

VISION PLAN



NORTH SCITUATE VILLAGE CENTER

Scituate Economic Development Commission

MAY 2016



Brovitz

Community Planning & Design

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Connectivity	Sustainability	People	Main Street
<i>Vision</i>	Open Space	Form-Based Code	Neighborhoods
Scenario-Building	Village Centers	Places	Complex Streets
Design Charrettes	Street Activation	Downtown Revitalization	Market Analysis
Growth Management	Nodes	Smart Parking	Branding/Marketing
Master Plans	Design Guidelines	Tactical Urbanism	Economic Development
Corridor Retrofit	Face & Sign Programs	Context	

DODSON & FLINKER
Landscape Architecture and Planning

VISION PLAN

NORTH SCITUATE VILLAGE CENTER

In March 2016 the Scituate Economic Development Commission (EDC) conducted a visioning session on the North Scituate Village Center for the purpose of creating an overall conceptual plan and strategic plan to guide future growth, conservation, and infrastructure enhancements over the next 10 years.

1.0 Context & Existing Conditions

2.0 Challenges & Opportunities

3.0 Relevant Plans, Policies & Regulations

4.0 Market Analysis & Economic Development Potential

5.0 Conceptual Plans & Development Scenarios

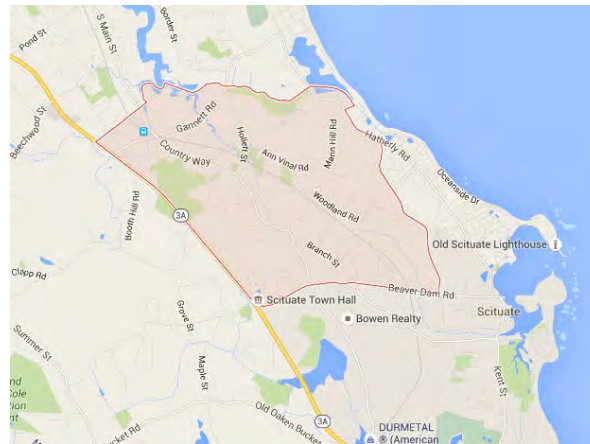
6.0 Strategic Plan



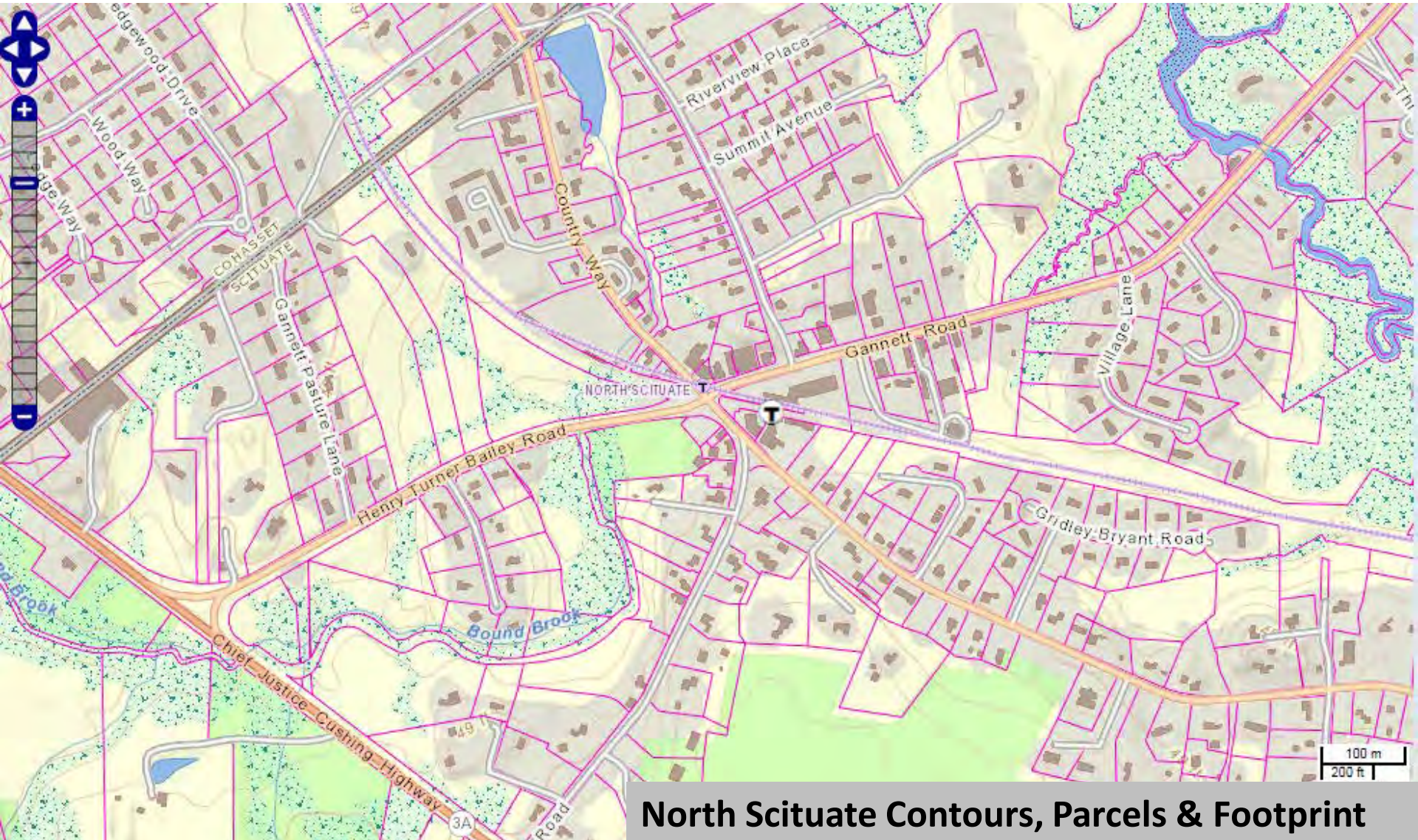
1.0 CONTEXT & EXISTING CONDITIONS

SETTING & CONTEXT

North Scituate is a traditional neighborhood center with a small and eclectic mix of shops, restaurants, pubs, services, and cultural amenities. The village is located south of the Cohasset town line off Route 3A and served by an **MBTA Greenbush Commuter Rail station** with ample parking and daily service to Boston's South Station providing an excellent transit option for local residents. The village includes primarily single family homes with some apartment many of which are within walking distance to the train station. Reasonably priced homes, retail and office rental rates with access to both the Scituate and Cohasset markets provide great opportunities for small business owners that want to work and live in close proximity. The **W.P.A Building, on the National Register of Historic Places**, provides a cozy gathering place for civic activities and events.



