from overall image quality

OVERALL PLANNING GOALS

An important goal of this planning study is to help the community articulate a coherent vision for the future of Greenbush in terms of land use, quality of living, and streetscape character. The first workshop held as part of this planning process was dedicated to review opportunities and constraints, and identify overall goals and objectives for the area. The key overall goals identified at the meeting are the following:

- Maintain village character and scale
- Improve streetscape quality, design and image
- Protect and enhance historic resources
- Identify areas for potential growth
- Set control criteria and parameters

The following is a list of planning goals expressed in more detail:

- To have control over change – setting the parameters and basic framework that will allow change to be directed towards achieving the desired image and results
- To mitigate the impacts of the construction of the new station, particularly impacts caused by traffic and noise
- To have a real and positive effect with the outcome of the process
- To know which changes should really take place
- To protect views of the pond and river, including view lines and view sheds
- To protect the open space, and in particular the recreational areas along the pond and Route 3-A
- To protect the historic character of the village – the Country Way was the historic Post Road connecting to other communities and the ferry
- To retain the residential character



- To maintain low density, not to attract too many people or too many new businesses
- To encourage support of the existing businesses
- To create some new housing, but only in small increments
- To build new sidewalks in the commercial area, possibly by relocating parking to the back of the buildings

- To improve and enhance the pedestrian infrastructure
- To be able to walk to the new commuter station
- To incorporate local and indigenous vegetation species into new landscaping
- To provide street lighting (and parking lot lighting) that does not cause “light pollution”
- To consider the provision of speed bumps at critical locations
- To develop design guidelines for new buildings and renovation projects
- To develop/review sign guidelines and regulations, in order to coordinate sign design and quality



ALTERNATIVES FOR THE FUTURE

Three alternative land use and design concept layouts were identified as part of the planning process, based on explorations to assess land use and density options for infill new development that could take place if market pressures increase in the future. The purpose of these explorations was to test the potential for change perceived to exist in the area, and to generate design concepts that could inform zoning controls aimed at protecting and enhancing the character of the village.

In all the options, the construction of a new sewer is considered as a catalyst for potential change. Alternative 1 assumes that the construction of a new station is delayed or indefinitely postponed for economic reasons, in which case the changes envisioned are anticipated to be rather small. The other two alternatives assume the construction of the new commuter line in the near future, which could result in a higher potential for new development based on new transit access. Alternative 2 assumes that the potential new development would be mainly residential. Alternative 3 assumes that new development may include both residential and commercial uses.

Alternative 1

This alternative assumes the construction of new sewer, but no new rail station. Under these conditions, new infill development may take place driven by the property owners of relatively large and underutilized parcels that may want to benefit from the new capacity of the area to hold a slightly higher density, and the desire of some people to join the neighborhood given its attractive residential qualities. The potential for change is considered to be rather low, however, due to the lack of public transit service to the area if the new commuter line is not built.



- Estimated residential density – 8 to 10 dwellings per acre
- Estimated total of new residential units – 35 to 40
- Appropriate density for townhouses, as well as low-rise multi-family residential buildings

Alternative 2

This alternative assumes that when the new commuter rail station is built, Transit-Oriented-Development (TOD) concepts may become feasible. TOD has been defined as “mixed-use development centered around a transit station designed to encourage residents and shoppers to focus their activities within walking distance” (source: *Region at Risk*, MAPC, 1999). Increased access and visibility due to rail transit may make the area more attractive



to new residents. This alternative explores the potential for the development of townhouses and low-rise multi-family buildings at some locations, which could include apartments or condominiums (up to a maximum building height of three stories).

- Estimated residential density – 10 to 12 dwellings per acre
- Estimated total of new residential units – 65 to 80
- Low-rise multi-family residential buildings (3-story maximum)

Alternative 3

This alternative assumes a more diverse demand once the new station is built, which would include commercial space in addition to new residential uses. The shape of new commercial buildings could vary from one-story flexible sheds (shown in the diagram) to professional townhouses, in which case the layout would be more similar to the one shown on Alternative 2. It is assumed that on-site parking for commercial uses would be limited and that shared-parking concepts based on the use of transit and the shared use of some of the spaces in the station parking lot may be applied.

