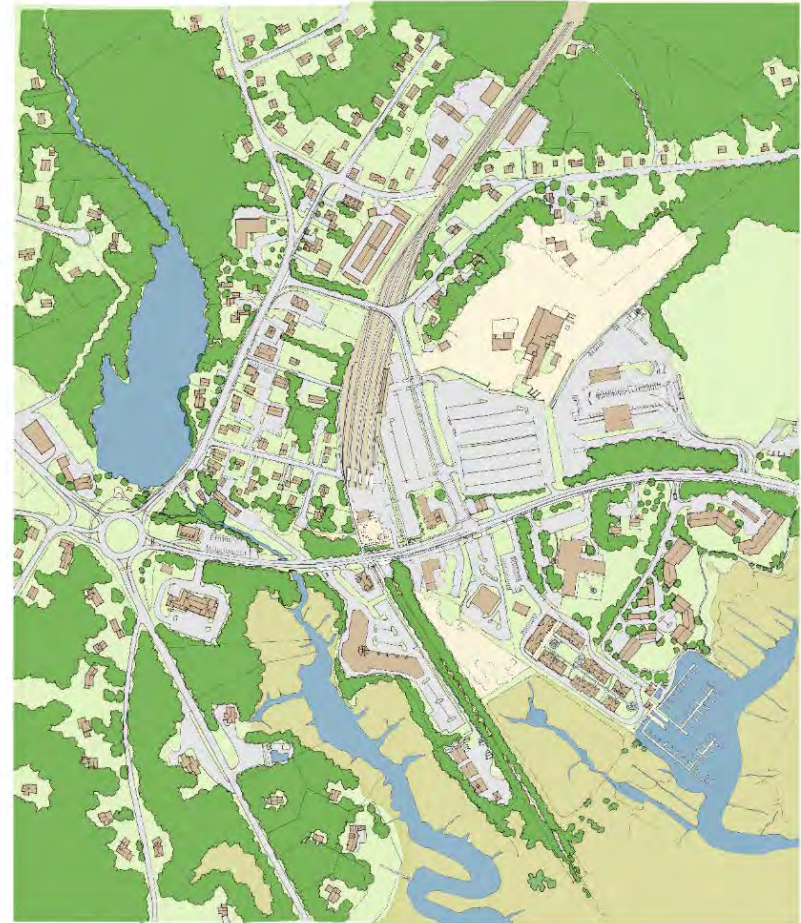


GREENBUSH-DRIFTWAY FUTURE VISION PLAN

PRELIMINARY DRAFT ★ AUGUST 2016 ★ SCITUATE ECONOMIC DEVELOPMENT COMMISSION

GREENBUSH-DRIFTWAY DISTRICT VISION PLAN

In June 2016 the Scituate Economic Development Commission (EDC) conducted a visioning session on the Greenbush-Driftway District for the purpose of creating an overall conceptual plan and strategic action plan to guide future growth, conservation, and infrastructure enhancements over the next 10 Years.



Scituate Economic Development Commission

Ann Burbine, Chairman
Monte Newman, Secretary
Colin McNiece
Chris McConaughey
John Cranston
Paul Kukstis
Nolan P. Kelly

Scituate Planning Board

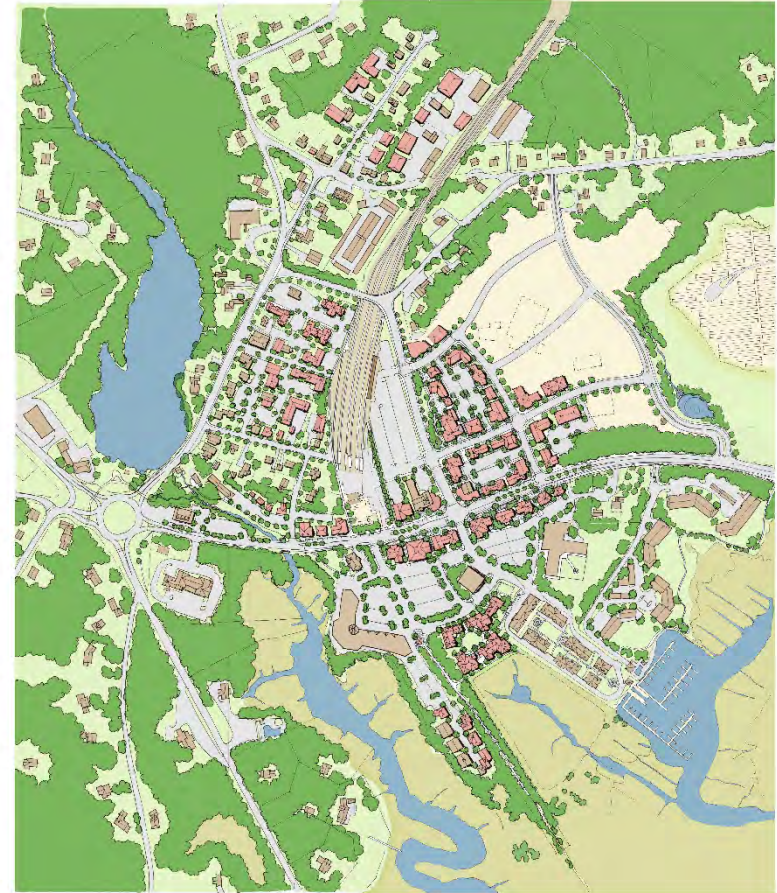
Stephen Pritchard, Chairman
William Limbacher, Vice Chairman
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1.0 CONTEXT, EXISTING CONDITIONS & TRENDS

GENERAL SETTING OF THE GREENBUSH-DRIFTWAY AREA

The Greenbush-Driftway Village Area combines a **historic hamlet** (Greenbush) and a new development corridor centered around the Greenbush Commuter Rail Station, the Driftway and heavily travelled Route 3A. The area includes a broad range of homes and businesses adjacent to the Scituate Roundabout which is a major gateway in the community and connects Norwell to the west (via Rt. 123), Marshfield to the south (via Rt. 3A South), Cohasset to the north (Via



Rt. 3A north) and Scituate Harbor to the east via the Driftway. The **MBTA Greenbush Commuter Rail station** provides daily service to South Station and is an attractive two-way transit link to and from

Boston for live, work and play. The **GATRA/Scituate Sloop** public bus transit provides connections between the train station and local points of interest, and the **Driftway Multi-Purpose Path** connects people on foot or bike from Greenbush station to Scituate Harbor Village about 2.5 miles to the east.

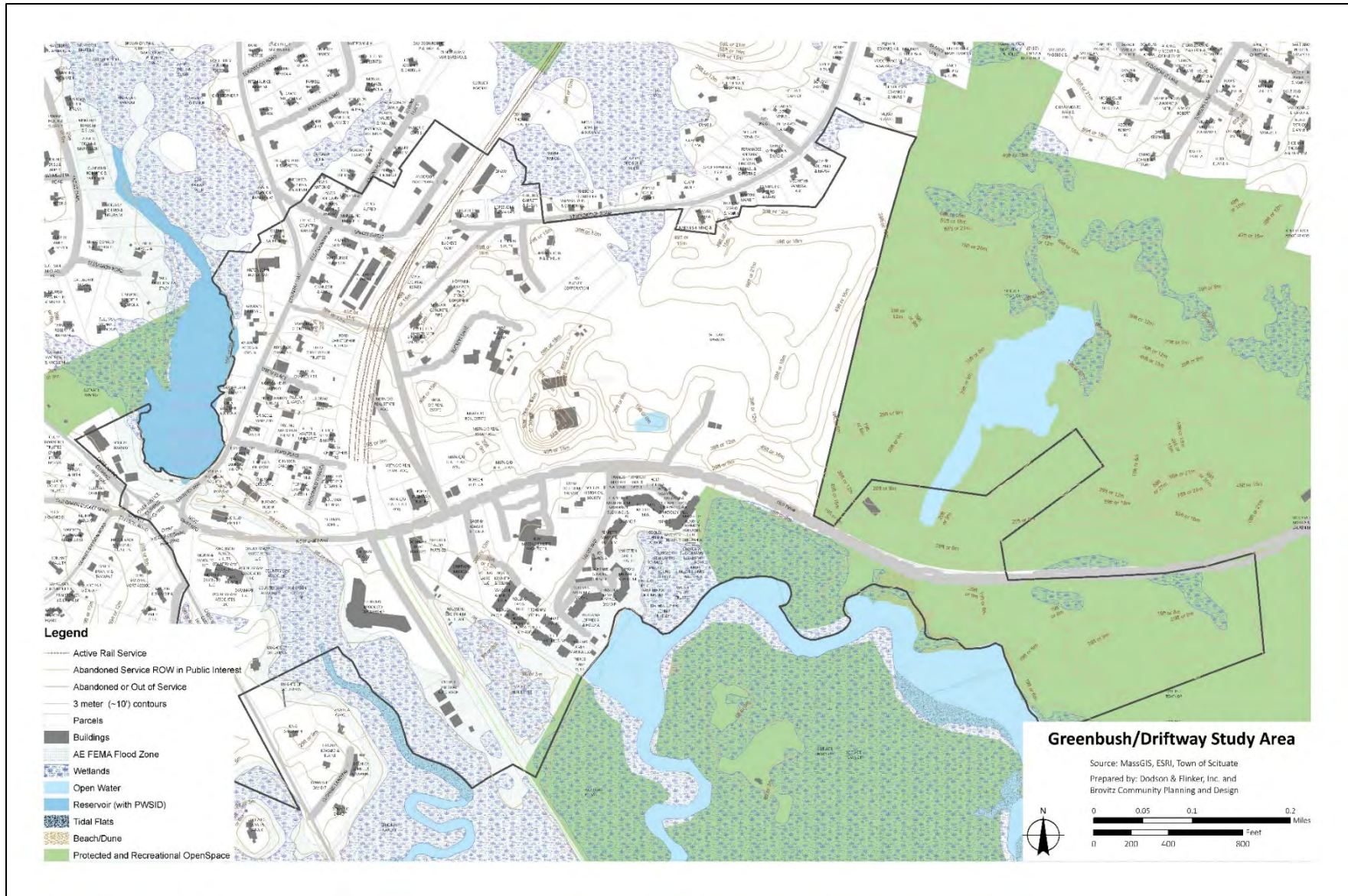
Natural, recreational, and cultural attributes are abundant in the Greenbush-Driftway District. The North River and **Old Oaken Bucket**

Pond and pocket park are attractive waterways and popular destinations for passive recreational activity. The **North River (Driftway) Conservation Park** includes a public fishing pier, picnic area, trail network and canoe launch with spectacular views of the marshlands and the mouth of the river at South River and Fourth Cliff. The Town-owned **Widow’s Walk Public Golf Course** and **Scituate Baseball Fields** are also located in the district, along with the **Scituate Maritime and Irish Mossing Museum** and the historic **Stockbridge Gristmill**.

Greenbush-Driftway is a growing commercial and medical service district with available building space and land for new development. In addition, there are a broad range of residential opportunities from historic single family homes and cottages to condominiums and townhouses with views and marina facilities along the North River. The district is zoned for commercial, residential and mixed use development, and serviced by public water and sewer.

PROPERTY TRENDS AND CONDITIONS

There are 202 properties in the Greenbush-Driftway District totaling about 795 acres of land. Most of the properties (80%) are either owner-occupied or owned by residents of Scituate. Residential and mixed use (commercial and residential) accounts for 137 properties (67%) in the project area. Most are single family detached dwelling or attached (condos and townhouses). There is also a broad range of commercial properties, town-owned recreation and utilities land, and MBTA properties.



GREENBUSH-DRIFTWAY DISTRICT PROPERTY USE						
L.U Code	Description	Appraised/ Taxable Value	No. of Properties	Acreage	Building Net S.F.	Ave Year Built
0130	Mixed-Res/Comm.	\$6,438,300	11	18.8	23,139	1936
1010	Single Family DU Detached	\$9,344,900	35	17.3	47,844	1912
1020	Single Family DU Condo	\$36,224,000	76	21.2	167,939	1997
1040	Two Family DU	\$1,430,600	4	2.2	11,191	1864
1090	Multiple Houses	\$966,000	3	2.0	4,276	1907
1110	Apartment Bldg 4-8 Units	\$1,463,500	3	1.9	8,962	1867
1300	Developable Res. Land	\$263,700	2	1.3	N/A	N/A
1320	Undevelopable Res. Land	\$84,000	3	20.6	N/A	N/A
3040	Nursing Home	\$6,117,900	2	7.3	66,796	1971
3160	Warehouse	\$3,208,200	4	12.2	17,245	1974
3230	Shopping Center	\$3,460,100	1	5.0	31,959	1989
3250	Small Retail	\$2,092,700	5	3.03	16,015	1937
3260	Restaurants	\$781,900	1	0.5	2,336	2003
3310	Auto Supplies	\$635,900	1	0.48	6,440	1964
3320	Auto Repair	\$206,900	1	0.14	1,211	1937
3400	General Office Building	\$1,670,800	4	2.56	9,327	1885
3420	Medical Office	\$5,495,300	3	3.58	43,313	1972
3430	Commercial Condo	\$6,859,300	13	4.6	27,475	2004
3730	Swimming Pool	\$426,100	1	1.71	768	1975
3900	Developable Com. Land	\$171,250	2	1.75	N/A	N/A
3910	Potentially Dev Com. Land	\$75,800	1	0.38	N/A	N/A
3920	Undevelopable Com. Land	\$22,300	1	0.07	N/A	N/A
4000	Manufacturing Bldg	\$1,989,700	1	10.03	31,448	1957
4500	Electrical Generation Plant	\$1,775,100	2	15.74	N/A	N/A
9240	Mass Highway (MBTA)	\$2,260,900	10	14.27	N/A	N/A
9300	Town Land (Rec, Transfer)	\$31,436,900	6	646.24	3,280	1997
9350	Town Land (WWTP)	\$2,529,300	1	2.08	9,424	1985
9540	Function Hall (KOC)	\$508,100	1	2.80	4,660	1964
9560	Town Property (Museum)	\$154,700	1	0.13	N/A	N/A
9570	Charitable Service (Museum)	\$479,800	1	0.77	2,511	1700
	Undetermined	\$0	2	N/A	N/A	N/A

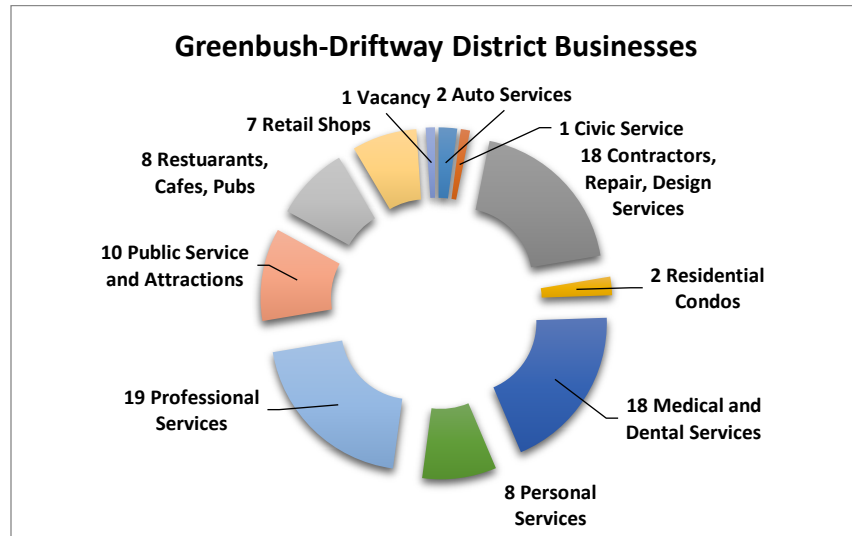
There are 207 buildings in the project area which were built in 1961 on average. The oldest buildings in the area are along Stockbridge Road in the Greenbush subdistrict including the Stockbridge (circa 1640) and the Danehey & Osterburg Law Office (circa 1686). The Scituate Maritime and Irish Mossing Museum is also a historic building (circa 1700).

All buildings in the Greenbush-Driftway District amount to 158,115 net square feet with an average of 3,100 square feet per building. About 69% of the buildings are rated as “average” quality by the Assessor’s Office as being in “average” condition and only 14% are rated as “excellent” or “very good” condition.