1.0 CONTEXT & EXISTING CONDITIONS



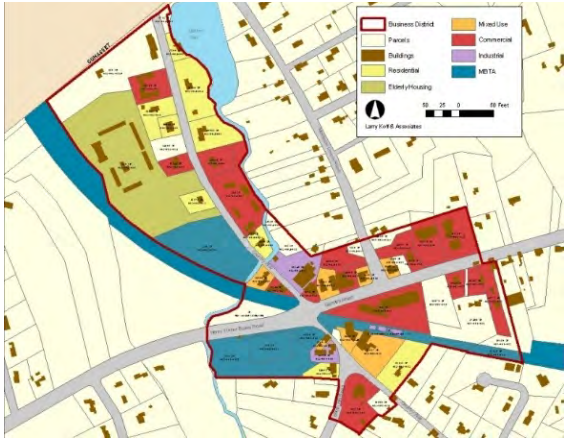
North Scituate Contours, Parcels & Footprint

1.0 CONTEXT & EXISTING CONDITIONS

DEVELOPMENT PATTERNS & PROPERTY CHARACTERISTICS

There are 59 properties in the North Scituate Village Area totaling nearly 50 acres of land. Most of the properties (76%) are either owner-occupied or owned by residents of Scituate.

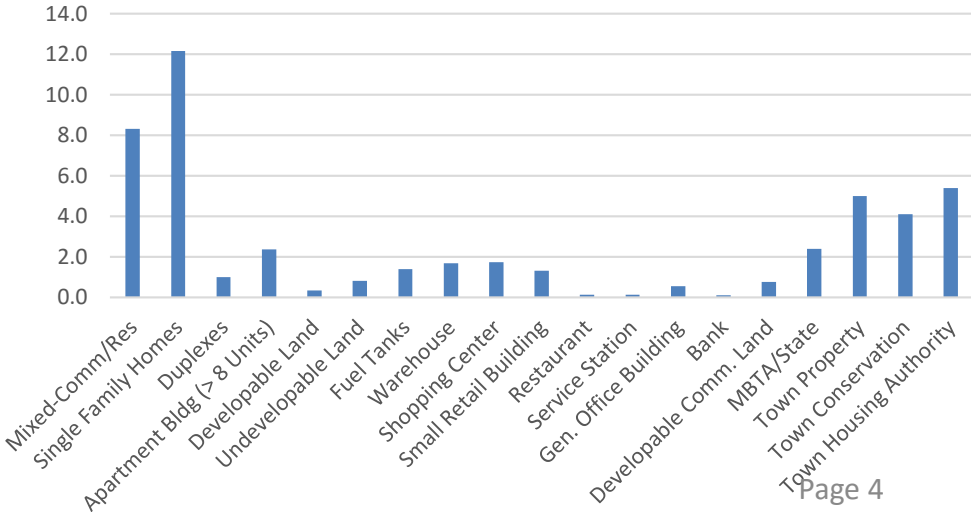
There are 75 buildings in the village area with an average age of 140 years. These buildings total 158,115 net square feet with an average of 3,100 square feet per building. Twenty-four buildings (about 50%) are identified by the Assessor’s Office as being in “average” condition and only 7 buildings are rated as being in “excellent” or “very good” condition.



Most of the properties are classified as mixed use (commercial and residential) or are single family homes. There are an estimated 76 dwelling units in the North Scituate Village Area. There is also several commercial properties as well as town-owned and state-owned properties.

The total taxable value of properties in the North Scituate Village Area is \$31,471,500 (an average of \$533,415 per lot and an average value of \$1.35 million per acre).