- Estimated residential density – 10 to 12 dwellings per acre
- Estimated total of new residential units – 35 to 40
- Estimated total of new commercial areas – 25,000 square feet
- Low-rise multi-family residential buildings and/or townhouses
- One-story commercial buildings and/or professional townhouses



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1. *Journal of Management Studies*, 1990, 27, 1.

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Table 1

CONCEPT PLAN RENDERING



RECOMMENDATIONS

The following is a summary of planning and design recommendations that constitute the proposed strategy for preservation and enhancement of the village qualities found in Greenbush. The recommendations have been grouped into four group categories that generally correspond to the key plan elements identified.

Streetscape Improvements

The following streetscape improvements are proposed as means to create a pedestrian friendly and safe walking environment, while improving the aesthetic qualities of the public realm in the village in a manner consistent with the vision and goals expressed by the community.

- Add sidewalks to the Country Way, Stockbridge Road, the Driftway and the Old Driftway
- Relocate parking along the Country Way to the back of the buildings
- Relocate utilities underground
- Provide pedestrian lighting, sidewalk extensions at corners, and trees
- Provide crosswalks on intersections leading to the new MBTA station and parking lots
- Provide pedestrian activated signals at key intersections
- Screen parking lots by using berms, clusters of trees, and shrubs
- Consider provision of landscaped medians along the Driftway

The proposed improvements are illustrated in the enclosed images representing “before and after” views at key locations within the village, particularly along the Country Way. It is important that durable and high quality construction materials are employed, reflecting the special character and historic significance of the village center.

Country Way Before



Utilities are relocated underground



Trees and Sidewalks are provided



Streetscape Design Standards

The following are recommendations on conceptual design standards for the proposed improvements. These standards should be expanded and refined as part of more detailed streetscape design studies that will be carried out as part of the project's implementation.

- The Country Way roadway section between the intersection of Justice Cushing Highway and Stockbridge Road should be reconfigured in order to allow for the construction of sidewalks on both sides of the road. The new section should include one 12-foot lane in each direction, and 8-foot parking shoulders on both sides.
- The sidewalk along the stores (eastern side of the road) should be 12-foot wide, including a 4-foot brick band with trees planted at an average distance of 40 feet, and a 8-foot walking area in concrete. The 4-foot brick band will also be used as the location for streetlights, signs, benches, trash receptacle, and other street furniture.
- The sidewalk along the pond on the western side of the road should be 8-foot wide, planted with trees every 40 feet. A brick band may not be necessary, but brick accent patterns are encouraged.
- Parking in front of the existing stores and commercial buildings along the Country Way should be relocated to the side or the rear of the buildings, in order to allow for the construction of the proposed sidewalk along the street front, and on street parallel parking. The space previously occupied by parking on the front setback should be landscaped or finished as a sidewalk allowing for views of the storefront. This space could also be used for outdoor café terraces, seasonal flowering boxes, or outdoor display of selected items in the summer.

*Cross-section
Before*



- Sidewalk extensions should be provided at the corners, in order to clearly demarcate areas for parking from areas for pedestrian circulation, and provide for shorter crosswalk distances between corners.
- All overhead electric and phone lines should be relocated underground.
- Traditional period-style streetlights are recommended along the Country Way, Stockbridge Road, the Old Driftway, and other areas of the neighborhood

where streetscape improvements are implemented, in order to complement and enhance the historic character of the village.

*Cross-section
After*



- The New Driftway should be equipped with a sidewalk on the northern side between Justice Cushing Highway and the Old Driftway intersection, and crosswalks should be provided at the intersections.
- Traffic lights with pedestrian-activated signals should be considered for the intersections of Justice Cushing Highway and the Country Way, the Old Driftway and the New Driftway, and the Country Way and Stockbridge Road.
- Landscaped traffic medians could also be considered at those intersections where the right-of-way dimensions would allow enough clearance, in order to help demarcate left-turn lanes, provide a stop along long crosswalks, and a note of color and landscaping.