The total taxable value of properties in the Greenbush-Driftway District is \$134,501,700 (an average of \$674,509 per lot). This yields an average value of \$169,224 per acre. However, a significant portion of property is in State or Town ownership and not subject to taxes. For example, the combined value of the Town Transfer Station, Widows Walk Golf Course, the former Landfill, and North River Park is \$15.8 million. The value of MBTA’s parking lots is \$2.1 million.

EMPLOYER INVENTORY AND MARKET OPPORTUNITIES

There are 94 businesses and services located in the Greenbush-Driftway District including a broad range of shops, medical and dental services, professional and personal services, pet services, nursing homes, restaurants, package store, bakery, self-storage, recreation facilities, contractors, and auto services all within ½ mile of the MBTA Train Station, the North River Conservation Park, Widows Walk Golf Course, Old Oaken Bucket Pond and connected to Route 3A and the Harbor by the Driftway Pathway. Businesses in the district are generally younger than other areas of Scituate with an average startup date of 2001.



As of the winter of 2016, there were as estimated 400 people working in a broad range of industry sectors located in the Greenbush-Driftway District. Most people work for small employers.

Nearly 90% of the businesses in the district employ less than 10 people and 67% employ less than 5 people.

As the average square feet of building space for businesses in the district is low as would be expected with small employers. Just over half of the businesses are using less than 2,500 square feet for their operations, and another 42% are in spaces less than 10,000 square feet.



Since most of the businesses are small in the Greenbush-Driftway District, sales revenues are generally low. Just over half of the businesses report sales of less than \$500,000, and another 19% report sales of less than \$1 million.

GREENBUSH-DRIFTWAY | BUSINESS DIRECTORY

Business Name	Address	Phone	Website	Hours
Bank of America	1000 Greenbush Hwy	781-847-1111	www.bankofamerica.com	Mon-Fri 9am-5pm, Sat 9am-12pm
CVS Pharmacy	1000 Greenbush Hwy	781-847-1111	www.cvs.com	Mon-Fri 9am-7pm, Sat 9am-5pm, Sun 10am-6pm
Greenbush Elementary School	1000 Greenbush Hwy	781-847-1111	www.greenbushschools.org	Mon-Fri 8am-3pm
Greenbush Middle School	1000 Greenbush Hwy	781-847-1111	www.greenbushschools.org	Mon-Fri 8am-3pm
Greenbush High School	1000 Greenbush Hwy	781-847-1111	www.greenbushschools.org	Mon-Fri 8am-3pm
Greenbush Senior Center	1000 Greenbush Hwy	781-847-1111	www.greenbushschools.org	Mon-Fri 9am-3pm
Greenbush Town Office	1000 Greenbush Hwy	781-847-1111	www.greenbushschools.org	Mon-Fri 9am-5pm
Greenbush Library	1000 Greenbush Hwy	781-847-1111	www.greenbushschools.org	Mon-Fri 10am-5pm, Sat 10am-2pm
Greenbush Post Office	1000 Greenbush Hwy	781-847-1111	www.usps.com	Mon-Fri 9am-5pm, Sat 9am-12pm
Greenbush Fire Station	1000 Greenbush Hwy	781-847-1111	www.greenbushschools.org	24/7
Greenbush Police Station	1000 Greenbush Hwy	781-847-1111	www.greenbushschools.org	24/7
Greenbush Water Treatment Plant	1000 Greenbush Hwy	781-847-1111	www.greenbushschools.org	24/7
Greenbush Sewer Treatment Plant	1000 Greenbush Hwy	781-847-1111	www.greenbushschools.org	24/7
Greenbush Landfill	1000 Greenbush Hwy	781-847-1111	www.greenbushschools.org	24/7
Greenbush Cemetery	1000 Greenbush Hwy	781-847-1111	www.greenbushschools.org	24/7
Greenbush Golf Course	1000 Greenbush Hwy	781-847-1111	www.greenbushschools.org	Mon-Fri 9am-5pm, Sat 9am-12pm, Sun 10am-6pm
Greenbush Park	1000 Greenbush Hwy	781-847-1111	www.greenbushschools.org	24/7
Greenbush Beach	1000 Greenbush Hwy	781-847-1111	www.greenbushschools.org	24/7
Greenbush Marina	1000 Greenbush Hwy	781-847-1111	www.greenbushschools.org	24/7
Greenbush Boat Ramp	1000 Greenbush Hwy	781-847-1111	www.greenbushschools.org	24/7
Greenbush Fishing Pier	1000 Greenbush Hwy	781-847-1111	www.greenbushschools.org	24/7
Greenbush Pier	1000 Greenbush Hwy	781-847-1111	www.greenbushschools.org	24/7
Greenbush Breakwater	1000 Greenbush Hwy	781-847-1111	www.greenbushschools.org	24/7
Greenbush Lighthouse	1000 Greenbush Hwy	781-847-1111	www.greenbushschools.org	24/7
Greenbush Monument	1000 Greenbush Hwy	781-847-1111	www.greenbushschools.org	24/7
Greenbush Statue	1000 Greenbush Hwy	781-847-1111	www.greenbushschools.org	24/7
Greenbush Fountain	1000 Greenbush Hwy	781-847-1111	www.greenbushschools.org	24/7
Greenbush Garden	1000 Greenbush Hwy	781-847-1111	www.greenbushschools.org	24/7
Greenbush Park	1000 Greenbush Hwy	781-847-1111	www.greenbushschools.org	24/7
Greenbush Beach	1000 Greenbush Hwy	781-847-1111	www.greenbushschools.org	24/7
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Greenbush Garden	1000 Greenbush Hwy	781-847-1111	www.greenbushschools.org	24/7

MAP KEY

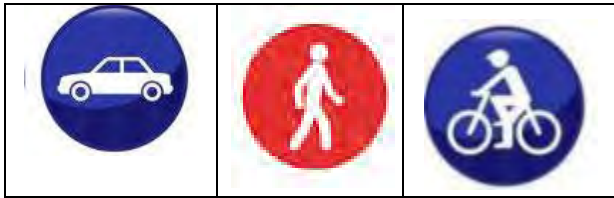
- Banks & ATMS
- General Services
- Eat & Drink
- Play Marine
- Refresh & Recharge
- Play
- P Parking
- ⚡ Automated Teller Machine

GREENBUSH-DRIFTWAY BUSINESS & EMPLOYER INVENTORY 2016			
BUSINESS OR SERVICE NAME	ST #	STREET ADDRESS	CATEGORY
Scituate Concrete Pipe Corporation	1	Buckeye Lane	Contractors, Repair, Design Services
PJ's Country House Restaurant & Pub	227	Chief Justice Cushing Hwy	Restaurants, Cafes, Pubs
Scituate Knights of Columbus	234	Chief Justice Cushing Hwy	Civic Services
Scituate Orthodontics	255	Chief Justice Cushing Hwy	Medical and Dental Services
Old Oaken Bucket Pond Pocket Park	0	Country Way	Public Service and Attractions
Stockbridge Gristmill Park	18	Country Way	Public Service and Attractions
Terraine Remediation Inc	20	Country Way	Environmental Remediation, Professional Services
Riva Pizza	24	Country Way	Restaurants, Cafes, Pubs
Shawn Harris Enterprises	24	Country Way	Heating Oil
Braga & Associates Real Estate	28	Country Way	Professional Services
Pia Johnson LTD	34	Country Way	Personal Services
Studio 143 Yoga Studio	38	Country Way	Personal Services
Pub O'Brien	42	Country Way	Restaurants, Cafes, Pubs
Reynolds Package Store	42	Country Way	Retail Shops
Todd Williams Remodeling	45	Country Way	Contractors, Repair, Design Services
Quarterdeck Garage	46	Country Way	Retail Shops
Morning Glories Bakery	52	Country Way	Retail Shops
Cardigan Nursing Home	59	Country Way	Medical and Dental Services
CR Fagan Architectural Woodwork	60	Country Way	Contractors, Repair, Design Services
American Velodur Metal Inc	18	Drew Place	Contractors, Repair, Design Services
Cushman & Wakefield Real Estate	8	Driftway	Professional Services
Julie A Honan Midwife	56	Driftway	Medical and Dental Services
Pub At Widow's Walk Golf Course	250	Driftway	Restaurants, Cafes, Pubs
Widow's Walk Golf Course	250	Driftway	Public Service and Attractions
Harbour Insurance Agency Inc	301A	Driftway	Professional Services
Scituate Maritime and Irish Mossing Museum	301	Driftway	Public Service and Attractions
Life Care Center of the South Shore	309	Driftway	Medical and Dental Services
Fiber-Tech Auto Body & Marine	346	Driftway	Auto Services
Go Green Landscape Supply Co.	167	Driftway	Contractors, Repair, Design Services
North River Conservation Park & James River Boat Launch		Driftway	Public Service and Attractions
ServiceMaster Co	9	Ford Place	Contractors, Repair, Design Services
US Post Office - Greenbush	25	Ford Place	Public Service and Attractions
Global Advanced Technology Inc	24	Ladd's Way	Professional Services
Kathryn Connolly-Chase Law Office	26	Ladd's Way	Professional Services

John L Sullivan Law	7	MacDonald Terrace	Professional Services
Driftway Muscular Therapy	7	New Driftway	Personal Services
Mary J Feeney DDS	7	New Driftway	Medical and Dental Services
Scituate Real Estate	7	New Driftway	Professional Services
South Shore Primary Care	7	New Driftway	Medical and Dental Services
Chinese Medical Center	10	New Driftway	Medical and Dental Services
Healthcare South Scituate	10	New Driftway	Medical and Dental Services
KCL International	10	New Driftway	Professional Services
Little Steps Learning Center	10	New Driftway	Daycare, Professional Services
Marshview Accounting Service	10	New Driftway	Professional Services
Maureen Hurley Law Offices	10	New Driftway	Professional Services
Peak Physical Therapy Scituate	10	New Driftway	Medical and Dental Services
S C I Underwriting Management	10	New Driftway	Professional Services
Scanzillo Corporation	10	New Driftway	Contractors, Repair, Design Services
Scituate Podiatry Group	10	New Driftway	Medical and Dental Services
CP's Wood Fired Pizza	17	New Driftway	Restaurants, Cafes, Pubs
Duval Dance Studio & Music Academy	17	New Driftway	Personal Services
Greenbush Ice House	17	New Driftway	Retail Shops
Rivershed Burger Bar	17	New Driftway	Restaurants, Cafes, Pubs
Baystate Athletic Club	28	New Driftway	Personal Services
Dance Carousel	28	New Driftway	Personal Services
D'Luxe Nail & Spa	28	New Driftway	Personal Services
Driftway Cleaners	28	New Driftway	Professional Services
Magill & Gardner Physical Therapy	28	New Driftway	Medical and Dental Services
Ohrenberger Associates Law Office	28	New Driftway	Professional Services
Scituate Sun & Hair Salon	28	New Driftway	Personal Services
Shannon Flooring	28	New Driftway	Retail Shops
3A Towing & Recovery	32R	New Driftway	Contractors, Repair, Design Services
Dunkin Donuts	32	New Driftway	Restaurants, Cafes, Pubs
Osgood Concrete Forms	32R	New Driftway	Contractors, Repair, Design Services
Shea Custom Doors	32	New Driftway	Contractors, Repair, Design Services
Welding Fabrication	32R	New Driftway	Contractors, Repair, Design Services
NAPA South Shore Auto Parts	48	New Driftway	Auto Services
Belsan Bait & Tackle	50	New Driftway	Retail Shops
Driftway Animal Hospital	53	New Driftway	Professional Services
Totman Enterprises Septic Systems	54	New Driftway	Contractors, Repair, Design Services
Advanced Dental Arts	56	New Driftway	Medical and Dental Services
Ally Global Logistics	56	New Driftway	Contractors, Repair, Design Services

Baystate Physical Therapy	56	New Driftway	Medical and Dental Services
Harbor Medical Associates	56	New Driftway	Medical and Dental Services
Healthcare South PC	56	New Driftway	Medical and Dental Services
Scituate Periodontics	56	New Driftway	Medical and Dental Services
Stephen C Hoff DDS	56	New Driftway	Medical and Dental Services
VACANCY/Harbor Medical Building	56	New Driftway	Vacant
Herring River Marina	60	New Driftway	Public Service and Attractions
Celtic Paws Doggie Day Care & Grooming	61	New Driftway	Professional Services
Danehey & Osterburg Law Office	5	Old Country Way	Professional Services
Trezise Law Firm	5	Old Country Way	Professional Services
MBTA Greenbush Public Parking W	318	New Driftway	Public Service and Attractions
MBTA Greenbush Public Parking E	333	New Driftway	Public Service and Attractions
MBTA Greenbush Station	345	New Driftway	Public Service and Attractions
Commercial Marine Electronics	238	Stockbridge Road	Contractors, Repair, Design Services
Scituate Lobster Pound	259	Stockbridge Road	Restaurants, Cafes, Pubs
VACANCY/Hanson Grain at Fitts Mill	19	Union Street	Vacant
M J Hallin Co	4	Union Street	Contractors, Repair, Design Services
Lopes Landscape & Excavating	7	Union Street	Contractors, Repair, Design Services
Scituate Self-Storage	8	Union Street	Contractors, Repair, Design Services
Herzog Landscape Solutions, CGW Associates	19	Union Street	Contractors, Repair, Design Services

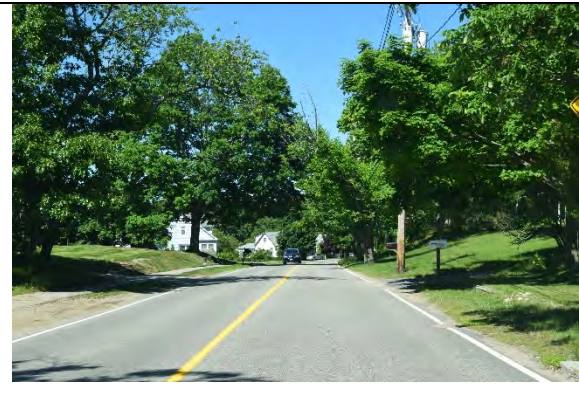
PUBLIC FACILITIES, UTILITIES & SERVICES



THOROUGHFARES

Streets, pathways and other thoroughfares in the Greenbush-Driftway District serve a variety of functions and have unique characteristics.

STREET CHARACTERISTICS IN THE GREENBUSH-DRIFTWAY DISTRICT				
Street	Segment	ROW (Feet)	Ped/Bike Amenities	Streetscape Elements
Stockbridge Rd	E. of Bridge	100	Sidewalk north side	Street trees on private frontages
Stockbridge Rd	E. of Union St.	30	No sidewalk	Street trees on private frontages
Country Way	Rotary to Old Country Way	40	Sidewalk east side	Brick apron and ornamental pedestrian level lights
Old Country Way	Country Way to Union Street	30	Sidewalk east side	Brick apron and ornamental pedestrian level lights
Union Street	MBTA to Country Way	40	No sidewalk	No streetscape treatments
Jenkins Place	Off Union Street (dead end)	30	No sidewalks	No streetscape treatments
Drew Place (Private)	Country Way to MBTA ROW	20	No sidewalks	No streetscape treatments
Ford Place	Country Way to MBTA ROW	28	No sidewalks	No streetscape treatments
McDonald Terrace	Off Ford Place	30	No sidewalks	No streetscape treatments
New Driftway 1	Roundabout to 7 New Driftway Med Bldg Parking	40	Partial sidewalk and crosswalks but not connected.	Some streetscape treatments on the perimeter and landscaping in the internal circle
New Driftway 2	Med Building parking to Herring Brook Mall	50	Sidewalk in north side separated by open CCs	No streetscape and limited private landscaping along the frontage
New Driftway 3	Herring Brook Mall to Dunkin Donuts	60	Sidewalk on the north side	Street trees on private frontage; large curb cuts on south side
New Driftway/ Driftway 4	Dunkin Donuts to Life Care Center (east side)	70	Sidewalk on north side; Partial SW on south side interrupted by open CCs	No streetscape and limited landscaping on private frontages
Driftway 5	Life Care Center (east side) to Ladd's Way	60	Driftway MP Path on south side	Street trees on private frontages
Driftway 6	Ladd's Way to New Kent St	50	Driftway MP Path on south side	Street trees on private frontages
New Driftway/ MBTA Station	Driftway to Station Entrance South	50	Sidewalks both sides	Street trees and planting strip back of sidewalk
New Driftway/ MBTA Station	Station Entrance South to Stockbridge Rd	70	Sidewalks both sides	Street trees and planting strip back of sidewalk

		
<p>Country Way in Historic Greenbush</p>	<p>New Driftway – MBTA Station 5</p>	<p>Stockbridge Road5</p>
		
<p>Driftway – West Segment 5</p>	<p>Driftway – Central Segment 5</p>	<p>Driftway – East Segment 5</p>

WATER AND SEWER

Sewer service is critical for higher density, mixed-use development. The Greenbush-Driftway District is serviced by public water and public sewer. In 2000, the Town completed an upgrade of the Wastewater Treatment Plant, resulting in an increased capacity from 0.6 to 1.6 million gallons per day. According to the DPW Sewer Division, the plant's capacity is adequate for expansion of the system for Phases I through VI. However, the Division has placed a priority on the ongoing water system improvement project, and improvements to the WWTP and wastewater collection system over sewer expansion or bringing significant new projects onto the system which increase flow. With 2,875 connections currently, the estimated total sewer flow should be 1.265 mgd. Much of the difference between this number and the actual sewer flow estimated (.4 mgd) is attributed to infiltration/inflow (I/I). DPW believes other system issues and necessary repairs are very pressing and should be fixed before additional demand is added to the system. Improvements to the WWTP are also a higher priority for DPW.