Land Use and Acreage in N. Scituate Village Area



1.0 CONTEXT & EXISTING CONDITIONS

NORTH SCITUATE VILLAGE CENTER PROPERTY INVENTORY

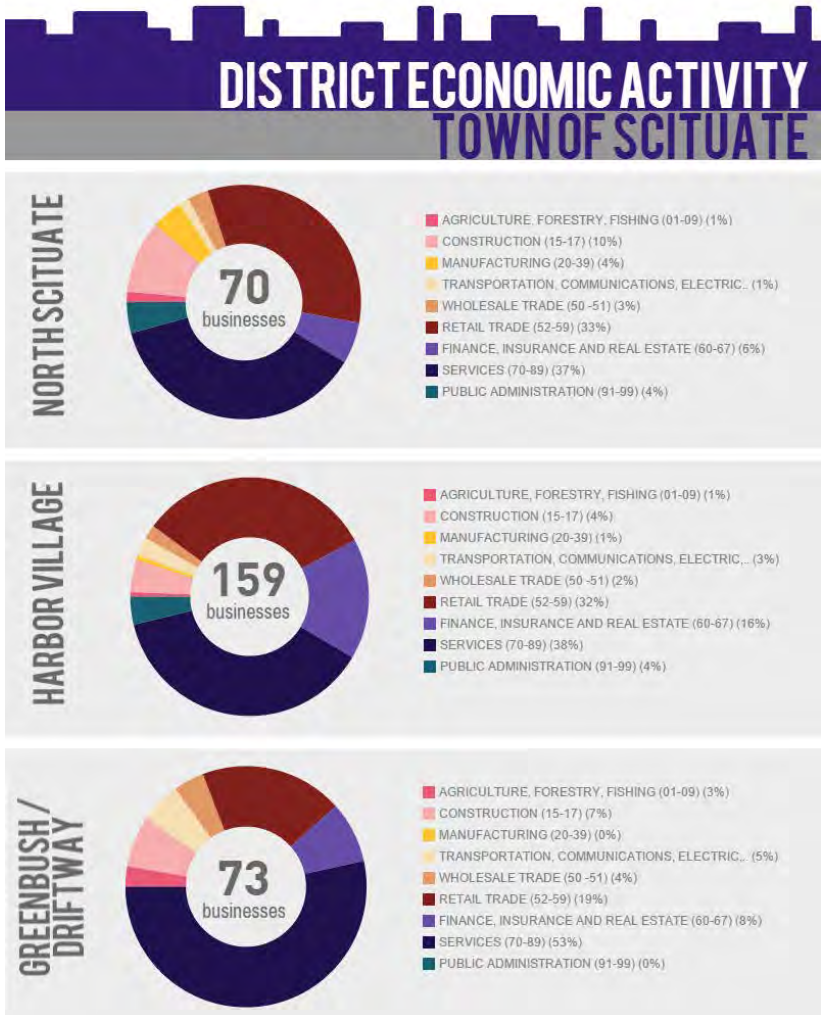
St #	St. Loc	Street	State LUC	State LUC Description	Total Taxable Value	Acres	# of Bldgs	Year Built	Net S.F.	Quality	Stories	D.U.s	Value Per Acre	Notes
0		BOOTH HILL RD	1320	UNDEV LAND	\$13,200	0.80	0						\$16,583	Undevelopable Land
2	-4	BOOTH HILL RD	0310	Mixed-Comm/Res	\$369,800	0.28	2	1710	1,915	AVERAGE	1.75	2	\$1,344,727	Alan's Auto/Vintage Antiques
8		BOOTH HILL RD	1010	SINGLE FAMILY	\$379,500	0.32	1	1699	2,325	AVG +/GOOD -	1.5	1	\$1,174,923	Home
10		BOOTH HILL RD	1010	SINGLE FAMILY	\$603,700	0.48	1	1890	2,806	GOOD	2.5	1	\$1,247,314	Home
12	R	BOOTH HILL RD	1010	SINGLE FAMILY	\$307,100	0.59	1	1940	1,166	LOW +/ AVG -	1	1	\$522,279	Home
0		BOUND BROOK CT	0310	Mixed-Comm/Res	\$1,343,200	1.44	5	1959	1,200	PLUS AVE	1	1	\$932,778	Bound Brook Office Park and DUs
0		COUNTRY WAY	1300	DEV LAND	\$214,800	0.34	0						\$637,389	Developable Land
751		COUNTRY WAY	1010	SINGLE FAMILY	\$339,600	0.23	1	1792	1,356	AVG +/GOOD -	1.75	1	\$1,476,522	Home
754		COUNTRY WAY	0310	Mixed-Comm/Res	\$416,400	0.88	1	1870	2,085	AVERAGE	2.5	2	\$475,886	James Wall Family Dentistry
757		COUNTRY WAY	0310	Mixed-Comm/Res	\$615,500	0.91	2	1810	4,842	LOW +/ AVG -	2	3	\$679,360	Office and 3 Dwelling Units
761		COUNTRY WAY	0310	Mixed-Comm/Res	\$260,300	0.06	1		1,961	GOOD	2	1	\$4,131,746	Former Dottie's Cleaners
762	-766	COUNTRY WAY	0310	Mixed-Comm/Res	\$885,900	0.70	4	1880	9,503	GOOD	2.5	1	\$1,256,596	Mixed Use New Upholestry, Comm and Contractors
763		COUNTRY WAY	0310	Mixed-Comm/Res	\$336,900	0.14	1	1870	3,648	AVERAGE	2	1	\$2,389,362	Grand Gables Realty and Apartment
769		COUNTRY WAY	0130	Mixed-Res/Comm	\$336,600	0.28	1	1880	1,991	GOOD	1.75	3	\$1,224,000	Vacant Store and 3 Dwelling Units
770	-780	COUNTRY WAY	0310	Mixed-Comm/Res	\$814,900	0.20	1	1900	7,432	VERY GOOD	3	1	\$3,994,608	The Feathered Nest Antique Store
777		COUNTRY WAY	9240	MASS HIGHWAY DEPT	\$514,100	2.10	0						\$244,810	MBTA Train Station and Parking Lot
787		COUNTRY WAY	1010	SINGLE FAMILY	\$353,700	0.30	1	1954	1,590	AVERAGE	1.75	1	\$1,167,327	Home
788		COUNTRY WAY	0310	Mixed-Comm/Res	\$722,200	0.92	3	0	1,002	LOW +/ AVG -	1	1	\$789,290	Wilder Tires, Harmon Coffee, Financial Services
790		COUNTRY WAY	1010	SINGLE FAMILY	\$307,400	0.20	1	1920	1,236	AVERAGE	2	1	\$1,560,406	Home
791		COUNTRY WAY	9700	HOUSING AUTHORITY	\$3,144,600	5.39	7	1961	1,940	AVERAGE	1	20	\$583,414	Scituate Housing Authority - Sr. Housing Units
792		COUNTRY WAY	1040	TWO FAMILY	\$260,700	0.06	1	1950	1,563	AVERAGE	2	2	\$4,073,437	Duplex
793		COUNTRY WAY	0310	Mixed-Comm/Res	\$373,800	0.30	1	1941	1,876	VERY GOOD	1.75	1	\$1,229,605	Apartment Building
799		COUNTRY WAY	1010	SINGLE FAMILY	\$318,100	0.23	1	1952	1,251	AVERAGE	1	1	\$1,383,043	Home
803		COUNTRY WAY	1010	SINGLE FAMILY	\$366,600	0.74	1	1913	1,835	AVERAGE	2	1	\$498,098	Home
806		COUNTRY WAY	1040	TWO FAMILY	\$334,500	0.46	1	1948	1,696	AVERAGE	1	2	\$728,758	Duplex
809		COUNTRY WAY	3400	GEN OFFICE BLDG	\$1,075,000	0.53	1	1987	7,680	EXCELLENT	2		\$2,020,677	Office Building
810		COUNTRY WAY	0130	Mixed-Res/Comm	\$376,900	0.69	1	1954	2,006	AVERAGE	1	1	\$546,232	Office and House
814		COUNTRY WAY	1010	SINGLE FAMILY	\$328,800	0.92	1	1957	907	AVERAGE	1	1	\$355,844	Home