MBTA station and parking areas

The following are recommendations for the design and construction of streetscape improvements included as part of the new station and parking lots:

- Parking lot screening – The commuter parking lots located along the Driftway should be screened from the street by berms, trees, and shrubs. The parking lot located to the northeast will be uphill with respect to the roadways, and the proposed berm separating the lot from the road will help concealing its view. It is important that the berm is planted with trees, preferably 3 to 3 ½" caliper, and spaced 20 to 30 feet depending on the particular species. It is also important to note that trees do not always need to be equally spaced, and that the clustering of groups of trees at intervals may contribute to create a landscape with a more interesting and natural-looking character. On the western side of the Old Driftway, the natural topography may not warrant the use of berms, and screening of the new parking lot could be achieved by combining shrubs with new trees. The planting varieties proposed by the MBTA are adequate for this type of screening. Japanese Holly and



Firebush are two species that may be added to the list at some places, although some people may object to the use of Firebush for not being an indigenous species. Efforts should be made to preserve an existing row of maple trees along the edge of the lot. If berming is required in areas currently planted with healthy trees, fieldstone walls should be provided around them as close as possible to the drip line.

- Plantings around station areas – The MBTA plans show the provision of one row of trees (red and pin oaks) between parking aisles inside the parking lot on the Old Driftway. As also recommended for North Scituate, this measure should be extended to the other parking lots. Ideally, all parking lots should be planted with trees along every parking aisle, or at least, every other parking aisle. It is important the new trees provided are not so young that they are vulnerable to vandalism or damage from people and vehicles moving around. Trees located in active areas and areas of high visibility should be at least 3 to 3 ½” caliper (within reasonable budget limits).
- Noise wall – Color alternatives for the wall should be studied and presented to the Town for review and approval. The proposed plantings of White Pine and Austrian Pine along the wall appear to be adequate in terms of landscaping and screening purposes. These large trees could be complemented with vines established on the walls at intervals, such as Boston Ivy or Virginia Creeper planted in clusters of 5 to 6 quart pots at 16 feet on center.



- Pedestrian lighting – In general, the use of 12-foot light poles, with height cut-off fixtures in the white light spectrum is recommended for pedestrian areas.

Intersection Improvements

Intersection improvements will be needed as a result of the construction of the new commuter parking lots. The following recommendations are included as part of this study:

- Pedestrian safety along the Country Way, and in particular at the intersection of Stockbridge Road is critical for the success of the commercial section of the village. It is reasonable to expect an increase of traffic and turning vehicles at this intersection, and the potential need for a pedestrian activated traffic signal should be studied.
- The intersection of the Driftway and the Old Driftway will likely become a prime vehicular access to the new station and commuter parking, and as such, it should also be equipped with a pedestrian traffic signal and crosswalks allowing easy connection between the station, the existing businesses across the Driftway, and the rest of the neighborhood.

- A new traffic circle or rotary has been proposed as part of the preliminary designs for improving the intersection of Justice Cushing Highway and the Country Way. It is important that these preliminary designs be reviewed and evaluated in terms of their support (or lack thereof) of pedestrian traffic across the intersection. Rotaries in general are not safe for pedestrian crossings, and it is important that pedestrian accommodation be included in the final design. Final plans for the intersection should be subject to review from the Town and the community before approval.



Overlay Zoning District

The creation of a new Greenbush Village Overlay District is proposed in order to reflect and protect the particular village character of the Greenbush area. The overlay district could be added to the requirements set by the underlying zoning, and its purpose would be to control new development in terms of scale, location and character. The new overlay could set the parameters for mixed use by setting height and use limitations consistent with the conceptual vision. To this effect, the new overlay zoning parameters should be aimed at:

- Control new infill development in terms of height and scale, and direct it towards currently vacant or under-utilized areas
- Provide for appropriate mixed use development, with emphasis on quality and specialty uses
- Take advantage of short walking distances to promote Transit Oriented Development in the vicinity of the new rail station
- Encourage the use of transit and shared parking by setting low parking ratios
- Reduce front setback requirements for storefronts
- Include design guidelines to support architecture consistent with the existing village character
- Establish signage guidelines and controls



An interesting idea that came as a result from meeting discussions and conversations considers the possibility of changing the underlying zoning of the area surrounding Jenkins Place from Business to Residential, in order to preserve the character of the existing neighborhood and the existing wetlands. This is an idea that should be reviewed and considered by the

Town as a way to control potential new development by redirecting it away from sensitive areas towards other more suitable locations.