UTILITIES

Natural gas is available in Scituate and is provided by Columbia Gas Company. Electric rates are competitive and utilities include Eversource, National Grid, and Keyspan. Additionally, the Town of Scituate generates electricity from a wind turbine at the Wastewater Treatment Plan and the solar array on the former landfill, both located of the Driftway. These energy generators save Scituate residents and businesses on the costs of electricity for Town facilities.



PUBLIC TRANSPORTATION



MBTA Commuter Rail Service: The Greenbush MBTA Station is located on New Driftway and is the terminal station on the Greenbush commuter rail line. The station includes 1,000 parking spaces in two lots with an average weekday availability of 79%. The average weekday ridership in 2014 was 5,411 passengers. The Greenbush Station has the highest average weekday inbound station boardings with 527, representing 18 percent of all weekday inbound boardings for the line.

Since the extension of the Greenbush line in 2007, ridership has not met expectations and has had little impact on the local economy to date. The low ridership numbers are largely attributed to the fact

that the line opened at the same time as the national (and global) financial crisis set in. As unemployment rates surged in the first five years after the commuter rail line went into service, potential commuters and visitors stayed home.



As the economy continues to recover, ridership is expected to grow and the commuter rail’s influence on the real estate market is likely to become more of a factor in Scituate. Transit oriented development (TOD) around commuter rail stations in the Metro Boston Area is rapidly expanding. This is evident by the number of Smart Growth projects (Chapter 40R) and other mixed use developments that have broken ground in the state over the past 5 years. Additionally, the MBTA is aggressively looking for opportunities to partner with local communities in sponsoring TOD developments on excess parking areas for commuter rail such as at

the Greenbush station. As new development generates increased ridership, it will also be more feasible for the MBTA to increase weekday and weekend frequency.



Bus Transit: The **Scituate Sloop**, operated by GATRA, provides local shuttle bus service with regional connections. The Sloop provides weekday and weekend service on a fixed route between Scituate Harbor, Widows Walk, Greenbush MBTA, Town Hall, Central Park,

Wheeler Park, and Senior Center.

PUBLIC FACILITIES

There are several public facilities located with the Greenbush-Driftway District. In terms of public utilities, the Scituate Wastewater Treatment Plant, Water Treatment Plant, Transfer Station, Solar Array, and Wind Turbine are all located within the district. For recreation, the Widows Walk Public Golf Course, North River Conservation Park, Greenbush Baseball Field, Old Oaken Bucket Pond Pocket Park, the Maritime and Irish Mossing Museum, and Stockbridge Mill are located in the district. Additionally, the Driftway Multi-Purpose Path and the Herring River trail (on the former MBTA r-o-w) provide access through the district and to the waterfront.

2.0 RELEVANT PLANS, POLICIES & REGULATIONS

GREENBUSH PLANNING AND STREETScape PLAN

Completed by the Cecil Group in 2002, the Streetscape Study explored the potential for land use, open space and streetscape improvements in and around Greenbush in anticipation of the opening of the Greenbush Line commuter rail extension. Based on community input, preferred concept plans were created for the district. Among the recommendations for Greenbush were a transit-oriented village overlay zoning district with design guidelines to encourage mixed-use development as well as new pedestrian connections, pocket parks, trails and additional streetscape improvements.

The main goal of the plan was to steer potential change towards achieving a positive benefit for the community. The overall strategy was to fulfill the potential for land use, open space and streetscape improvements that take advantage of certain attributes such as proximity to Route 3A, the North River, MBTA train station, Widows Walk Golf Course, the Driftway Pathway, the historic Greenbush neighborhood, and developable land.

The preferred concept plan is based on the assumptions that **streetscape improvements** are needed along the main roads that connect the MBTA station to the rest of the village, and that moderate new development could potentially take place in the future. Many of these improvements have been including sidewalks

and ornamental lights on Country Way/Old Country Way, the walkway following the length of the noise barrier, the nature trail along the old MBTA r-o-w and along the river at James Landing, and passive recreation at the Old Oaken Bucket Pond.



In terms of potential new development, the concept plan illustrates transit-oriented mixed-use development located within a 2 to 3-minute walking distance of the MBTA station, in areas currently underutilized. Conceptual-level area estimates indicate that approximately 20,000 sq. ft. of office space and 35 to 40 residential units could be accommodated within the Greenbush village area (not including the Driftway) in the long term, without major disruption of the existing building fabric and character if located and designed appropriately.



Country Way Before & After Streetscape Concept Plan

The rendered concept view illustrates the possible design and scale of potential new development very similar to the proposed development at 50 Country Way. The plan calls for multi-family residential uses or professional offices located on the upper floors.

Retail uses would remain concentrated along the Country Way and the New Driftway as they are today.

GREENBUSH-DRIFTWAY SMART GROWTH (CHAPTER 40R) DISTRICT APPLICATION

The Massachusetts Smart Growth Zoning Overlay District Act (M.G.L. Chapter 40R), encourages communities to create higher density residential or mixed-use smart growth zoning districts, including a high percentage of affordable housing units, to be located near transit stations, in areas of concentrated development such as existing city and town centers, and in other highly suitable locations.

Under the program, multi-family projects of 20 dwelling units or more per acre, 20% minimum affordability of the units, and a mix of unit type are allowed either as-of-right or through a limited site plan review process. Upon state approval of a local overlay district, communities become eligible for payments from a Smart Growth Housing Trust Fund, as well as other financial incentives. Chapter 40R seeks to substantially increase the supply of housing and decrease its cost, by increasing the amount of land zoned for denser housing.

Scituate’s 2015 Chapter 40R application was focused on the properties surrounding the Greenbush MBTA Commuter Train Station and extended out to include several other properties along the Driftway. Some basic statistics from the proposed district follow:

- Total Number of Properties in the Proposed 40R District: 32
- Substantially Developed Land: 11.7 acres

- Environmentally Constrained/Undevelopable Land: 15.5 acres
- Gross Developable Land (for Infill): 6.4 acres
- Gross Developable Land (for Underutilized Land): 20.0 acres
- By Right Dwelling Units Allowed with Underlying Zoning: 86
- By Right Dwelling Units Allowed with 40R/SGOD Overlay Zoning: 546
- New/Additional Units Allowed with 40R/SGOD Overlay Zoning (- Existing): 460

While a 40R District could have economic benefits for Scituate and would bring welcome state payments, the requirement for the Town to commit to sewer availability presents a major obstacle to an application. An application for one or two properties, such as the MBTA parcel, Scituate Concrete Pipe or similar, could have a better chance of success than one for a larger area.

ECONOMIC DEVELOPMENT PLAN

In 2014, the Town of Scituate completed the Scituate Economic Development Plan with the assistance of the Metropolitan Area Planning Council (MAPC). The Plan's objective was to identify demographic and economic trends within Scituate and the region so that the Town can set a strategic course to grow its economic base to improve fiscal stability while building on and respecting the existing attributes and character of the community.

Recommended Goals, Strategies and Actions: Town-wide, the focus is on marketing Scituate's existing and potential future amenities to attract more visitors and business activity, and growing industry

sectors identified in the market analysis – tourism and culture, maritime industries, local retail, and housing. Identified strengths, weaknesses, constraints, and opportunities specific to the Greenbush-Driftway District include the following:

Design Preference Collage Exercise: Participants created design preference collages for each of the economic opportunity areas including Scituate Harbor, Greenbush, North Scituate, and Humarock, as well as Route 3A. Participants perused hundreds of images depicting different building styles and typologies, from multi-story mixed-use buildings to single family homes to commercial strip mall development, as well as recreational and programming activities. They selected images that they felt represented desired building types or activities that they wished to see in each area. They were also encouraged to specifically note what they liked each image.

For the Greenbush-Driftway District, many participants indicated that “residential condos with retail on the ground floor” and “near transit” are well-suited for the area. Development preferences were predominantly two to four-storied mixed-use developments and higher density row houses. Smaller cottage style residential developments were also selected, and may be appropriate along the periphery of the village.

Photos also reveal that participants would like a visual landmark such as a clock tower to mark the village center, and would prefer that quality materials (e.g. brick) are used in construction. They also expressed a desire for more outdoor dining, and perhaps an inn and conference center.

STRENGTHS	WEAKNESSES	CONSTRAINTS
<ul style="list-style-type: none"> • Commuter rail station provides direct transit link to Boston. • Recent development and business growth (Dunkin Donuts, Rivershed Burger Bar, etc.) • Available land for development and redevelopment. • Access to and visibility from heavily traveled Route 3A. 	<ul style="list-style-type: none"> • Lack of vision for the area; Type of residential and businesses desired not clear. • Commuter rail ridership has brought traffic but not a high volume of shoppers. • The area’s topography and size make walkability challenging 	<ul style="list-style-type: none"> • Area is expansive with no clear center. • A key development site is currently owned by the MBTA. Rezoning is needed to create a village center.

OPPORTUNITIES
<ul style="list-style-type: none"> • Holds greatest potential for growth given proximity to MBTA and proximity to highly traveled Rte. 3A. • Additional retail and mixed-use development concentrated near the train station, with higher density multifamily residential development on the periphery. • Potential for more neighborhood and commuter-oriented convenience retail along Country Way. • Additional recreation (bicycling, kayaking, etc.) and mixed-use opportunities could be established along the Driftway particularly at Driftway Park and around Town-owned Widow’s Walk Golf course. • Hotel and food service establishments; in particular, a hotel/conference center at Widow’s Walk Golf Course. • Expected auction of eastern MBTA parking lot holds potential for good, attractive development. • Opportunity to develop two complimentary “hubs” within Greenbush: a larger commercial area near Driftway/Old Driftway and a residential area with neighborhood shops along Country Way • Mixed-use Village Business Overlay could be expanded in direction of the Driftway. • Greenbush could provide a strong village- style setting attractive to younger people and retirees. • Mixed-use.



Greenbush-Driftway Village Concept Plan: As highlighted in the existing conditions and market analysis, the Greenbush-Driftway District holds the greatest potential to attract new development and economic growth given the presence of the MBTA commuter rail, the considerable land available for redevelopment, and because it serves as the gateway to the Town.

The concept plan for the Greenbush area visually represents an approach to achieving economic growth in a way that balance the need to attract retail and small office uses, and housing unit types often preferred by smaller households.

- **Subareas:** Target different types of development to subareas to best achieve a walkable, amenity rich mixed-use neighborhood that is attractive to retailers, small office users, and new residents interested in a walkable environment with transit access to Boston.
 - Central TOD Village Area (highlighted in red): Concentrate higher density mixed use, up to 4 stories, closest to the train station with residential on upper floors, and/or medical and professional offices.
 - Neighborhood Village Area: Concentrate medium

density mixed use along Country Way with ground floor commercial and upper floor residential (up to 16 units/acre).

- Multifamily, Townhouse or Cottage Development: Including rental and ownership units along the periphery to appeal to households interested in living within walking distance to an amenity rich environment and commuter option.
- **40R Smart Growth Zoning:** Encourage within subdistricts at varying densities (highest near train station.)
- **Business Attraction and Marketing:** Focus on medical and professional service businesses with the greatest potential to locate in Greenbush (lawyers, accountants, architects, etc.). Convenience retail that appeals both to residents and commuters should also be targeted including restaurants, cafes, and home goods, as well as a hotel (in Greenbush or at Widow's Walk Golf Course).
- **Connectivity:** Connecting the subareas should be prioritized including pedestrian and bicycle connections between the village center and the water, golf course, and other village areas.
- **Gateway Signage:** Welcoming signage and treatments at entrance from Route 3A rotary to draw pass through traffic should be prioritized, as should wayfinding to the train station, new shopping areas, and the Harbor Village.



Greenbush-Driftway Visual Preference Survey

Images of development types desired by Open House attendees depicted “mixed-use, higher density” development in Greenbush with “outdoor dining” and “activities” near transportation.

Future Vision for Greenbush-Driftway

Many participants indicated that “residential condos with retail on the ground floor” and “near transit” are well-suited for the Greenbush area. Development preferences were predominantly two to four-storied mixed-use developments and higher density row houses. Smaller cottage style residential developments were also selected, and may be appropriate along the periphery of the village.

Photos also reveal that participants would like a visual landmark such as a clock tower to mark the village center, and would prefer that quality materials (e.g. brick) are used in construction. They also expressed a desire for more outdoor dining, and perhaps an inn and conference center.



ZONING REGULATIONS

The Greenbush-Driftway Village Area contains a multitude of base and overlay zoning designations:

Base Districts:

- Business/ or General Business (B or GB)
- Commercial (C)
- Residence R-2 (R2)
- Salt Marsh and Tideland Conservation District (D)

Overlay Districts:

- Flood Plain & Watershed Protection District (FPWPD)
- Planned Development District (PDD)
- Village Business Overlay District (VBOD)
- Water Resource Protection District (WRPD- Zone II and Zone A)
- Wireless Communications Overlay District (WCOD)

Most properties in the Greenbush-Driftway District have a combined zoning designation of one base district and at least one overlay district.

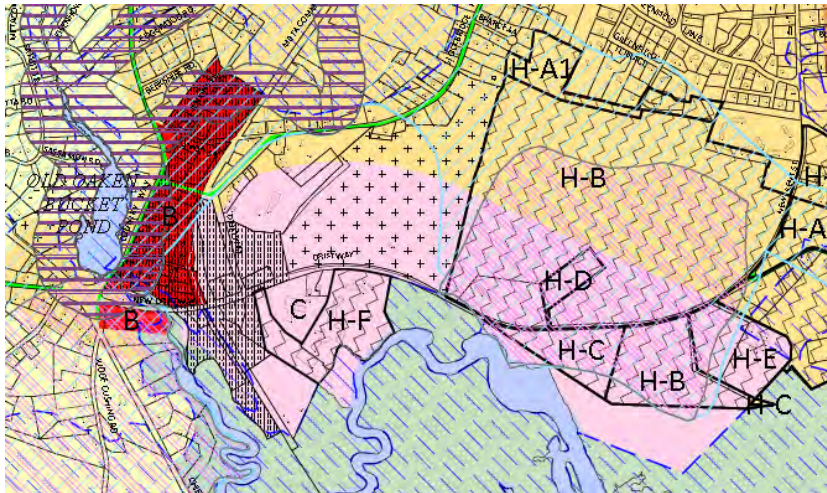
GREENBUSH-DRIFTWAY BASE & OVERLAY ZONING DISTRICTS

Districts	# of Prop.	Acreage	Percent of G-DD	Notes
Base Districts				
General Business (GB)	12	3.0	0.4%	Comm. Condos
Commercial (C)	3	16.1	2.1%	
Residential 2 (R2)	23	46.1	6.1%	
Conservation (CON)	2	450	60%	N. River Cons Park
Base/Overlay Districts				
C/PDD/H-C	1	12.4	1.7%	
C/PDD/H-B	1	2.82	0.4%	
C/PDD/H-E	1	0.34	0.1%	
C/PDD/H-F	78	UND	UND%	Res. Condos
C/PDD/C	4	8.1	1.1%	
C/R2	9	89.4	11.9%	
C/R2/PDD	1	120.4	16.1%	Widows Walk GC
C/VBOD	16	17.3	2.3%	
GB/VBOD	49	31.2	4.2%	
R2/HA-1	1	UND	UND	Widows Walk GC

BASE ZONING DISTRICTS

Business or General Business (GB) Zoning District: The primary purpose of the General Business District (GB) is to provide areas for retail, service and office uses, developed less intently than the Harbor Business (HB) district, in locations that serve geographic subregions of Scituate such as the Greenbush and Driftway areas. The GB Zoning District allows the same uses as the HB District. GB zoning districts are designated in North Scituate, Greenbush,

Humarock and along 3A near the Cohasset line. In most cases it has been used to provide neighborhood-oriented retail, service and office development to serve neighborhoods and subareas within Scituate. A range of residential uses, from single-to multifamily structures is also allowed with a 10,000 square foot per unit requirement.