816		COUNTRY WAY	0130	Mixed-Res/Comm	\$337,500	0.18	1	1952	1,531	AVERAGE	1	1	\$1,885,475	Office and House
817		COUNTRY WAY	1120	> 8 UNITS	\$1,180,300	2.35	3	1700	1,640	AVERAGE	1.75	10	\$502,255	Apartment Building
0	REAR	GANNETT RD	3100	TANKS RETAIL	\$376,200	0.83	1					0	\$451,079	Anderson Fuel Storage
0		GANNETT RD	3900	COM DEV LAND	\$259,200	0.75	0						\$345,600	Parking Lot/Developable Property
317		GANNETT RD	1010	SINGLE FAMILY	\$360,800	1.67	1	1950	1,244	AVERAGE	1	1	\$216,048	Home
320		GANNETT RD	1010	SINGLE FAMILY	\$620,100	1.35	1	2008	2,717	GOOD	2.00	1	\$458,315	Home
323		GANNETT RD	1010	SINGLE FAMILY	\$395,000	0.58	1	1880	1,655	AVERAGE	1.75	1	\$681,035	Home
325		GANNETT RD	1010	SINGLE FAMILY	\$396,700	0.30	1	1910	1,995	AVERAGE	1.75	1	\$1,335,690	Home
326		GANNETT RD	1010	SINGLE FAMILY	\$443,800	1.75	1	1920	2,042	AVG +/GOOD -	2.5	1	\$253,600	Home
327		GANNETT RD	0310	Mixed-Comm/Res	\$505,400	0.82	2	1910	1,032	AVERAGE	1.75	1	\$617,848	Anderson Fuel Building
330		GANNETT RD	1010	SINGLE FAMILY	\$480,000	1.32	1	1983	1,691	AVG +/GOOD -	1.75	1	\$363,636	Home
331		GANNETT RD	3100	TANKS RETAIL	\$467,500	0.57	2	1920	1,883	AVERAGE	1.75		\$821,617	Anderson Fuel Building
333		GANNETT RD	0310	Mixed-Comm/Res	\$531,400	0.24	1	1942	3,119	GOOD	1.75	1	\$2,214,167	Cosmos Caffe
334		GANNETT RD	1040	TWO FAMILY	\$340,300	0.46	1	1885	1,648	AVERAGE	2.5	2	\$739,783	Duplex
335		GANNETT RD	1010	SINGLE FAMILY	\$341,900	0.63	1	1920	1,920	AVERAGE	1.5	1	\$543,561	Home
337		GANNETT RD	3250	SMALL RETAIL	\$536,100	0.23	1	1969	2,920	EXCELLENT	1		\$2,351,316	Tedeschi Food Shop
340		GANNETT RD	3160	WAREHOUSE	\$548,400	1.68	2	1946	1,845	MINUS AVE	1		\$326,429	Commercial-Contractors Building
344		GANNETT RD	3230	SHOPPING CNTR	\$847,500	0.75	1	1988	10,180	MINUS AVE	2		\$1,130,000	Office Building
348		GANNETT RD	3340	SERVICE STATION	\$841,500	0.13	1	1970	6,969	VERY GOOD	1		\$6,523,256	McBrien's Gas and Diagnostic Repair
358	-360	GANNETT RD	3260	RESTAURANTS	\$448,100	0.13	1	1928	2,981	VERY GOOD	1.75		\$3,420,611	Gannett Grill
362	-366	GANNETT RD	0310	Mixed-Comm/Res	\$432,200	0.14	2	1920	4,407	AVERAGE	2.5	1	\$3,001,389	Still Waters Wine & Gourmet; Reading Adventure
371	-5	GANNETT RD	3230	SHOPPING CNTR	\$1,530,100	1.00	1	1958	15,541	VERY GOOD	1		\$1,533,166	Shopping Plaza - Commercial Tenants and Post Office
372	-380	GANNETT RD	3250	SMALL RETAIL	\$650,900	0.92	1	1920	10,092	AVERAGE	2		\$709,041	Nor'Easter Surf Shop
384		GANNETT RD	3250	SMALL RETAIL	\$346,000	0.17	1	1935	2,810	PLUS AVE	1		\$2,059,524	Scituate Pharmacy
390		GANNETT RD	0310	Mixed-Comm/Res	\$410,300	0.13	1	1890	3,338	GOOD	2	1	\$3,108,333	Live Fit
400		GANNETT RD	3410	BANK BLDG	\$599,600	0.11	1	1977	2,486	GOOD	1		\$5,656,604	Hingham Institute for Savings
0		HENRY TURNER BAILEY RD	9320	VAC, CONSERVATION	\$23,500	4.10	0						\$5,732	Pocket Park
1		HENRY TURNER BAILEY RD	9240	MASS HIGHWAY DEPT	\$157,700	0.30	0						\$532,770	MBTA-Town Parking Lot/Corner Lot
15		HENRY TURNER BAILEY RD	9310	IMP, SELECT/CITY CNCL	\$473,700	1.50	1	1937	1,610	AVERAGE	1		\$315,800	WPA Building and Park
19		HENRY TURNER BAILEY RD	9310	IMP, SELECT/CITY CNCL	\$403,600	3.50	0						\$115,314	MBTA-Town Parking Lot/Corner Lot
10		MORDECAI LINCOLN RD	1010	SINGLE FAMILY	\$472,400	0.56	1	1900	2,007	AVG +/GOOD -	2	1	\$845,080	Home
		TOTAL			\$31,471,500	49.62	75		158,115			76	\$1,351,679	
		AVERAGE			\$533,415	0.84		1875	3,100					