Building Renovation and Upgrading



The character of a village such as Greenbush is in many ways defined by the architectural character and design of its buildings. However, some buildings today are in disrepair or have been altered in ways that detract from their original purpose or from the aesthetics of the village as a whole. Appropriate new architecture and high quality renovations can contribute to consolidate and enhance the character and image of the village. Positive change must happen gradually, with the willing support of property owners and businesses. The Town can assist by encouraging and supporting building owners in their efforts, and by establishing a building improvement program that could include the following initiatives:

- Create special design guidelines to advise owners and builders
- Create a special grant or loan fund to support façade improvements
- Create site planning standards that reinforce the goals for the area

Pocket Parks and Trails

Small pocket parks providing public outdoor sitting areas and shade, or playground areas for children should be considered at a few locations within the neighborhood, particularly in connection with potential new development.

There also is an opportunity in Greenbush to extend the proposed streetscape improvements from the main roadways and sidewalks to the adjacent recreational and open space areas. From this point of view, a pedestrian connection linking the Old Country Way retail frontage to the recreational area and baseball field overlooking the pond could provide an important pedestrian and attractive link for residents and visitors alike. Nature trails and pathways would need to be implemented in a way consistent with the historic character of the village and the highest environmental standards. Some





trails could also include interpretive design elements that would convey information on the natural and historic resources of the area. The following tentative trails could be subject to further study and analysis:

- Along the edge of Old Oaken Bucket Pond (as allowed by environmental regulations) connecting the existing public facilities (recreational area and baseball field) on Justice Cushing Highway to public facilities located north of the Pond along the Country Way. Public access could take place from the intersection of the Country Way and Stockbridge Road (following a narrow path between existing properties), or from the Country Way at the point where the First Herring Brook leaves the pond on its way to the ocean
- Along the unused right-of-way of the former Old Colony alignment leading towards Scituate Harbor. This would also be a great location to develop a bicycle trail (already under consideration)
- Along the Clapp Brook stream corridor and associated wetlands system

Community members attending the project meetings made a point to request the provision of dedicated bicycle lanes along the main roadways in the village, namely the Country Way, Stockbridge Road, and the Driftway. The width of the public right-of-way at these locations may not allow for enough clearance to safely provide bicycle lanes. However, the



future studies and detailed design of the roadway sections that will take place as part of the next steps of the project should consider and evaluate the feasibility of developing bicycle lanes and trails that could extend beyond the area.

CONCLUSIONS AND FUTURE STEPS

Greenbush is a village center with a special character rooted in its rural past and the natural beauty of its setting. Since early years, Greenbush has been a historic farming community nostalgically immortalized in the famous poem of Samuel Woodworth. Today's residents also cherish the open skies and the quiet proximity of the pond. Some things may change as the Old Colony railroad right-of-way becomes rehabilitated and Greenbush becomes the end of the new commuter line. However, some of the prime qualities of the village can be preserved and even enhanced by taking advantage of the opportunity represented by mitigation funds made available by the State. These will provide for the creation of new sidewalks and pathways connecting key locations within the neighborhood to transit service and to other local amenities. An effort needs to be made to ensure that the typical low density and pedestrian scale that characterize the village center are preserved by means of zoning and historic district regulations.

Some of the future steps that need to be undertaken by the Town are the following:

- Coordinate with the State and the MBTA all the necessary steps for project funding and approval
- Initiate detailed streetscape design studies leading into schematic design, design development, and construction documents
- Implement historic district regulations and review the existing zoning requirements in order to protect and enhance the special qualities of the village
- Select a contractor or a group of contractors based on an open bidding process
- Secure the participation of internal Town management in overseeing the design and construction of new traffic and streetscape improvements
- Promote renovations and upgrading through the establishment of a building improvement program and the support of business associations