In the Greenbush-Driftway District, the GB Zone covers the Jacob Hatch Building (recently rezoned from R-2) on the southeast corner of Route 3A/New Driftway; north along Country Way to Union Street; properties on both sides of Jenkins Place to the cul-de-sac; and the Anderson property to the MBTA rail corridor right-of-way; south to New Driftway at Herring Pond. The GB Zone essentially covers the historic Greenbush hamlet and several adjacent neighborhoods.

Commercial (C) Zoning District: The primary purpose of the Commercial Zone is to provide appropriate locations for various

commercial, retail and professional office uses. It also allows for a varied mix of light industrial uses ranging from boat and contractor storage, to contractor's yards. Multifamily residential is allowed by special permit.

Under Section 480, large scale ground-mounted solar photovoltaic installations are only allowed in the Commercial Zone. However, in terms of economic development, these facilities can take up significant amounts of land, produce very little tax revenue compared to commercial buildings, create few if any new job, and provide no direct commercial services to the general public. Scituate has one such facility located above its capped landfill.

In the Greenbush-Driftway District, the Commercial Zone covers the properties fronting on both sides of the Driftway/New Driftway from the MBTA rail corridor east to the intersection of Driftway/New Kent Street. While the MBTA station and parking lots, Celtic Paws, and the Driftway Veterinary Hospital are fully included in the Commercial Zone, several other parcels are split by Commercial and R-2 zoning. For example, portions of the Scituate Concrete Pipe Company, the Scituate Transfer Station and former landfill, and Widows Walk Public Golf Course are split between the Commercial District to the south and Residence R-2 to the north closer to Stockbridge Road.

On the south side of the New Driftway/Driftway, the Commercial Zone follows parcel boundaries and includes Dunkin Donuts, the Plaza, River Way Condominiums and Herring Brook Marina, Fabrication, Auto Parts/Belsin Bait plaza and vacant lot, James Landing Condominiums, Medical Building, Bus storage property,

portions of the North River Conservation Park, the Greenscapes parcel, and the Scituate Wastewater Treatment Plant.

Residence R-2 (R2) Zoning District: The primary purpose of the Residence R-2 Zone is to provide locations for neighborhoods containing medium density, single-family homes. In the Greenbush-Driftway District, the R2 Zone covers areas along the west side of Country Way, and along Stockbridge Road. Several properties in the R2 Zone on the western segment of Stockbridge Road are in commercial or light industrial use.

Salt Marsh and Tideland Conservation Zoning District (CON): The primary purpose of this zone is to designate and protect saltmarsh and tideland natural resources. No structures are permitted except non-commercial docks, cat walks, wharves or floats. Fill, draining, dredging or excavation is only allowed under the property authority. Only municipal uses such as public parking, recreation, or water supply use are permitted. Property owners can request a special permit from the ZBA for structures that were permitted prior to the adoption of the bylaw. Most of the North River Conservation Park is located in the zoning district.

OVERLAY ZONING DISTRICTS

Flood Plain & Watershed Protection District (FWP): This purpose of this district is to conserve sensitive land and protect the public from unsuitable development in marshes, bogs and lowlands, or along ponds or watercourses, or in areas subject to flooding. By special permit a limited number are uses are permitted such as footbridges and duck walks, municipal parks and water supply facilities, Small

structures (1,000 s.f. or less) for fishing, shellfishing, or the growing, harvesting or storage of crops raised on the premises. Single family homes are discouraged, with construction only allowed if a lot is shown to be not actually subject to flooding. The FWP Zone is primarily located on the south side of the New Driftway in the CON base zone. However, a small section also runs along the First Herring Brook on the north side of New Driftway.

Planned Development District (PDD): The PDD (Scituate Zoning Bylaw Section 490) was adopted in 1980 for the purpose of encouraging a mix of land uses and activities such as a golf course, community recreation complex, and a mix of residential land uses including affordable housing and building types that complement each other. Development of these uses is intended to be carried out in a comprehensive manner to save open space, promote more efficient use of land, and protect natural resources as described in MGL Chapter 40A, Section 9 for “planned unit developments”. The Planning Board serves as the special permit granting authority (SPGA) for the PDD District.

The PDD contains 6 subdistricts as follows:

- Subdistrict A - Affordable Residential Housing District (H-A)
- Subdistrict B - Open Space, Residential and Recreation (H-B)
- Subdistrict C – Conservation (H-C)
- Subdistrict D - Water Resources (H-D)
- Subdistrict E - Wastewater Treatment (H-E)
- Subdistrict F - Marine and Residential (H-F)

By right, religious, public educational uses, agricultural uses, municipal water supply, and uses allowed in the FWP districts are permitted. A variety of municipal, residential, recreational and commercial uses are allowed in the subdistricts by Special Permit.

Subdistrict A - Affordable Residential Housing District (H-A): H-A includes additional Subdistricts HA-1 and HA-2. The purpose of H-A is to provide long-term, affordable housing and to be compatible with the needs of disabled and elderly persons. Key provisions include non-profit corporation, long-term affordability requirements, and a 99-year renewable ground lease from the Town. Single family homes or attached townhouses are permitted at the following density:

- Maximum of 150 DUs in A-1 and 30 DU in A-2;
- Maximum of 10 units per building and minimum building separation of 50 feet;
- Maximum height of 2 stories or 35 feet;
- Minimum 100-foot natural perimeter buffer strip
- Minimum 2 parking spaces per DU
- Unoccupied land is dedicated to open space for residents with conservation restriction given to Town.

In the Greenbush-Driftway Area, the H-A1 subdistrict overlays open land in the R-2 base zone on the northeast side of the Widows Walk property. It has no public street frontage and the closest access point is to Greenfield Lane. However, an affordable housing project is being developed on a nearby property with access to Stockbridge Road, and other property in this area is attractive for affordable housing because of its lower cost. Land could be available for future affordable housing development. The H-A2 subdistrict is located off

the east side of New Kent Street just north of the Driftway intersection and beyond the Greenbush-Driftway Village Area.

Subdistrict B - Open Space, Residential and Recreation (H-B): This district is intended for a full service country club and golf course. Uses permitted by right in the R-2 District are also permitted in H-B subject to the same conditions and procedures, and dimensional standards (minimum lot size, frontage, setback and width). By special permit, single family homes and townhouses are allowed to a maximum of 40 units/acre. The requirements for height, parking, perimeter buffer strip, and open space are the same as in H-A1. Additionally, the golf course requires 1.6 parking spaces/acre and safe pedestrian road crossings.

In the Greenbush-Driftway Village Area, the H-B subdistrict is located on main portion of the Widows Walk golf course setback approximately 900 feet from the Driftway ROW. The underlying zoning is the R-2 district. The Scituate Country Club and Condominiums were developed in this district.

Subdistrict C – Conservation (H-C): The H-C is restricted to uses allowed in the Saltmarsh and Tideland Conservation District (see above) except that, by special permit, boat launching facilities and associated vehicle parking facilities, and other uses similar in function and design may be allowed after review by the Conservation Commission and if they conform with the PDD purpose statement (Section 490.1). In the Greenbush-Driftway Village Area, the H-C subdistrict is located on the North River Conservation Park covering the main parking and boat access area. The underlying zoning is the Commercial district.

Subdistrict D - Water Resources (H-D): The H-D subdistrict allows for public recreation activities that will not harm the quantity or quality of the public water supply well located on the property. The H-D subdistrict covers the Widows Walk club house, parking lot, parking range and part of the course along the north side of the Driftway. The underlying zoning is the Commercial district. Under the limited uses allowed, it is questionable as to whether a hotel and function hall would be permitted which has been considered by the Town.

Subdistrict E - Wastewater Treatment (H-E): The H-E subdistrict covers the Scituate Wastewater Treatment Plant and the parcel in front of the plant fronting the Driftway and leased by Go Green Landscape Supply (Scituate WWTP parcel). While the underlying zoning is Commercial, and this property may have some potential for redevelopment, there are no provisions in the subdistrict for any use other than “municipal wastewater treatment facilities”.

Subdistrict F - Marine and Residential (H-F): This subdistrict permits all uses allowed by right or special permit in the Commercial District subject to the same conditions specified. Additionally, detached single-family units and/or attached townhouse units may be allowed by Special Permit under the following conditions:

- Maximum of 1 DU/10,000 s.f. of lot area;
- Plus, a bonus of 1 DU/each 100 linear feet of a 10-foot wide permanent public pedestrian easement lying between the 12-foot mean-low-water (MLW) contour and the FWP District line with provision for access from the Driftway and the adjacent dwelling units;

- Plus, an additional bonus of 1 DU/300 s.f. of mini-park to which the public has access [not to exceed 7 units], the number of parks not to exceed 2, one of which shall be at the end of the access easement furthest from the Driftway;
- Any easement qualifying for a housing bonus must be adjacent to land qualifying for the basic housing unit calculation;
- Maximum height of 2 stories or 35 feet;
- Building must be separated a distance at least the height of the taller building;
- Minimum 2 parking spaces per DU; and
- Unoccupied land is dedicated to open space for residents with conservation restriction given to Town.

The H-F subdistrict covers the River Way Townhomes and Herring River Marina on the south side of the Driftway, and the James Landing Condominiums on Ladd’s Way. The underlying zoning is the Commercial district. Both of these residential developments are fully built out. The subdistrict could be expanded onto adjacent parcels that are targeted for redevelopment and have potential for waterfront residential.

Village Business Overlay District (VBOD): The VBOD provides for higher density mixed use and multifamily housing in village areas (Scituate Harbor, North Scituate, and Greenbush). The stated purpose of VBOD is to:

- Increase production of housing affordable to low and moderate income households;
- Encourage alternative modes of transportation including public transit, bicycling and walking; and

- Promote additional opportunities for local, small-scale businesses.

Essentially, the VBOD encourages a mix of uses to create more pedestrian-friendly, live-work-play environments that are increasingly growing in popularity in urban as well as suburban locations.

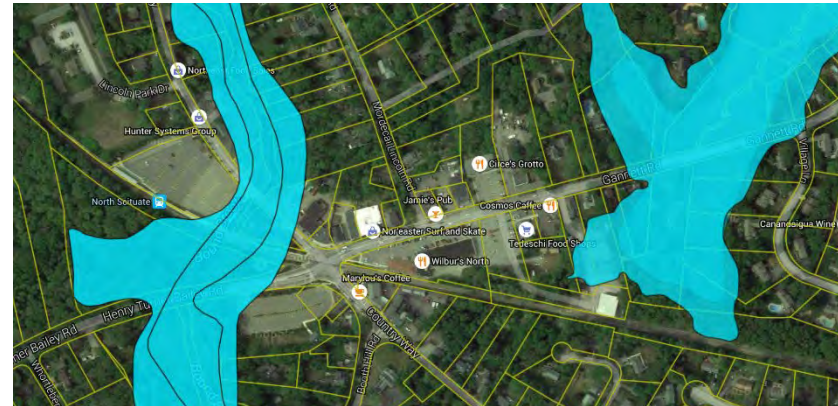
The VBOD also provides **density bonuses** attractive to developers. With an improving economy, and more mixed-use projects throughout the state receiving financing (particularly near transit), this is an excellent economic development incentive program for Scituate's village areas.

The VBOD covers the current General Business (GB) base zone in the Greenbush Driftway Village Area. An amendment to the VBOD boundaries was made in 2014 to expand the overlay district onto the parcels around the key intersection of the Driftway and New Driftway, including the MBTA parking lot and parcels to the south. This area covers the underlying Commercial (C) base zone. This expansion did not take in the Scituate Concrete properties or those on Stockbridge Drive which remain in both Commercial and Residential-2 zoning districts.

Water Resource Protection District - Zone II and Zone A (WRPD):

The purpose of the WRPD overlay zone is to safeguard and protect Scituate's sources of water supply by preserving and maintaining the filtration and purification capacity of the land, the groundwater table, the purity of groundwater and surface water supplies. The Old Oaken Bucket Pond, Tack Factory Pond and the Reservoir and their

watersheds and tributaries, and the groundwater underlying Scituate are the primary sources of Scituate's existing and future drinking water supply.



A non-disturbance buffer zone exists 150 feet beyond the high water mark of Tack Factory Pond Reservoir and from the edge of all tributaries in the reservoir watershed. Within this buffer zone, several prohibited land uses and activities are identified that could threaten the quantity and quality of the public water supply. These prohibited uses and activities are identified by the full WRP District, Zone A, Zone B, and Overlaying Zone A and B areas.

Wireless Communications Overlay District (WCOD): The WCOD covers the Town's transfer station property off the Driftway.

3.0 MARKET OPPORTUNITIES AND ECONOMIC POTENTIAL

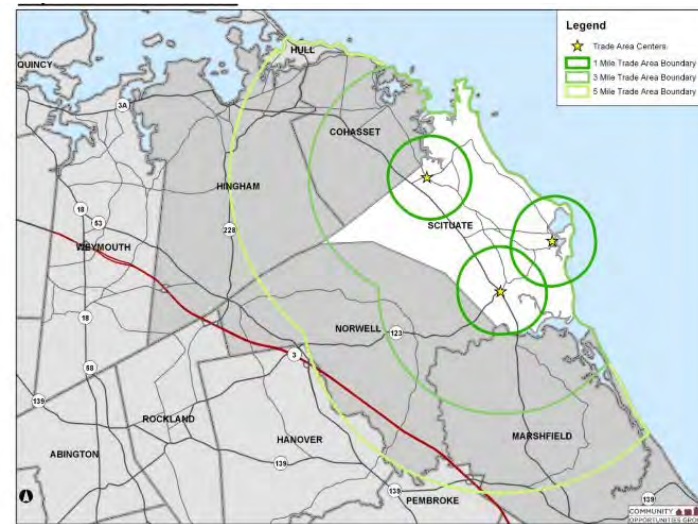
In 2014, the Town of Scituate completed a town-wide Market Analysis (included in the Scituate Economic Development Plan) which was prepared by Community Opportunities Group (COG) on behalf of the Metropolitan Area Planning Council (MAPC). The Plan's objective was to identify demographic and economic trends within Scituate and the region so that the Town can set a strategic course to grow its economic base and improve fiscal stability while building on the existing attributes and character of the community.

TRADE AREAS

The northern and southern ends of Scituate are more likely to focus around one village or the other, while residents in the middle of town may gravitate in either direction. For example, North Scituate and Greenbush are located approximately four miles apart and residents that live between would likely go to either village depending on the services needed.

The **primary trade area** for the Greenbush-Driftway Area takes in a one-mile radius from the MBTA station and includes the surrounding residential neighborhoods; portions of Route 3A extending from the North River (and Marshfield town line) to the south to about Old Forge Road to the north; into Norwell to the west along Route 123; and along Stockbridge Road to the east to around Common Street. The secondary trade area (a three-mile radius) takes in most of Scituate (including the Harbor), the eastern half of Norwell, and the northern half of Marshfield. The

tertiary trade area (a five-mile radius) includes all of Scituate, most of Norwell and Marshfield, and the southern edges of Hingham and Cohasset. Residents within this trade area have a broad range of options within their surrounding region to meet most of



their shopping needs.