1.0 CONTEXT & EXISTING CONDITIONS

CURRENT MIX OF BUSINESSES & SERVICES

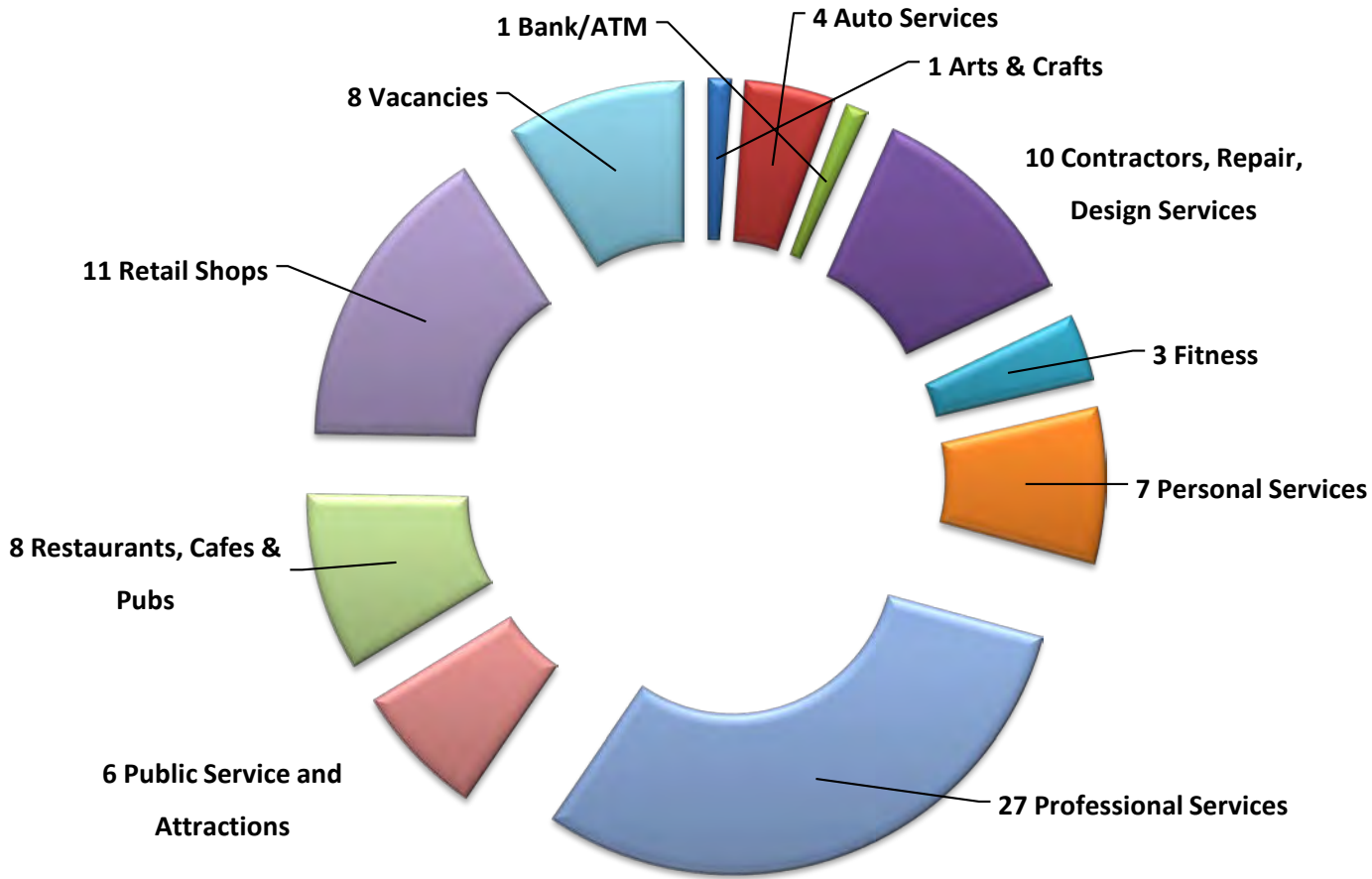
As of April 2016, there were an estimated **89 employers** in the North Scituate Village area representing a range of shops and services predominately serving residents in the surrounding neighborhoods. Businesses are generally geared to provide goods and services needed on a regular basis such as convenience/small grocery, food and drink, fitness, financial services, post office and personal services. There are some specialty shops (i.e. surf shop and upholstery) which draw customers from a larger area. There is also a cluster of local contractors and repair services. Village businesses likely benefit modestly by visitors and seasonal residents that travel through the center on their way to beaches and seaside neighborhoods in North Scituate such as Minot and Egypt Beach

Market data indicated that there are **about 300 people working** in the village area and most businesses are small with approximately **48% employing between 1-4 persons**. The vast majority of businesses occupy less than 10,000 square feet and about **38% occupy less than 2,500 square feet**. This is consistent with the small footprint of most buildings in the village center including several residences converted to commercial use.



1.0 CONTEXT & EXISTING CONDITIONS

North Scituate Village District



CURRENT MIX OF EMPLOYERS

1.0 CONTEXT & EXISTING CONDITIONS



NORTH SCITUATE | BUSINESS DIRECTORY



MAP KEY

■ Banks & ATMs	■ General Services
■ Eat & Drink	■ Play Marine
■ Refresh & Recharge	■ Play
P Parking	Automated Teller Machine