RETAIL MARKET SEGMENTS

A **retail gap analysis** conducted in 2014 identified the economic surpluses and leakages experienced by Scituate town-wide as well as by village district. The gap analysis provides a comparison of **demand** within a geographic area, defined as the estimated spending potential of area residents for various types of goods and services, and **supply**, identified as sales of those goods and services. The size of the difference between the estimated demand and actual sales is the “**retail gap**” (represented as demand minus supply).

RETAIL GAP ANALYSIS FOR GREENBUSH-DRIFTWAY AREA (Surplus)/Leakage			
	0-1 Mile	0-3 Miles	0-5 Miles
Estimated Population in 2011	2,476	16,807	34,747
Estimated Households in 2011	1,059	6,484	13,247
Estimated Median HH Income, 2011	\$83,625	\$91,141	\$93,996
Total Estimated Spending Potential	\$54,390,753	\$343,861,559	\$711,730,847
Total Estimated Actual Store Sales	\$19,327,096	\$115,473,994	\$290,764,165
Total Retail Trade and Food & Drink Gap/Surplus	\$35,063,657	\$228,387,565	\$420,966,682
Motor Vehicle and Parts	\$9,035,597	\$61,743,079	\$121,140,186
Furniture & Home Furnishings	\$1,185,272	\$7,385,518	\$14,309,414
Furniture Stores	\$708,582	\$4,405,060	\$8,404,898
Home Furnishings	\$476,690	\$2,980,457	\$5,904,517
Electronics and Appliance Stores	\$1,020,302	\$6,592,462	\$12,103,388
Appliances, TVs, Electronics	\$797,910	\$4,996,117	\$8,909,623
Computer and Software	\$188,785	\$1,382,862	\$2,752,027
Photographic Equipment	\$33,607	\$213,484	\$441,738
Building Material, Garden Equipment	\$3,739,991	\$5,094,174	\$16,395,567
Hardware Stores	\$290,944	(\$292,716)	\$874,960
Food & Beverage	\$2,169,453	\$14,817,863	(\$14,244,436)
Supermarkets	\$2,413,967	\$16,224,783	(\$10,471,929)
Convenience	\$263,130	\$1,136,264	(\$89,962)
Specialty Food	\$442,163	\$2,251,058	\$5,102,991
Beer & Wine	(\$949,807)	(\$4,794,242)	(\$8,785,536)
Health & Personal Care Stores	\$611,789	\$4,981,308	\$5,141,114
Pharmacy	\$14,519	\$1,458,150	(\$1,321,435)
Cosmetics	\$191,398	\$987,731	\$2,097,627
Optical	\$158,888	\$1,012,443	\$1,706,108
Other Health/Personal Care	\$246,984	\$1,522,984	\$2,658,815
Clothing & Accessories Stores	\$1,876,596	\$13,756,936	\$29,568,562
Clothing	\$1,213,482	\$9,476,915	\$20,826,894

Shoes	\$273,664	\$1,731,254	\$3,183,574
Jewelry, luggage, leather goods	\$389,450	\$2,548,767	\$5,558,095
Sporting, Hobby, Book, & Music	\$406,541	\$3,046,663	\$5,929,544
Sporting goods, hobby, instruments	\$267,954	\$2,037,853	\$3,110,150
Books and periodicals	\$93,963	\$728,559	\$2,246,100
Music	\$44,624	\$280,252	\$573,295
General Merchandise	\$6,530,402	\$39,741,173	\$75,877,742
Miscellaneous Retail	\$912,160	\$6,406,643	\$13,072,083
Florists	\$46,274	\$112,445	\$257,662
Office Supplies, Stationery, Gifts	\$428,198	\$2,674,177	\$4,310,095
Used Merchandise	\$132,244	\$865,880	\$1,854,644
Other Miscellaneous Store Retailers	\$305,444	\$2,754,141	\$6,649,682
Food Services & Drinking Places	\$1,041,667	\$17,860,140	\$39,619,273
Full Service Restaurants	\$1,528,786	\$7,658,468	\$20,328,416
Limited Service Restaurants	(\$808,840)	\$7,707,950	\$14,123,153
Drinking Establishments	\$248,481	\$1,585,636	\$2,247,593

When goods or services must be purchased outside a given trade area, this is referred to as **leakage**, because estimated purchases by local residents exceed estimated local sales, and funds go to merchants outside the local community. A **surplus** occurs where estimated sales by local businesses exceed estimated expenditures by local residents, indicating that customers come from elsewhere to make purchases in the trade area.

RETAIL GAP SUMMARY FOR GREENBUSH-DRIFTWAY AREA			
Type of Bus.	1-Mile Radius	3-Mile radius	5-Mile radius
Convenience Goods, Food	Greenbush: Surplus in beer and wine; leakage in all other categories.	Greenbush: surplus in beer and wine; leakage in all other categories.	Greenbush: Surplus in food and beverage, and pharmacy
Entertainment (Restaurants, bars)	Greenbush: Surplus in limited service restaurants; leakage in all other categories	Harbor, North Scituate, Greenbush, and Humarock: Leakage in all categories of food service and drinking places.	Harbor, North Scituate and Greenbush: Leakage in all categories of food service and drinking places.
Shopping Goods	Greenbush: Surplus in garden centers, women's clothing, and sporting goods.	Greenbush: Surplus in building materials, power equipment, and sporting goods.	Greenbush: Surplus in building materials and sporting goods.
Auto-related and non-store retailers	North Scituate, Greenbush and Humarock: Leakage in all categories.	Harbor, North Scituate, Greenbush, and Humarock: Leakage in all categories of auto-related and non-store retail.	Harbor, North Scituate and Greenbush: Leakage in all categories of auto-related and non-store retail.

Currently, all of the retail needs of residents in Scituate cannot be met within Scituate. For example, men's clothing and shoes generally must be purchased outside of the town. Near the train stations in North Scituate and Greenbush, the retail categories which have the strongest sales relative to consumer spending are liquor stores and limited service restaurants. By order of magnitude, the amount of new retail space that might be absorbed in Scituate in the short to mid-term future (10 to 15 years) is roughly 80,000 square feet, in addition to existing spaces that might be renovated or reconfigured.

POTENTIAL COMMERCIAL DEVELOPMENT BY TYPE AND SIZE (ESTIMATE)				
Greenbush-Driftway (including commercial zones along the Driftway)				
Type of Bus.	Number	Ave. Square Footage/Each	Total Sq. Feet	Development Criteria
Full Service Restaurants	2	3,000	6,000	Full Service Restaurant Gap
Limited Service Restaurants	2	1,500	3,000	Limited Service Restaurant Gap / Residential Potential / Commuters
Local Retailers	4-6	500-1,500	4,000	Misc. Retailers, Clothing, Shoes, Furniture, Electronics Gap / Residential Potential / Commuters
National/Regional Chain	1	25,000	25,000	General Merchandise, Specialty Food Gap
Hotel	1	25,000	25,000	Demonstrated need for more hotel space
Professional Office Space*	40	250	5,000	Growth in medical and professional office workers
<i>SUBTOTAL</i>			<i>68,000</i>	

HOUSING MARKET OPPORTUNITY

The Market Analysis included an estimate of potential demand for various types of housing is based upon the composition of households in Scituate and an approximation of the forms of housing that would likely meet the needs of households if a range of options were available. A model of housing type preference for various categories of households was prepared as part of the Market Analysis and included in the table below.

ESTIMATED DEMAND FOR ALTERNATIVES HOUSING TYPES IN SCITUATE							
Household Types	Est. 2011 Total Households	% of HH (2011)	Estimated Housing Type Preference				
			Single-Family Homes	2-Family or Townhouse	Multi-family Condo	Multi-family Rental	Other
Individuals or Couples, Age 75+	899	13%	180	135	180	135	180
			20%	15%	20%	15%	20%
Individuals or Couples, Age 65-74	1,057	15%	529	106	211	106	106
			50%	10%	20%	10%	10%
Individuals/Couples, Age 35-64, No Children	2,390	34%	1,434	359	239	359	0
			60%	15%	10%	15%	0%
Young Adults, up to Age 34	282	4%	71	71	71	71	0
			25%	25%	25%	25%	0%
Married Households with Children	1,907	27%	1,526	191	0	191	0
			80%	10%	0%	10%	0%
Single Parent Families	422	6%	169	84	84	84	0
			40%	20%	20%	20%	0%
Total (% of total)	6,957	100%	3,909	946	785	946	286
			56%	14%	11%	14%	4%

Source: ACS 2007-2011, Community Opportunities Group, Inc.

The preference model assumes that single family homes are preferred by the majority of middle-aged households and families with children, while other forms of housing including multifamily condos, townhouses, rental units, and senior or assisted housing are likely to suit the needs of older households. Multifamily housing alternatives would also be more likely to suit the needs of young adult and/or single parent households who do not have the financial resources to purchase a single family home. These alternative housing preferences align well with the potential for mixed use and higher density housing in the Greenbush-Driftway District where transportation options, cultural and natural amenities, and available land could support a variety of housing types from small single family detached, to condominiums and townhouses, to apartments and group living facilities.

4.0 FUTURE VISION & DEVELOPMENT SCENARIOS

OVERALL VISION

The overall vision for the Greenbush-Driftway Area is to create distinct subdistricts (or transects) that provide a diverse mixture of commercial, light industrial, residential, mixed use, recreational, and transportation facilities and services. The area should be branded as the **“Twin Villages - Old Greenbush and New Driftway”**. The proposed subdistricts include the following:

- Scituate Gateway (Route 3A and Roundabout Area)
- Historic Greenbush Village
- New Driftway Gateway (Roundabout to Dunkin Donuts)
- New Driftway Village Center (MBTA Station and Parking to Ladd’s Way)
- Driftway Waterfront Neighborhood
- Driftway Business Park (Buckeye Lane and Stockbridge Road Area)
- North River Recreation District (Driftway – Ladd’s Way to Scituate WWTP)

SCITUATE GATEWAY SUBDISTRICT

EXISTING CONDITIONS

The Scituate Gateway Subdistrict includes approximately 1,000 linear feet along the Route 3A Corridor south of the Roundabout. This takes in the Knights of Columbus social club and the North River

Swim Club on the east side of the corridor. These properties back up to First Herring Brook and a large portion of both properties are in the Residential 2 (R-2) zoning district. They are also in the Floodplain & Watershed Protection District (FWPD) – the FEMA floodplain area and Water Resource Protection District (WRPD) Zone II area. There is little if any additional economic development potential on these properties.



P.J.’s Country Restaurant is a popular local restaurant and located on the west side of Route 3A. This is a large parcel (7.3 acres) and almost 1,300 linear feet of frontage. However, it is also in the R-2 zoning district as well as the FWPD and WRPD which limits its potential for expansion or redevelopment.

The Roundabout serves as the main gateway to Scituate from the north along Route 3A (toward Cohasset), from the south along Route 3A (toward Marshfield), and from the west along Route 123 (toward Norwell). It also provides access to Scituate Harbor and Third Cliff via the Driftway, and through the historic center of Scituate along Country Way.

The Old Bucket Pond is located on the north side of the Roundabout along with the Greenbush Pocket Park, the Scituate Water Department, and Scituate Little League Fields. On the north side of the Roundabout is the historic Old Oaken Bucket Pond homestead.

GREENBUSH-DRIFTWAY VISION PLAN

SUBDISTRICTS

- **Scituate Gateway (Rte 3A and Roundabout Area)**
- **Historic Greenbush Village**
- **New Driftway Gateway (Roundabout to Dunkin Donuts)**
- **New Driftway Village Center (MBTA Station and Parking to Ladd's Way)**
- **Driftway Waterfront Neighborhood**
- **Driftway Business Park (Buckeye Lane and Stockbridge Road Area)**
- **North River Recreation District (Driftway – Ladd's Way to Scituate WWTP)**



GREENBUSH-DRIFTWAY VISION PLAN

SUBDISTRICTS

Scituate Gateway (Rte 3A and Roundabout Area)

Enhance Old Oaken Bucket Pocket Park and Connections to Nearby Public Facilities

Expand Landscaping, Gateway Treatments, and Wayfinding Elements in and around the Roundabout

Extend Driftway Multipurpose Path to Rt. 123



FUTURE VISION

- **Expand Landscaping:** Provide extensive landscaping in and around the Roundabout. Kennedy's has started this process and it should be expanded with low lying shrubs and flowers within the circle and semi-circle on the north side, as permitted by MassDOT. The extent of landscaping should make a visual impression on visitors and travelers along Route 3A.
- **Extend the Wayfinding System:** Install "Sea Scituate" welcome and directional signage around the Roundabout including the following elements:
 - North Side of Roundabout: "Welcome to Scituate" monument sign with a stone foundation and cut out lettering in the Old Oaken Bucket Pond pocket park on the north side of the Roundabout.
 - 3A-NB Approach/Directional Sign with Diagram: MBTA Station and Scituate Harbor; Historic Greenbush and Town Common; North Scituate; Route 123/Norwell.
 - Roundabout Exit/New Driftway east: Slat signs with MBTA Station; North River Waterfront Park; Widow's Walk Public Golf Course; Scituate Maritime & Irish Mossing Museum; and Scituate Harbor
 - Roundabout Exit/Country Way north: Greenbush Village and Town Common; Historic Stockbridge Grist Mill and Park
 - Roundabout Exit/Route 3A north: North Scituate; Town Hall, Scituate High School; Public Library; Lawson Tower
- 3A-SB Approach/Directional Sign with Diagram: MBTA Station and Scituate Harbor; Historic Greenbush and Town Common; Route 123/Norwell; North River Marinas; Humarock.
- 123-EB Approach/Directional Sign with Diagram: MBTA Station and Scituate Harbor; Historic Greenbush and Town Common; Route 123/Norwell; North River Marinas; Humarock.
- **Improve Connections:** Extend the Driftway Multipurpose Pathway through the roundabout and westbound on Route 123 to Norwell Center and the TPL park along the North River. Relocate pedestrian crossing on Country Way out of the splinter island at the roundabout to the area in front of Stockbridge Gristmill.
- **Enhance Civic Facilities:** Improve the Old Oaken Bucket Pocket Park with more access to the waterfront, fishing dock, picnic shelter, and historic interpretive signage. Relocate the clock to more visible location such as Old Country Way in Greenbush or at new village center at New Driftway Village. Make trail connections to Scituate Little League park, and Stockbridge Gristmill Park.

HISTORIC GREENBUSH VILLAGE CENTER SUBDISTRICT

EXISTING CONDITIONS

Greenbush is an historic hamlet with a small grouping of traditional New England homes and storefronts. Country Way is the primary

street in the hamlet and other secondary streets include Old Country Way, Union Street, Stockbridge Road (MBTA overpass), Jenkins Place, Drew Place, Ford Place, and McDonald Terrace.



There are an estimated 53 properties in Historic Greenbush Village Center Subdistrict and 43.6 acres of land. The average lot size is 35,795 square feet and the average property value per acre is \$452,130. Most of the properties on the east side of Country Way and Old Country Way are in mixed use with commercial at ground level at residential above. Most buildings are also setback from the street (30 feet on average) and parking in the front yards of buildings is common.

Country Way is a public street with a 40-foot right-of-way which would allow for on street parking on either side of the road. However, with so many open curb cuts and parking in front of the

buildings, this is unlikely without substantial reconfiguration of individual properties and coordination between the Town and property owners.

Properties along the west side of Country Way have frontage on Old Oaken Bucket Pond and in the floodplain. Most of these properties are large and in single family use except Cardigan Nursing Home.

There are a variety of businesses in the Historic Greenbush Village Center Subdistrict including eateries such as Morning Glory's Bakery, Riva's Pizza, and Pub O'Brien. There's also law offices, a nursing home, liquor store, several contractors, yoga studio, real estate offices, and post office.