Name	CW	WF	STREET	PHONE #	WEBSITE	DESCRIPTION
Highland Institution of Savings	810-11	430	Garrett Road	951-740-0220	www.highlandinstitute.com	Savings
RESTAURANTS						
Chick's Grille	810-11	344	Garrett Road	951-544-0027	www.grubhub.com	Restaurants
Compass Coffee	810-11	333	Garrett Road	951-541-1133	www.compasscoffee.com	Coffee
Garrett Deli	810-11	326	Garrett Road	951-544-0242		Restaurants
Hempson Coffee	810-11	708	County Way			Coffee Shop
Jamies Pub	810-11	300	Garrett Road	951-545-0000	www.jamiespub.com	Restaurants
Marylou's Coffee Shop	810-12	732	County Way	951-544-7130		Coffee Shop
The Gracie Grille	810-12	344	Garrett Road			Ice Cream Parlor
Whisper from the Green & Scituate	810-12	507	Garrett Road	951-544-1118		Ice Cream Parlor
REPAIR SERVICES						
Auto Repairs						
Alexia Auto Body & Sales	810-11	2	South Hill Rd	951-543-0301		Automobile Repairing & Service
McBain's Diagnostic Repair	810-11	349	Garrett Road	951-542-7778		Automobile Repairing & Service
Super Performance Tinting	810-12	340	Garrett Road	951-543-0305		Service Station
Water Brothers Tint	810-11	769	County Way	951-543-0301	www.waterbrothers.com	Service Station & Car Wash
REPAIRS / MAINTENANCE SERVICES						
Armeding Painting & Drywall	810-12	762	County Way			Painting Contractors
Atlantic Roof Restoration	810-12	757	County Way	951-720-0004		Roofing Contractors
Bowers Construction	810-12	7	Munroe, Lincoln St	951-543-7624		Construction
Boer Home	810-11	702	County Way	951-570-4049		Computer & IT Consulting
Creative Innovations	810-11	707	County Way	951-556-7608		Contractors
Diverse Roofing	810-12	282	Garrett Road	951-543-0288		Roofing Contractors
North Scituate Painting	810-12	342	Garrett Road	951-543-0288		Roofing Contractors
Plantation Landscapes	810-12	343	Garrett Road	(781) 400-9000		Landscaping Contractors
South Shore House Custom	810-12	342	Garrett Road	951-543-1178		General Contractors
RETAIL SERVICES						
AJK International	810-11	639	County Way			Non-Food Retail Stores
Anderson Fuel Inc	810-11	581	Garrett Road	951-542-0123	www.andersonfuel.com	Gas/Petrol (Wholesale)
Avon Angel Home Care	810-12	3	Bound Brook Ct	951-543-0336		Home Health Services
Atlanta Tint	810-12	750	County Way	951-543-0428		Financial Services
Atlanta Hearing & Wellness	810-12	4	Bound Brook Ct	951-543-0336		Chiropractic Or. Financial Services
Chatterbox Financial Services	810-12	3	Bound Brook Ct	951-543-0337		Financial Services
Discount Cleaners	810-12	305	Garrett Road	951-543-7668	www.discountcleaners.com	Cleaners
Digital Scouting Inc	810-12	244	Garrett Road	951-542-1100	www.digitalscouting.com	Business Dev.
Grand Ocean Realty Group Inc	810-11	703	County Way	951-542-0100	www.grandocean.com	Real Estate
Indoor Sign Company	810-11	734	County Way	951-542-0812	www.indoor-sign.com	Signs/Mail
Harris Law Offices	810-11	3	Bound Brook Ct	951-570-3203		Attorneys
Interway Printing	810-11	343	Garrett Road	951-542-0271		Printing
Infinity Counseling	810-11	6	Bound Brook Ct			Counseling Services
Jamies Hair Family Dentistry	810-11	759	County Way	951-542-0101		Dentists
Lakeside Park Inc	810-11	3	Bound Brook Ct	951-542-7158		Publications/Publishing
Minor Counseling	810-11	4	Bound Brook Ct	951-542-0336		Counseling Services
MCOO Inc	810-12	344	Garrett Road	951-542-0141		Laboratory Research
Pharmax Pharmacy	810-11	348	Garrett Road	951-570-3238		Pharmacies
Reading Adventure & E-Books	810-12	347	Garrett Road	951-542-0388		Bookstores
Robinson Law	810-11	27	County Way	951-570-3244		Attorneys
Rowell Pharmacy Law Offices	810-11	3	Bound Brook Ct	951-542-0336		Attorneys
South Shore Printing	810-11	764	County Way	951-543-0420	www.southshoreprint.com	Commercial Printing
Steele's Oil Lube Wash	810-12	344	Garrett Road	951-543-1133		Automotive
Sullivan & Sullivan Tax Service	810-12	8	Bound Brook Ct			Accounting & Bookkeeping Services
W & Henderson Company	810-12	785	County Way	951-543-0332		Electronic Wholesale
William M Laurent Law Office	810-11	308	Garrett Road	951-541-1130		Attorneys
County Way Radio	810-11	788	County Way	951-543-1114		Telecommunications
RECREATION						
VILLAGER VILLAGERY	810-11	375	County Way			Recreation
REPAIRS						
Arby's	810-12	371	Garrett Road	951-276-2626	www.arbys.com	Quick Service Restaurant
Evolution	810-11	659	Garrett Road	951-542-0112	www.evolution.com	Apparel
Law Fit	810-11	268	Garrett Road	951-570-3610		Fitness Center
N. Scituate Rocked Rock	810-11	7	Henry Turner Rd			Public Park
RECREATION SERVICES						
Garrett's Corner	810-11	3	South Hill Rd			Public Open Space
MEFA Reading Lab	810-11	771	County Way			Public Reading Room
MEFA Station - North	810-11	771	County Way		www.mefta.com	Public Reading Room
WPA Building (Open Meeting Hall)	810-11	7	Henry Turner Rd			Public Meeting Hall
US Post Office	810-12	337	Garrett Road	951-543-0304	www.usps.com	Post Office
REPAIRS & SERVICES						
Alexis & Green Hair Salon	810-11	770	County Way	951-542-0333		Beauty Salons
Anthony & Clea Hair Design	810-11	790	County Way	951-542-0310		Beauty Salons
Classic Cuts	810-12	350	Garrett Road	951-543-0338		Beauty Salons
Luxury Hair & Spa	810-12	351	Garrett Road	(781) 378-1851		Spa/Beauty & Day
Paradise Scituate	810-11	343	Garrett Road	951-544-0110	www.paradise-scituate.com	Beauty Salons
Salon 76	810-11	343	Garrett Road	951-543-0319	www.salon76.com	Beauty Salons
Whistle Day Spa	810-12	344	Garrett Road	951-544-9327	www.whistledayspa.com	Spa/Beauty & Day
REPAIRS & SERVICES						
C & C Outfitters	810-12	355	Garrett Road	951-543-0301		Clothing Retail
Fadedwell Road	810-12	179	County Way	951-541-2332		Gift Shops
Garbanetto and Daughter Antiques	810-11	707	County Way	(781) 838-8027	www.garbanetto.com	Antiques Store
Hunter Systems Group	810-12	6	Bound Brook Ct	951-542-0173		Computer Software/Peripherals & Printers
Jeffrey W. Zeehan	810-11	8	Bound Brook Ct	951-542-0143		Attorney
Not Sober Sun Shop	810-11	376	Garrett Road	951-544-9303	www.notsosunshop.com	Softwear Shop
Northeast Food Sales	810-12	5	Bound Brook Ct	951-542-7620		Food Products Retail
Schulte Pharmacy	810-11	664	Garrett Road	951-542-0101		Pharmacies
Simply Storage Supply	810-12	4	South Hill Rd			Gift Shops
Stiles & Stiles RiteWare	810-11	344	Garrett Road	951-543-0112		Plumbing/Furniture & Bedding
Stil Ween River & Gourment	810-12	350	Garrett Road	951-570-1139		Wine Store
Teltech Food Shoppe	810-11	537	Garrett Road	951-543-0380	www.teltechfoodshoppe.com	Convenience Store
The New Lynnhaven Store	810-12	786	County Way	(781) 845-0888	www.newlynnhaven.com	Deli/Bakery & Confectionery
Village Station	810-12	784	County Way	951-543-0897	www.villagestation.com	Deli/Bakery & Confectionery