There are several projects under review or in the pipeline for Historic Greenbush Village Center including the following:

- *13 Ford Place:* Administrative site plan approval was granted by the Town in September 2015 to preserve an existing single family home dating to 1850 and allowing for five new contractor's units and parking area on site. Construction is currently underway.
- *Greenbush Station (50 Country Way):* This mixed-use development was approved in May 2015 and includes a total of 30 apartments in three buildings on 1.4 acres. A large portion of the existing 1856 farmhouse will be saved and put into mixed use. Modular construction will be used for the new buildings which are consistent with the general scale and architectural character of the district.

- **6 Old Country Way:** A new microbrewery project was approved by the Town in August, 2016. This new facility would include a tasting room and outdoor patio. An existing late 19th Century one-room school building would be reused as the tasting room.



FUTURE VISION

- **Context-Sensitive Infill Development:**
 - Commercial and mixed use infill development, expansion and renovation of existing buildings, and limited redevelopment is encouraged along the east side of Country Way, Old Country Way, Ford Place and Drew Place. New development should be sensitive to the historic context of Greenbush and should be consistent in scale and traditional styles as the historic buildings in the district. Parking should be located behind the buildings and shared where possible.
 - There is limited development potential along the west side of Country Way. However, single family homes can be converted to live/work units, home occupations, bed and breakfasts, and small commercial buildings. Some commercial infill across from Drew Place would create an attractive two-sided village center along Country Way.
 - Encourage small scale commercial expansion and live/work spaces along Union Street and Jenkins Place including contractors, tradesmen, craftsmen, fabrication, artists, and other clean and light industrial maker spaces.
- **Make Connections to Old Oaken Bucket Pond:** Expanding the views of Old Oaken Bucket Pond and possible some public open space between the pond and Country Way will significantly enhance the village center.
- **Continue to Enhance the Public Realm:**
 - Bury or relocate the overhead wires utilities on Country Way and Old Country Way to improve the aesthetic impact of the streetscape improvements which were recently installed.
 - Extend streetscape improvements to the west side of Country Way.
 - Make sure existing streetscape improvements like lighting and sidewalks remain after redevelopment of adjacent properties. Obtain replacements for recently planted street trees that are removed.

GREENBUSH-DRIFTWAY VISION PLAN

SUBDISTRICTS

Historic Greenbush Village

Expand Small Business Development

Protect Historic Cemetery and Former School

Expand Pedestrian Connections

Continue to Enhance Streetscape, Parking and Public Gathering Areas

Context-Sensitive Infill Res., Comm. and Mixed Use Development

Improve Access to Old Oaken Bucket Pond



- Encourage more outdoor seating and dining at existing and future eateries along Country Way.
- Install historic interpretive signage at the historic cemetery, barn and school house at the end of Union Street.
- **Expand the Pedestrian Network:**
 - Extend the walking trail along the MBTA retaining wall from Ford Place and Drew Place up to the Stockbridge Road Bridge and Union Street.
 - Make connection to historic cemetery, barn and school house at the end of Union Street.
 - Extend a walking trail from the Stockbridge Gristmill and park along the First Herring Brook to New Driftway connecting Rivershed Burger, CP's Pizza, Duval's Dance Studio along the way.

NEW DRIFTWAY GATEWAY SUBDISTRICT

EXISTING CONDITIONS

The first segment of New Driftway extends from the roundabout, over the First Herring Brook, to Dunkin Donuts for a total of about 1,100 linear feet. The street right-of-way increases along the corridor from 40 feet at the roundabout to 70 feet at the exit from Dunkin Donuts. This segment of New Driftway from the roundabout to the Herring Brook bridge has no streetscape amenities. There is an asphalt sidewalk on the north side but no sidewalk on the south side. There is no bike lane on either side of the New Driftway.

The New Driftway Gateway Subdistrict contains 7 parcels totaling 14.66 acres. There are 7 buildings totaling 77,964 total square feet, and the total property value is \$12,350,700 yielding an average of \$842,476 per acre.



The Driftway Medical Building (7 New Driftway): This office building was constructed in 1967 and contains 11,708 square feet. Professional and medical businesses including Driftway Muscular Therapy, Mary J Feeney DDS, Scituate Real Estate, and South Shore Primary Care. The property includes about 40 parking spaces and multiple curb cuts onto New Driftway. The First Herring Brook borders the north side of the site, and the entire property is located in the Floodplain & Watershed Protection District (FWPD). The property is currently for sale and perspective buyers have indicated an interest in redevelopment as a long-term stay hotel.

Jacob Hatch Office Building: This professional office building was constructed in 2004 and contains 12 office condominiums totaling 26,993 square feet (an average office size of 2,550 SF). Current occupants include the Chinese Medical Center; Healthcare South Scituate; KCL International; Little Steps Learning Center; Marshview Accounting Service; Maureen Hurley Law Offices; Peak Physical Therapy Scituate; S C I Underwriting Management; Scanzillo Corporation; and Scituate Podiatry Group.

17 New Driftway/Burwick Property: This property contains 3 buildings totaling nearly 5,000 s.f. with CP's Wood Fired Pizza, Duval Dance Studio & Music Academy, Greenbush Ice House, and Rivershed Burger Bar. The parcel is 1.5 acres and located in the Floodplain and Watershed Protection District (FWPD) as it is bordered to the south by the First Herring Brook. While there is space on site to add more buildings and reorganize the parking lot, future development is limited by the FWPD.

Herring Brook Plaza: This shopping center is located on a 5-acre parcel much of which is located in the FWPD. The building was constructed in 1989 and includes nearly 32,000 square feet of space. Current tenants include Baystate Athletic Club, Dance Carousel, D'Luxe Nail & Spa, Driftway Cleaners, Magill & Gardner Physical Therapy, Ohrenberger Associates Law Office, Scituate Sun & Hair Salon, and Shannon Flooring. There are approximately 50 parking spaces located in front of the building and another 10 behind the building. An auxiliary parking lot is provided to the south of the building and contains another 60 spaces which appear to be highly underutilized (the parking ratio on site is about 1/290 SF). Access onto New Driftway is provided by a large curb cut approximately 60

feet wide with one entering lane and two existing lanes. This curb cut is adjacent to Dunkin Donuts curb cut which is also large but there is no access between the two properties.

Dunkin Donuts: This franchise restaurant was built in 2003 and includes 2,336 square feet of usable space. In comparison to other stores in the area, this Dunkin Donuts is well designed with attractive façade treatments and landscaping. The parcel is 21,867 square feet with 160 feet of frontage on New Driftway and two large curbcuts. There are 20 parking spaces on site and a heavily used drive thru lane. If the primary access could be consolidated with the adjacent Herring Brook Mall several benefits would result including: internal access between the two properties eliminating excessive access points and turning movements on New Driftway; improved bicycle and pedestrian safety and walkability; and the opportunity to utilize the front yard area for outdoor seating.



Open Parcels: There are two parcels (53-5-19 and 53-5-20A) with access to both McDonald Terrace and New Driftway with development potential. Between the two properties there is over an acre of land and 180 feet of frontage on New Driftway. Development

of these properties could also create a connection between New Driftway and Ford Place via McDonald Terrace.

FUTURE VISION

- **Jacob Hatch Office Building:** Encourage expansion of open space such as the existing playground, a community garden adjacent to the roundabout, and observation area and trail to the First Herring Brook along the east side of the property.
 - **7 New Driftway:** Create green buffer along the roundabout and New Driftway with new street trees and landscaping along on the frontage; encourage redevelopment with mixed uses; create a trail along the First Herring Brook connecting Stockbridge Gristmill Park with New Driftway; orient the building toward the brook and provide outdoor seating and gathering areas; and consider parking at ground level with the building over to get above the floodplain.
 - **17 New Driftway:** Reorganize parking; add small infill commercial buildings; create a trail along the First Herring Brook; make a connection to Stockbridge Gristmill Park; and encourage businesses to provide outdoor seating along the water.
 - **Improve Access Management:** There are 5 large curbcuts within 300 feet on the south side of New Driftway between the Herring Brook Plaza and the Town trail head to First Herring Brook. There are opportunities to create shared curb cuts and use the former MBTA rail r-o-w and Town trail head as a new access point for several of the surrounding parcels
- **New Infill Development and Connectivity:** There is potential for new development on the north side of New Driftway which could include a combination of residential and commercial uses. This development could also facilitate a direct connection between Ford Place and New Driftway by extending McDonald Terrace south. This would improve the physical connection between Greenbush and the Driftway and facilitate improvement vehicle access and distribution.
 - **Streetscape, Bicycle and Pedestrian Enhancements:** The first segment of the Driftway between the roundabout and Dunkin Donuts should include 2 12-foot travel lanes, an improved 5-foot sidewalk on the north side, and an extension of the 8-foot Driftway Multipurpose Pathway on the south side. Ideally, a boulevard treatment on this segment with a center planting strip and street trees would create an attractive gateway into the district. However, because of wetlands along the south side of the corridor and the narrow Herring Brook Bridge it was not be feasible to utilize the full 40-foot ROW without major reconstruction. In this case, private landscaping including formal street tree plantings a minimum of every 30 feet on average should be required along the frontage to provide an attractive gateway into the district.

GREENBUSH-DRIFTWAY VISION PLAN

SUBDISTRICTS

New Driftway Gateway (Roundabout to Dunkin Donuts)

Potential Raised Mixed Use Building with Parking Below, and Orientation to Brook

Streetscape, Sidewalk and Access Management along New Driftway

Trail along First Herring Brook

Small Comm. Infill Development

Potential Open Space Enhancement and Access to Brook

Reconfigure Parking and Extend McDonald Terrace to Connect New Driftway to Ford Pl.

Mixed Use Infill Development with Parking to Rear



NEW DRIFTWAY VILLAGE CENTER SUBDISTRICT

EXISTING CONDITIONS

This subdistrict includes the area along the New Driftway from the Town's Herring Brook trail head and former MBTA ROW corridor to Ladd's Way (access to the Scituate Transfer Station and former landfill) along the Driftway, and up New Driftway from the intersection to the MBTA Train Station and parking lot just south of Buckeye Lane.



This subdistrict includes the core area of the Driftway with 16 properties and 18.5 acres of land. The total taxable value of these properties is \$12.53 million but 11 of the properties are in state or town ownership and except from local taxes. This could change significantly with the sale of excess MBTA parking facilities.

Current businesses and services include the MBTA Train Station and Parking Lot, South Shore Auto Parts, Belsin's Bait & Tackle, Driftway Animal Hospital, Driftway Medical Building, Celtic Paws Day Care, Scituate Maritime and Irish Mossing Museum, Harbour Insurance, and Life Care Center.

FUTURE VISION

The future vision for this subdistrict is a transformation into the New Driftway Village Center with buildings and streetscape treatments creating enclosure along the corridors and an attractive pedestrian environment. Future development would include a combination of commercial (retail, food, office, personal and professional services) and mixed use combining commercial at ground floor with residential above. Pedestrian and bicycle facility enhancements would provide safe and attractive connections to Historic Greenbush Village, the train station, adjacent business parks and neighborhoods, and recreation areas. Key properties in the subdistrict include the following:

- Greenbush Train Station:** The train station is located on the west side of New Driftway and includes the boarding platform, maintenance and storage facility, and 1,000 commuter parking spaces (about 316 spaces in the main station lot). Recommended enhancements include the following:
 - Provide a year-round vegetative screen of the maintenance facility from New Driftway and commuter parking lot to reduce visual and sound impact on surrounding area.
 - Facilitate the sale of the underutilized parking area in the southern portion of the lot (parcel 53-5-A) abutting Driftway Animal Hospital. This parcel has 120 feet of frontage on New Driftway and high visibility near the main intersection of Driftway and New Driftway. Mixed-use would be appropriate at this location.

GREENBUSH-DRIFTWAY VISION PLAN

SUBDISTRICTS

New Driftway Village Center (MBTA Station and Parking to Ladd's Way)

New Public Open Space along New Driftway

New Mixed Use TOD on MBTA Lots

Potential New Infill Mixed Use and Future Redevelopment along the Driftway

Streetscape, Access Management and Parking Improvements on New Driftway

Shared Access and Parking Behind Existing and New Buildings

Herring Brook Trail and Trailhead Access, Parking, Signage and Facility Improvements



- Install community kiosks on the platform with Greenbush-Driftway business directory and community-wide points of interest and events so as visitors get off the train they can easily identify places to enjoy in Scituate.
- Install shade trees in the parking lot to reduce the heat island effect, stormwater runoff, and provide comfort and aesthetic value for commuters.
- Provide a sidewalk connection from New Driftway to the train platform midway between the 2 driveways into the parking lot.



■ **Driftway Animal Hospital:** This is a successful local business and highly valued service to area residents. The property is also located at the primary corner of the subdistrict, and provides an excellent opportunity for mixed use development due to its high visibility and proximity to the train station and local amenities such as the North River, Widows Walk and trails. In the long-term if the animal hospital were to relocate, the site could anchor the village center with publicly-oriented commercial uses (such as shops and eateries) and living units above the ground floor.

- **Celtic Paws Day Care:** This is a successful local business and highly valued service to area residents, including commuters who bring and pick up their pets on the way to and from work. Like the Driftway Animal Hospital, the property is also located at the primary corner of the subdistrict, and provides an excellent opportunity for mixed use development due to its high visibility and proximity to the train station and local amenities such as the North River, Widows Walk and trails. In the long-term if the animal day care were to relocate, the site could anchor the village center with publicly-oriented commercial uses (such as shops and eateries) and living units above the ground floor.



- **MBTA East Side Parking Lots:** These commuter parking lots on the east side of New Driftway contain approximately 684 parking spaces on 5 parcels (53-2-8, 53-2-9A, 53-2-10A, 53-2-8B, and 53-2-10). Portions of the commuter parking lot are also located on Town property (the Transfer Station) and

Celtic Paws (53-3-2A). This parking area is significantly underutilized but provides an excellent opportunity for transportation oriented development (TOD) with nearly 600 feet of frontage on New Driftway and 140 feet of frontage on the Driftway.

The MBTA had a purchase and sales agreement with Conroy Development in 2015 which prepared conceptual plans for mixed use development but ultimately declined to execute the sale. The MBTA has rebid the project with a minimum price of \$1,660,000. A key difference from the first bid request is that the entire east side parking lot is now included in the bid except for the section that belongs with Celtic Paws. (This includes the Town parcel contingent on Town Meeting approving the transfer). The new bids are due in the summer of 2016 and it is anticipated that the high bidder it will be awarded a contract shortly after. Recommended future development characteristics include the following:

- New buildings should be placed at the front property line on New Driftway and Driftway and oriented to pedestrians with active commercial uses at ground level such as restaurants, shops, and personal services. Upper floors should be occupied by commercial office and residential uses to take advantage of North River views.
- Parking should be located behind or under the new building to take full opportunity of the site's development potential while ensuring street enclosure

by buildings in a traditional village center development pattern.

- The New Driftway right-of-way along the MBTA parking lot frontage is 70 feet wide and the street is located in the western portion leaving a large landscaped area in front of the new development site. This area should be reconfigured to create a small public common and civic gathering space adjacent to the new mixed use buildings.
- Provide new access street for internal connection between a new business park on the Transfer Station property and New Driftway. (See below).



- **Herring Brook Trail and Parking Area (Town):** The Town's Herring Brook trail and trailhead parking area is located on the south side of the Driftway adjacent to driveways to the Scituate Driftway Auto Wash property and the Rousseau property. This property is an old MBTA right-of-way and former rail corridor that provided passenger service to Marshfield. The trail is 70 feet wide and provides pedestrian

access from the Driftway to First Herring Brook. This scenic trail is largely unnoticed and underutilized but has significant potential to be a highly valued community recreation asset. The following improvements are recommended:

- Reconfigure public parking area and install new signage at New Driftway to identify and brand the trail as the Herring Brook Trail, Rivermoor Trail, Damon's Point Trail, or something similar.
- Possibly include an information kiosk with historic and recreational information about the North River and Greenbush-Driftway District, and concessions where visitors could get take-out food or rent bikes, paddleboards, or kayaks.
- Consolidate access point from New Driftway with driveway to Scituate Driftway Auto Wash property to create a new public street with internal access to adjacent properties including Dunkin Donuts, Herring Brook Plaza, South Shore Auto Parts, and the Rousseau property. This will reduce curb cuts onto New Driftway, allow for internal circulation, and provide better opportunities to improve the trailhead and development on adjacent private properties.
- Extend and resurface the trail including a new pedestrian bridge over the Herring Brook to provide access to the Rivermoor Habitat Park including Wood Island, Bear Island, Willis Island, and Damons Point.
- Provide access to surrounding properties and existing trails including the trail along Herring Brook adjacent to Herring River Marina, Riverway Townhouses, James Landing, and the North River Conservation Park.



South Shore Auto Parts Property (48-52 new Driftway): This site includes two parcels (53-3-10-F and 53-3-9) which make up 1.1 acres of land and about 250 feet of frontage on New Driftway. The South Shore Auto building was constructed in 1964 and contains 6,440 square feet of space. Besides the auto parts store, the building includes Belsan Bait & Tackle. The vacant lot directly east is currently being utilized for boat and vehicle storage. The auto parts building has an open curb cut the full length of the frontage (150 feet) with head in parking in front of the building. There are about 20 parking spaces in total on the property. Potential future development opportunities may include the following scenario:

- Development the two parcels together with a new mixed use building placed near the front lot line and on-site parking located behind the building.

- Reconfigure public on-street or private “street side” parking in front of the building with a new sidewalk and tree belt located adjacent to the building. Plant new street trees along the frontage to provide a buffer between cars and pedestrians and to shade the sidewalk.
- Provide internal access behind the buildings on site, and between the Herring Brook Trailhead to the west and Driftway Medical Building to the east.



- **Driftway Medical Building (56 New Driftway):** This 25,392 square foot medical office building was constructed in 1974. The 1.74-acre parcel is located at the intersection of New Driftway and Driftway. The building is setback about 200 feet from the street with most of the parking located in front of the building. There is an opportunity to construct an infill building along the frontage with shared parking and internal access can be coordinated between adjacent property owners.

- **Riverway Mixed Use Building (60 New Driftway):** This PDD Special Permit near the Life Care Center was approved in 2005 and included 26 townhouse condominiums of which 19 have received occupancy permits. A walkway to the historic cemetery and adjacent plantings were also completed as part of the project. In addition to the townhouses, a 2,400 square foot commercial building along the Driftway frontage with two apartments above (one affordable) was approved but has not built yet. This mixed use infill building will help to create enclosure along the Driftway and a more attractive pedestrian environment for the New Driftway Village Center.
- **Scituate Maritime and Irish Mossing Museum (301 Driftway):** This historic building was constructed in 1700.



The museum is operated by the Scituate Historical Society and includes several displays and artifacts representative of Scituate’s maritime and mossaing heritage. The .77-acre property has about 100 feet of frontage on the Driftway and shared a driveway and parking lot with Harbour Insurance. The property also has

frontage along Ladd’s Way, a private road providing access to James Landing. The museum has a large front and side yard with good visibility from the Driftway. This area would be an attractive site for outdoor displays, community gardens, civic art installations, a picnic pavilion, amphitheater, and other public gathering venues that could draw more people to the museum and enhance this cultural attribute.

- Life Care Center of the South Shore (309 Driftway):** This 45,745 square foot nursing home and rehabilitation center was constructed in 1976. The 4.96-acre lot includes about 440 feet of frontage on the Driftway and two curbcuts. The building is setback about 140 feet from the right-of-way and most parking is located in front of the building. There is a large fenced-in yard to the rear with a gazebo and walkway. There is future potential along the frontage for small infill development. There is also potential for other accessory uses such as parking or additional recreational uses in the large rear yard area which have frontage along Ladd’s Way.



- Streetscape, Pedestrian and Bicycle Facilities:** The segments of the Driftway and New Driftway that serve the New



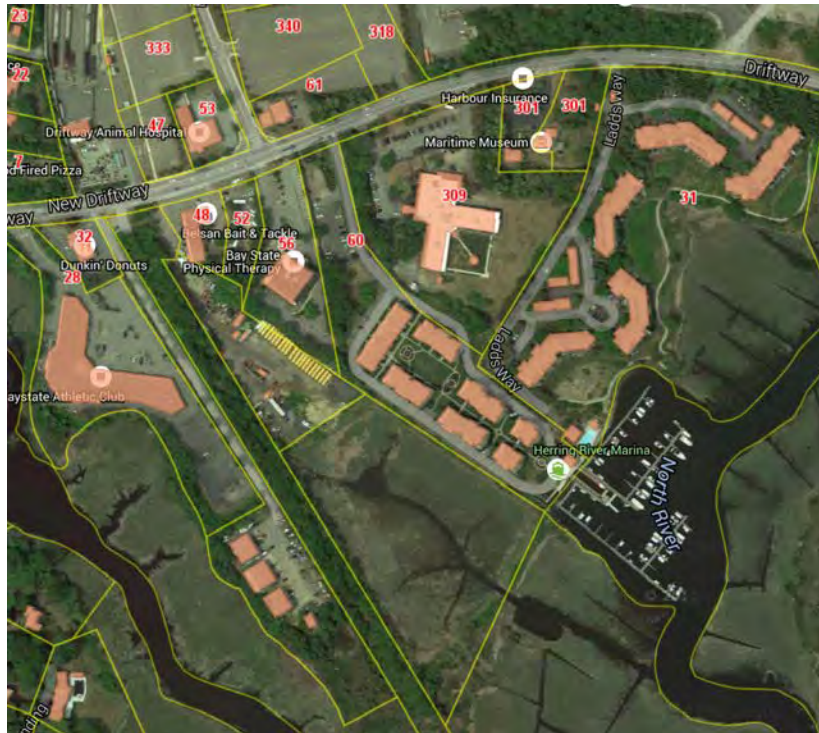
Driftway Village Center should be highly walkable, attractive, and safe for pedestrians and bicyclists. The Driftway/New Driftway from the entrance to Herring Brook Plaza to Ladd’s Way should include a consistent sidewalk along the north side, improvements to the Driftway Multipurpose Path where needed, consistent street tree plantings, and consolidation of curbcuts

where possible. (The New Driftway between the intersection and Stockbridge Road has existing sidewalks and street trees on both sides of the road). Private frontage along the Driftway and New Driftway in this subdistrict should include extensions to the public streetscape such as with terraces, landscaped forecourts, and outdoor seating, and sidewalk connections. Parking should be discouraged in front of the building unless it is designed as “street side” parking with direct access to the street and the sidewalk between the parking lane and the building.

DRIFTWAY WATERFRONT NEIGHBORHOOD SUBDISTRICT

EXISTING CONDITIONS

This subdistrict includes residential and underdeveloped properties of the south side of New Driftway with views towards the North River. In total there are 82 properties on 44 acres of which there are 50 condos at James Landing and 26 at River Way Townhouses. The total taxable value of these properties is \$31.06 million yielding an average of \$887,750 per acre.



Current businesses and commercial properties include Herring River Marina, MBTA marshland property, Driftway Auto Wash Property (including 3A Towing & Recovery, Shea Custom Doors, Osgood Concrete Forms, and Welding Fabrication), and the Rousseau storage property and marshland property.



FUTURE VISION

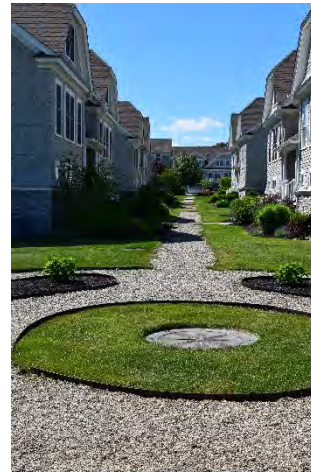
- James Landing Condominiums:** This residential condominium complex is located on 13.03 acres with access to the Driftway from Ladd's Way, and frontage along the North River. The project was completed between 1987 and 1998 and includes a total of 50 residential units. The average condo size is 2,156 square feet and there are 20 2-bedroom units, 29 3-bedroom units, 1 4-bedroom unit. The average taxable value of a condominium at James Landing is

\$453,598. A publicly accessible trail runs along the river behind the residential buildings and connects the Driftway Multipurpose Path with the Herring River Marina. However, the trail is not well marked or visible from the Driftway and signage should be provided indicating the access point.



- **River Way Townhomes:** The residential condominium complex is located on 8.17 acres with access to the Driftway from a private road. The complex is well designed with parking tucked underneath to raise the dwelling units above the floodplain, and with a central common providing gathering space and views of the river. The project was built between 2008 and 2013 and 26 residential units have been built occupied to date. The average condo size is 2,314 square feet and there are 16 3-bedroom units and 10 2-bedroom units. The average taxable value of a condominium at River Way is \$520,926. The **Herring River Marina** is located on the River Way property and provides over 75 boat

slips for access to the North River. Recommended improvements to the River Way property follow:



- Construct the approved mixed use building along the frontage at the Driftway.
- Provide internal access and shared parking for the new visitor parking lot near the Driftway.
- Provide additional enhancements around the historic James Cemetery such as a pocket park and picnic area.
- Extend the trail along the river from the James Landing Clubhouse to the Herring River Marina connecting to Ladd’s Way, River Way access road, the MBTA marshland parcel, and the Town’s Herring Brook Trail along the former MBTA rail corridor.
- **MBTA Marshland Property:** This 6.04-acre parcel is located between River Way Townhouses, Rousseau property, Herring Brook Trail, and the Rivermoor Habitat Park. The property is undevelopable and may possibly have been secured by the MBTA for compensatory stormwater storage and treatment. Earthen berms encompass the marshland area and provide an opportunity for connections between existing and future trails along the Herring Brook and North River.

GREENBUSH-DRIFTWAY VISION PLAN

SUBDISTRICTS

Driftway Waterfront Neighborhood

Consolidate Driveway Access to Existing and Future Commercial and Residential Properties

Potential Redevelopment as Residential Living with Water Views

Improve Waterfront Trail Connections Between Res. Developments and North River Park

Extend Herring Brook Trail with Bridge, Connection to Rivermoor Habitat Park and Damons Point, access to the water for small non-motorized watercraft, and possibly take out food and picnic areas, and bike rentals.





- **Driftway Auto Wash Property:** This property is accessed from a driveway off New Driftway between Dunkin Donuts and the Herring Brook trailhead. The 2.8-acre property is currently utilized by a number of small businesses and there are 4 buildings on site including one residential unit. In the future, the property has potential for residential development with waterfront views.
- **Rousseau Storage Property and Marshland:** This property is accessed from a driveway off New Driftway between the Herring Brook trailhead and South Shore Auto Parts. The 1.8-acre property is currently utilized for storage of buses, other vehicles, and equipment. There are 5 small buildings on the property. In the future, the property has potential for residential development with waterfront views.



Town Pathway to Herring Brook

DRIFTWAY BUSINESS PARK SUBDISTRICT

EXISTING CONDITIONS

This subdistrict includes the public and private properties between Stockbridge Road and the Driftway that are in residential, commercial, and public use. Key properties include the Scituate Concrete Pipe Company off Buckeye Lane, the Town Transfer Station and former Landfill off the Driftway, and several residentially-zoned properties along the western segment of Stockbridge Road, many of which are in commercial use. In total there are 20 properties on 102 acres. The total taxable value of these properties is \$13.12 million yielding an average of \$655,700 per acre.



FUTURE VISION

The overall vision for the Driftway Business Park Subdistrict is to create new opportunities for large and small scale light industrial, fabrication, commercial and medical office, and service uses in close proximity to the train station and mixed use areas. This may be the best opportunity for non-retail economic development in Scituate.

Scituate Concrete Pipe Company: This site has been continuously used as a sand and gravel operation and then a concrete factory dating back to the 1950s. SCP owns 5 properties totaling 12.72 acres off Buckeye Lane and Stockbridge Road. The company manufactures and stores concrete forms and pipes at the main facility on Buckeye Lane, and the SCP is one of the few manufacturing operations in Scituate and an important business to the local economy. However, if the company chooses to consolidate operations and to relocate to another location in Scituate in the future, the properties on Buckeye Lane and Stockbridge provide good opportunities for a variety of businesses that could take advantage of its proximity to the Greenbush train station, North River, and growing neighborhoods in the surrounding area.



GREENBUSH-DRIFTWAY VISION PLAN

SUBDISTRICTS

Driftway Business Park (Buckeye Lane and Stockbridge Road Area)

Expand Small Business along West Segment of Stockbridge Road

Future Relocation of Transfer Station and Development of Driftway Business Park for Light Industrial, Fabrication, Contractor and Repair Services, R&D Professional and Medical Offices.

Expand Street Network with Vehicle, Bike and Pedestrian Connections Between Stockbridge Rd., New Driftway and Driftway



- **Scituate Transfer and Former Landfill Station:** Between these two town-owned facilities, there are almost 77 acres of land that is currently used for the town’s transfer station and a 15-acre solar array. The transfer station uses a significant amount of land compared to other area towns such as Marshfield, Duxbury and Kingston. These other facilities are also located in accessible but more remote locations. The Scituate Transfer Station is one of the best locations in town for economic development with its proximity to the train station, Route 3A and 123, the Harbor, and views of the North River. The Town should consider relocating this facility to a more remote location to open new opportunities for non-retail commercial and light industrial uses. It may also be an opportunity to provide an alternative location for light industrial and service uses on the south side of New Driftway that have good potential for residential development with waterfront views.



- **Stockbridge Road Area:** The western segment of Stockbridge Road from the New Driftway Intersection to the Scituate Concrete Driveway is zoned R-2 but includes the Scituate Lobster Pound and several contractors, service providers, and home occupations. This area provides good opportunities for small businesses which could be expanded by rezoning to business park uses.



- **Street Network and Streetscape Improvements:** The long-term vision is to create a network of streets that serve the new business park and connect Stockbridge Road to New Driftway and Driftway. These new connections create better access and circulation for vehicles and pedestrians, and disperse traffic more efficiently. New streets should include sidewalks, tree belts, and bike lanes. In certain areas, on-street parking should be included to reduce the amount of space needed on development properties for on-site parking and to enhance public parking options throughout the Greenbush-Driftway District.

NORTH RIVER RECREATION SUBDISTRICT

EXISTING CONDITIONS

This subdistrict includes public properties along the Driftway from Ladd's Way to New Kent Street including the Widow's Walk Public Golf Course, North River Conservation Park, Scituate Wastewater Treatment Plant, and the Scituate Wind/Go Green parcel. Collectively, these properties total 580 acres, most of which is in recreational use.



FUTURE VISION

- **Widow's Walk Public Golf Course:** Widow's Walk is a town-owned 18-hole links course adjacent to the historic and scenic North River and within sight of the Atlantic Ocean. As America's first "environmental demonstration course," Widow's Walk opened to national acclaim in 1997 and has since received regional and national recognition as one of the best public golf courses. Widow's Walk is also a favorite local recreation center with year-round activities such as walking trails, fishing, sledding, snow shoeing, and cross country skiing.