CURRENT BUSINESS DIRECTORY

1.0 CONTEXT & EXISTING CONDITIONS

NORTH SCITUATE BUSINESS & SERVICE DIRECTORY - MARCH 2016

COMPANY NAME	ID#	ST #	STREET ADDRESS	DESCRIPTION	CATEGORY
Gannett's Corner	C6	0	Booth Hill Rd	Public Open Space	Public Service and Attractions
Alan's Auto Body & Sales	C5-11	2	Booth Hill Rd	Automobile Repairing & Service	Auto Services
Simply Vintage Studio	C5-12	4	Booth Hill Rd	Gift Shops	Retail Shops
Laissez-Faire Inc	B2-11	2	Bound Brook Ct	Publishers-Periodical	Professional Services
Jeffery M Zaslow	B3-14	3	Bound Brook Ct	Pet Supplies & Foods-Retail	Retail Shops
Ronald Wheatley Law Offices	B3-11	3	Bound Brook Ct	Attorneys	Professional Services
VACANT/Former Clipper Travel		3	Bound Brook Ct		Vacancy
Arch Angel Home Care	B3-12	3	Bound Brook Ct	Home Health Service	Professional Services
Chatterton Financial Services	B3-13	3	Bound Brook Ct	Financial Advisory Services	Professional Services
Atlantic Healing & Wellness	B4-11	4	Bound Brook Ct	Chiropractors Dc	Professional Services
Minot Counseling	B4-12	4	Bound Brook Ct	Counseling Services	Professional Services
Harris Law Offices	B5-11	5	Bound Brook Ct	Attorneys	Professional Services
Northeast Food Sales	B5-13	5	Bound Brook Ct	Food Products-Retail	Retail Shops
Hunter Systems Group	B5-12	5	Bound Brook Ct	Computer Software	Retail Shops
VACANT/Former Nadia's Closet		6	Bound Brook Ct		Vacancy
Infinity Counseling	B6-11	6	Bound Brook Ct	Counseling Services	Professional Services
Sullivan & Sullivan Tax Service	B6-12	6	Bound Brook Ct	Accounting & Bookkeeping General Svc	Professional Services
Harbor Sign Company	D0-11	734	Country Way	Signs Maker	Professional Services
James Wall Family Dentistry	D1-11	754	Country Way	Dentists	Professional Services
Robinson Law	C7	757	Country Way	Attorneys	Professional Services
Atlantic Roof Restoration	C7	757	Country Way	Roofing Contractors	Contractors, Repair, Design Services
VACANT/Former Dottie's Cleaners		761	Country Way		Vacancy
Brian Kerins	D2-21	762	Country Way	Air Conditioning Contractors	Contractors, Repair, Design Services
Artemis Trust	D2-22	762	Country Way	Financial Advisory Services	Professional Services
VACANT/Former R I Lackey Scituate		762	Country Way		Vacancy
Amerlang Plumbing & Heating	D2-16	762	Country Way	Plumbing Contractors	Contractors, Repair, Design Services
VACANT/Former Baked		763	Country Way		Vacancy
Grand Gables Realty Group Inc	A1-11	763	Country Way	Real Estate	Professional Services
Village Interiors	D2-13	764	Country Way	Draperies & Curtains	Retail Shops
South Shore Printing	D2-11	764	Country Way	Commercial Printing	Professional Services
The New Upholstery Shop	D2-12	764	Country Way	Draperies & Curtains	Retail Shops
Anthony & Cleo's Hair Design	D2-14	766	Country Way	Beauty Salons	Personal Services
W A Hendrickson Company	D2-15	766	Country Way	Electronic Wholesale	Professional Services
VACANT/Municipal Advisors Group		766	Country Way		Vacancy
Gentleman and Daughter Antiques	A2-11	767	Country Way	Antiques Store	Retail Shops
XXX Cabinet Maker		769	Country Way	Cabinet Maker	Contractors, Repair, Design Services
Above All Others Hair Salon	D3-11	770	Country Way	Beauty Salons	Personal Services
MBTA Station - North Scituate	A3-11	771	Country Way	Transportation	Public Service and Attractions
Marylou's Coffee Shop	D3-12	772	Country Way	Coffee Shops	Restaurants, Cafes, Pubs
Feathered Nest Antique Store	D3-13	776	Country Way	Antiques and Gift Shops	Retail Shops
VACANT/O'Donoghue Insurance		776	Country Way		Vacancy
Creative Innovations	A4-11	787	Country Way	General Contractors	Contractors, Repair, Design Services
XXX Financial Services		788	Country Way	Financial Advisory Services	Professional Services
Wilder Brothers Tires	B8-11	788	Country Way	Tire Dealers	Auto Services