The 120-acre property includes the golf course, pond, driving range, putting green, clubhouse, maintenance facilities, and parking lot. The clubhouse has limited amenities including a small pro shop and pub. Public debt on the property is expected to be paid off by July 2018, opening up more possibilities for changes to the clubhouse and surrounding properties. The future vision for Widow's Walk is to expand facilities that will attract more golfers, enhance visitor services, and fulfill its economic potential based on the quality of the course, surround natural amenities such as the North River, and proximity to Greenbush station and Scituate Harbor. Recommended future improvements include the following:

- Reconfigure the curb cuts and parking lot, and install street trees and landscaping along the frontage to improve safety and "curb appeal" from the Driftway

GREENBUSH-DRIFTWAY VISION PLAN

SUBDISTRICTS

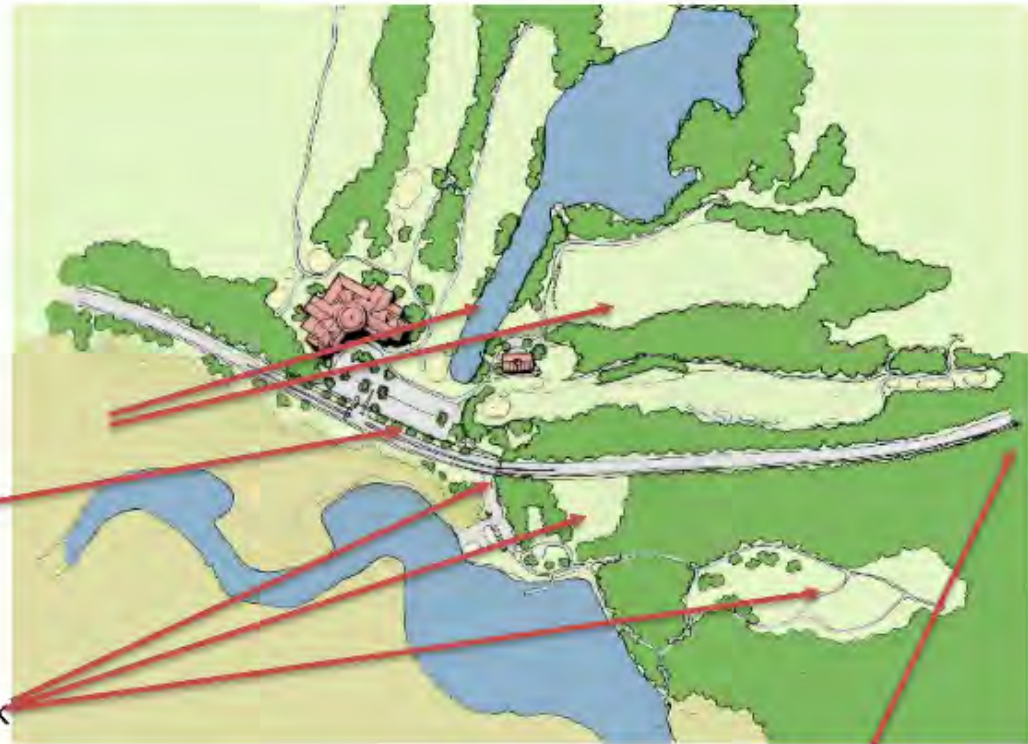
North River Recreation District (Driftway – Ladd’s Way to Scituate WWTP)

Develop New Clubhouse and Small
Hotel at Widows Walk

Improve Safety with New Access,
Crosswalks and Traffic Calming
Between Widows Walk and North
River Park

Improve Facilities at North River Park
including Picnic Area, Landscaping,
Signage, Restrooms, Open Lawn, and
Trail System

Improve Visual and Physical
Connection Between Widows Walk
and North River Park



Consider Reuse of Go Green property
for other Public or Civic Purpose with
Trail Connection to North River Park



Widows Walk Golf Club on the Driftway and Across from the North River



North River Conservation Park

- Redevelop the clubhouse to expand amenities including a full service restaurant and function space to attract more visitors and events.
- Build a small hotel to further enhancement amenities and provide accommodations for visitors.
- Evaluate the opportunity for age and/or income restricted residential development on the open parcel along the north side of the 3rd fairway with access off Stockbridge Road.
- Improve physical and visual connection to the North River Conservation Park including cross walks, trail connections, and event programing.
- Consider renaming (and rebranding) the golf course and park as the “North River Public Links and Conservation Park”.

■ **North River Waterfront Conservation Park:** This public land includes 444 acres of marshlands and amenities including a boat ramp, parking lot, picnic area, fishing pier, walking trails, and open field. The park has some of the best views of the marshlands and North River in town, and is an excellent site to Kayaking and fishing. However, some of the facilities are dated and the park appears to be underutilized by both residents and visitors. Recommended improvements include the following:

- Remove the porta potties from front entrance area and replace with permeant public restrooms and changing rooms near the picnic area.
-



Current Entrance and Signage for North River Conservation Park from the Driftway

- Replace the furnishings in the picnic area with new picnic pavilion, shelters, tables and benches, and cooking pits. Add horseshoe pits, bocce courts and similar recreation courts.
 - Replace the sign along the Driftway with a higher quality wood carved sign, and relocate and reorient the sign so that drivers, bicyclists, and pedestrians along the Driftway can see it.
 - Program and upgrade the open lawn area such as with a gazebo, amphitheater, community gardens to encourage more public gathering and civic events.
 - Expand the trail systems and connections around the park including connections to the Driftway Multi-purpose Trail, open field, the trail along marshland at James Landing and River Way, Herring Brook trail, and trails at Widow's Walk.
 - Improve physical and visual connection to the Widow's Walk Public Golf Course including community events and activities, and private functions.
 - Consider renaming (and rebranding) the park and golf course as the "North River Public Links and Conservation Park".
 - Consider building a welcome center with historic and recreational information about the North River and concessions where visitors could get take-out food or rent bikes, paddleboards, or kayaks.
- **Go Green/Scituate Wind Property:** This property is currently occupied by Go Green Landscape Supplies and the Scituate Wind turbine. In the future it may be an

appropriate site for the Scituate Recreation Department with trail connections to the North River Conservation Park. It could also be utilized for recreation courts, a municipal tree and plant nursery, community garden plots, or similar civic purposes.

- **Street Network and Streetscape Improvements:** Vehicles



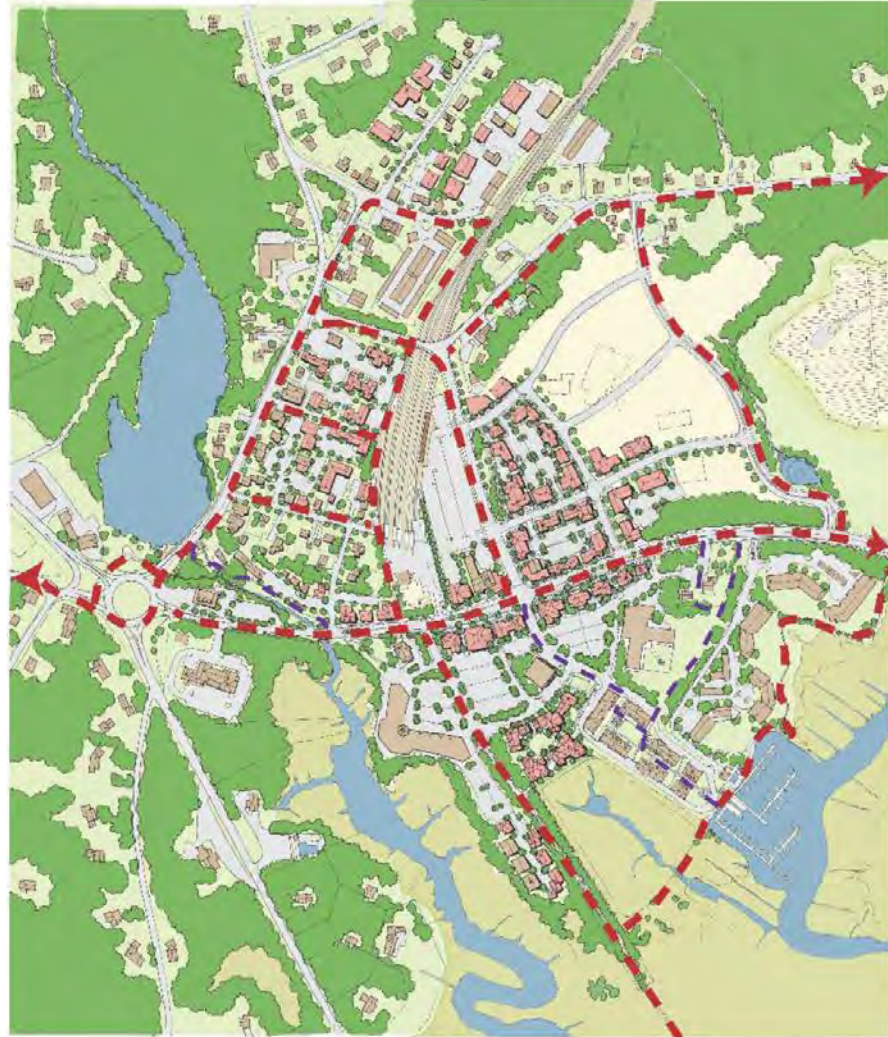
tend to pick up speed along this segment of the Driftway and there are areas along the corridor where visibility is limited such as at the entrance to Widow's Walk. As Widow's Walk and the North River Conservation Park are significant public recreation venues, and the future vision is to enhance these facilities for greater resident and visitor use, public safety is a concern.

Traffic calming applications should be made along the corridor at key pedestrian interchanges such as change in surface color and materials (such as brick pavers) at crossings, pedestrian activated signals with flashing beacons at crosswalks, sidewalks and bike lanes on the north side of the corridor, narrowed travel lanes, curb extensions, and additional street trees.

GREENBUSH-DRIFTWAY VISION PLAN

TRANSPORTATION NETWORK

Streets, Sidewalks, Pathways, Trails, Bike Lanes, and Connectivity



5.0 STRATEGIC ACTION PLAN

The Vision Plan above contains most of the recommended strategies and actions for the Greenbush-Driftway District specific to each of the subdistricts. Additional recommendations are identified below:

Market the Greenbush-Driftway District as a center for health care on the South Shore.

Given changing demographics, in particular the projected aging of the population locally and regionally, the need for more health services is projected to grow. This will include the need for a broad range of medical specialists, larger clinics/practices, assisted care facilities, and other related services. Given the existing cluster of medical uses in the Greenbush-Driftway District and Scituate's distance from larger medical facilities in the region, the Town should actively market itself as a local, sub-regional center for medical care both to provide services to its growing senior population, but also to attract the higher wage jobs of the health care sector. With current health care businesses and jobs concentrated in and around Greenbush-Driftway District, and access by rail available (for workers and to a lesser extent patients), it would be beneficial to concentrate efforts to grow sector jobs here.

Begin planning for strategic amenity development at the Widow's Walk Golf Course.

Widow's Walk Golf Course is strategically located between Greenbush and Scituate Harbor with easy access from Route 3A, Route 123 and the MBTA station. Portions of the publicly owned golf course (one of the few publicly-owned opportunity parcels), which will soon be paid in full, could be

positioned for complementary commercial uses. For example, the property could be positioned to attract a hotel/conference/banquet facility. Such a facility would be attractive not only for overnight guests, but for weddings, and more importantly, for corporate clients who may be interested in holding trainings, seminars or corporate outings with a golf activity close to Boston.

Improve intermodal and non-auto transportation options and amenities within the Greenbush-Driftway District.

People attracted to mixed-use environments with a broad range of recreational amenities like the Greenbush-Driftway District, particularly young professionals and former urban dwellers, often prefer to get around using transportation alternatives to the automobile including trains, buses, walking, and bicycling. Providing more alternatives within the Greenbush-Driftway District and connecting to other villages, neighborhoods and public amenities would make the district (and Scituate) more attractive to those moving from more urban environments. These transportation enhancements would provide existing residents with greater alternatives and additional recreational amenities.

Install Gateway Treatments and Wayfinding Signage in Greenbush-Driftway District.

This project should include landscaping and gateway elements (such as public art combined with new signage) in and around the Route 3A Roundabout; welcome signs and directional signs along New Driftway and Country Way; and information kiosks and business directories at the MBTA station, Herring Brook trailhead and/or North River Park, Widow's Walk, and Scituate Maritime and Irish Mossing Museum.

Continue to pursue the adoption of a Smart Growth District for North Scituate (Chapter 40R and 40S).

As mentioned in this plan, a draft Smart Growth (Chapter 40R) Zoning District and Bylaw was prepared in 2015 but was not adopted. This development tool allows for higher density and mixed use development in areas around existing village centers and commuter train stations such as the Greenbush-Driftway District, and provides financial incentives to the community for adopting smart growth zoning including a payment of \$10-\$600,00 for adopting the zoning district (depending on size), and \$3,000 for each housing unit permitted. The Town should work with property and business owners in the district to resolve concerns raised over proposed boundaries, uses, and densities in the Greenbush section of the proposed district.

Consider revisions to the Village Business Overlay District (VBOD) standards to facilitate the desired building forms, uses, and activation that support a traditional mixed-use village center.

In effect, the VBOD (Section 560) is primarily focused on housing production through increased residential density in the village centers. These standards apply only to mixed-use development (i.e. containing residential use) and do not apply to other forms of development in the underlying GB or C base district. However, the general design standards in the VBOD related to building orientation, placement, and activation would greatly benefit all new buildings in the Greenbush-Driftway District rather than just mixed-use buildings. This is not to say that the G-D District North Scituate should have architectural design standards (i.e. building styles, materials and colors) but it is important that all development in the Old Greenbush Village Center Subdistrict and New Driftway Village Center have consistent

pedestrian-oriented standards related to street level uses, building and parking placement, façade and signage orientation to the sidewalk, general building massing (i.e. height, length and articulation), and active open spaces. These simple design standards can reinforce the development patterns and characteristics of traditional New England villages as well as new Transit Villages. Mixed-Use projects are just one of several forms of development in these centers. Commercial, residential and civic buildings are also critical and should be subject to character-building standards as mixed use development areas. (See the North Scituate Village Center Vision Plan for more detailed recommendations for changes to VBOD subsections: ground level occupancy (Sec. 560.4); density and multiple buildings (Sec. 560.4.E); open space (Sec. 560.4.E); dimensional requirements (Sec. 560.4.E); parking structures (Sec. 560.5); density bonuses (Sec. 560.5); parking requirements (Sec. 560.5); and design review standards (Sec. 560.8))

Consider revisions to the Sign Regulations (Section 710).

Provide detailed sign standards for the Greenbush Village Center Subdistrict and New Driftway Village Center Subdistrict including specific sign types, size, placement, illumination and materials appropriate and desirable in a traditional pedestrian-oriented village center. High quality, well-placed, appropriately-sized blade signs, window signs, wall signs, and sandwich board signs should be specifically defined and encouraged in the village centers. New standards should be well illustrated with clear graphics.

Consider revisions to the Parking Requirements (Section 760).

The general parking standards in Section 760 and specific standards for Business and Commercial District in Section 760.7 are limited and geared more to suburban highway commercial development than to village centers. (See the North Scituate Village Center Vision Plan for more detailed recommendations for changes to parking standards: Design requirements (Sec. 760.3); Parking lot landscaping (Sec. 760.3); Required parking spaces (Sec. 760.6); Driveways (Sec. 760.7B); and Parking waivers (Sec. 760.8).

Consider new base zoning for the Greenbush-Driftway District.

Zoning in the Greenbush-Driftway District is confusing and convoluted. There are 4 base districts and 5 overlay districts and most properties have a combined zoning designation of one base district and at least one overlay district resulting in 9 different combinations. The Town should consider revising base zoning to be consistent and specific to the intended future vision for the Greenbush and New Driftway Village Centers, Scituate Business Park, Gateway Mixed Uses, Waterfront Residential, and Public Conservation and Recreation. For example, integrating and revising the requirements of both GB and VBOD could result in the creation of a new context-based and character-building base district for both the Greenbush and New Driftway Village Centers. Uses specifically desirable in the village center (including some small fabrication, maker and light industrial uses); placed-based standards for all forms of development (not just mixed use projects); as well as parking, landscaping, and public realm standards (open space, streets, and streetscapes) should be adopted to ensure a traditional village center and pedestrian-oriented redevelopment process.

Other zoning adjustments for consideration follow:

- Distinguish GB from HB on the **Use Table**. For example, allow for certain light industries (small maker spaces, fabrication), fitness and well-being, veterinary hospital, meeting hall for hire, indoor theatre, and other civic gathering areas.
- Change the 30-foot **front setback requirement** in the GB zone. This size setback can have a negative effect on the Village Center and needs to be addressed carefully. This frontage area is the critical pedestrian zone and transitional area between sidewalk and building space. No parking should be located in this area, and active outdoors should be made of the space such as a dining terrace, plaza or other passive recreation area. Front setbacks in a traditional village centers should actually be a **Build-To-Zone** which is a minimum and maximum setback envelop in which the front façade is to be placed to ensure a relationship with the street and positive pedestrian environment.
- Consider amending Section 440.5, **accessory uses** in the GB District to allow **outdoor dining** areas on public sidewalks in addition to on-premise at a restaurant, hotel or microbrewery. Specific performance standards and permitting procedures can be adopted to ensure pedestrian safety and clear travel paths along sidewalks while accommodating this important outdoor activity.