1.0 CONTEXT & EXISTING CONDITIONS

NORTH SCITUATE BUSINESS & SERVICE DIRECTORY - MARCH 2016

COMPANY NAME	ID#	ST #	STREET ADDRESS	DESCRIPTION	CATEGORY
Harmon Coffee	B8-12	788	Country Way	Coffee Shop	Restaurants, Cafes, Pubs
AJA International	A5-11	809	Country Way	Nonclassified Establishments	Professional Services
Anderson Fuel Inc	D7-11	331	Gannett Road	Oils-Fuel (Wholesale)	Professional Services
Cosmos Cafe	D6-11	333	Gannett Road	Pizza	Restaurants, Cafes, Pubs
Tedeschi Food Shop	D5-11	337	Gannett Road	Convenience Stores	Retail Shops
Hatherley Welding	B18-13	340	Gannett Road	Welding	Professional Services
Peridot Scituate	B18-17	340	Gannett Road	Beauty Salons	Personal Services
Salon Taj	B18-11	340	Gannett Road	Beauty Salons	Personal Services
South Shore House Doctors	B18-12	340	Gannett Road	General Contractors	Contractors, Repair, Design Services
Diverse Roofing	B18-14	340	Gannett Road	Roofing Contractors	Contractors, Repair, Design Services
Kevin Bungazone Painting	B18-15	340	Gannett Road	Painting Contractors	Contractors, Repair, Design Services
Riverstone Landscapes	B18-16	340	Gannett Road	Landscape Contractors	Contractors, Repair, Design Services
Stephen D Gill Law Office	B17-22	344	Gannett Road	Attorneys	Professional Services
Circe's Grotto	B17-11	344	Gannett Road	Restaurants	Restaurants, Cafes, Pubs
Vinette Day Spa	B17-13	344	Gannett Road	Spas-Beauty & Day	Personal Services
Digital Scanning Inc	B17-21	344	Gannett Road	Services Nec	Professional Services
Sticks & Stones Kitchens	B17-14	344	Gannett Road	Plumbing Fixtures & Supplies	Retail Shops
MOCO Inc	B17-23	344	Gannett Road	Laboratories-Research & Development	Professional Services
The Gelato Grotto	B17-12	344	Gannett Road	Ice Cream Parlors	Restaurants, Cafes, Pubs
McBrien's Diagnostic Repair	B16-11	348	Gannett Road	Automobile Repairing & Service	Auto Services
Super Petroleum Filling Station	B16-12	348	Gannett Road	Service Stations-Gasoline & Oil	Auto Services
Prospero Cerraduras	B16	348	Gannett Road	Nonclassified Establishments	Professional Services
US Post Office	D4-19	357	Gannett Road	Post Offices	Public Services & Attractions
Gannett Grill	B15-12	358	Gannett Road	Restaurants	Restaurants, Cafes, Pubs
Funtastics	D4-18	359	Gannett Road	Gymnastic Instruction	Fitness
Jamie's Pub	B15-11	360	Gannett Road	Restaurants	Restaurants, Cafes, Pubs
Luxury Nail & Spa	D4-17	361	Gannett Road	Spas-Beauty & Day	Personal Services
Reading Adventure A B C	B14-21	364	Gannett Road	Education Services	Professional Services
C T Outfitters	D4-16	365	Gannett Road	Clothing-Retail	Retail Shops
Dependable Cleaners	D4-15	365	Gannett Road	Cleaners	Professional Services
Still Waters Wine & Gourmet	B14-12	366	Gannett Road	Wine Store	Retail Shops
Wilburs North Ice Cream & Sandwiches	D4-14	367	Gannett Road	Ice Cream Parlors	Restaurants, Cafes, Pubs
William M Leonard Law Office	B14-11	368	Gannett Road	Attorneys	Professional Services
Classic Cuts	D4-13	369	Gannett Road	Beauty Salons	Personal Services
Artsey	D4-12	371	Gannett Road	Walk In Art Studio and Classes	Arts & Crafts
Crush It Fit		375	Gannett Road	Fitness Center	Fitness
VACANT/Interior Consignments		375	Gannett Road		Vacancy
Nor'Easter Surf Shop	B13-11	376	Gannett Road	Surfboard Shop	Retail Shops
Scituate Pharmacy	B12-11	384	Gannett Road	Pharmacies	Retail Shops
Live Fit	B11-11	394	Gannett Road	Fitness Center	Fitness
Hingham Institution of Savings	B10-11	400	Gannett Road	Banks	Banks & ATMs
N. Scituate Pocket Park	C3	1	Henry Turner Rd	Public Park	Public Service and Attractions
MBTA Parking Lot	C2	7	Henry Turner Rd	Public Parking Lot	Public Service and Attractions
WPA Building (Town Meeting Hall)	C1	7	Henry Turner Rd	Public Meeting Hall	Public Service and Attractions
Bonomi Construction	B19-11	7	Mordecai Lincoln Rd	Construction Companies	Contractors, Repair, Design Services

1.0 CONTEXT & EXISTING CONDITIONS

PUBLIC INFRASTRUCTURE & UTILITIES

Public Water and Sewer

The North Scituate Village Area is serviced by the Town's public water system but not the public sewer system. Scituate's plan for sewerage in environmentally sensitive areas and other locations in need of sewer is approved by DEP and includes six phases. The Town has completed Phases I through III, with Phase IV consisting of properties on the "Tree Streets" between Front Street and Tilden Road, and other areas near Scituate Harbor. The first areas covered in the plan were Scituate Harbor, Humarock and Greenbush-Driftway.

In 2000, the Town completed an upgrade of the Wastewater Treatment Plant, resulting in an increased capacity of .6 million gallons. The total capacity of the plant is now 1.6 million gallons. North Scituate, Captain Peirce Road west of Country Way and Bulrush Farm Rd. are in Phase V. Phase VI covers the coastal areas of Minot and the Glades. According to the DPW Sewer Division, the plant's capacity is adequate for expansion of the system for Phases I through VI. However, the poor condition of the collection system in certain areas has taken priority over expansion.

With generally poor soils and without public sewers, North Scituate cannot continue to develop to any significant extent. Providing sewer infrastructure would be necessary to facilitate new investment toward the renovation, expansion and redevelopment of existing buildings. While the next phase of the sewer plan is expected to begin in 3 to 5 years (after completion of the ongoing improvement project), there has been discussion about accelerating or reordering the sewer improvement plans to provide a timelier extension to North Scituate.

Sewer service is critical for higher density, mixed-use development. Other villages in Scituate including the Harbor and Greenbush are currently served by sewer, but North Scituate is not. A sewer main connected to the plant was laid in the MBTA ROW when the new tracks to North Scituate were installed. However, this line will need to be extensively evaluated to determine its functionality as part of the process of getting support from DEP to make North Scituate a higher priority for sewer connection.

1.0 CONTEXT & EXISTING CONDITIONS

Current challenges in the sewer system are the following:

- With 2,875 connections @ 4 persons per unit, 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 has funding for design of the Phase 4 expansion but 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 a higher priority for DPW over sewer expansion.

Private Septic Systems: Septic systems are a major source of nutrient loading that can affect both surface water and groundwater with the potential to adversely impact public water supplies, swimming beaches, fishing and shellfishing areas, and aquatic habitats. In 1976, **Title 5** was first established. Additional more stringent regulations were promulgated in 1995 which include specific design criteria regarding the design of on-site systems.

These regulations are still in place and require that all septic systems be inspected prior to a home being sold, with inspection results being recorded with the Board of Health. In the event that an on-site septic system fails the inspection, the sale of the home is contingent upon the repair of the system. The Board of Health also keeps records of all septic system pump-outs performed within the town.



Scituate Wastewater Treatment Plan on the Driftway

1.0 CONTEXT & EXISTING CONDITIONS

Although cesspools do not meet the requirements of Title V, they do not provide the same level of protection as more traditional septic systems such as leaching fields and trenches. However, they do not need to be automatically upgraded or repaired if they meet the performance criteria of Title V.

In addition to Bound Brook and its associated floodplain, North Scituate is close to the Gulph River and its adjacent salt marshes, and groundwater is high in many areas. Consequently, soils in the area are generally of poor quality for private septic systems.

Wastewater Treatment Alternatives: Per Title V, any system that is sized for greater than 2,000 gallons per day requires a pressure dosed pump system. Any system that is sized for greater than 10,000 gallons per day requires enhanced treatment or essentially a package plant type of system. These systems can be extremely expensive and can impact development decisions regarding the economic feasibility of a project.

Package treatment plants have been discussed as an alternative to public sewer expansion. However, the 10,000 gallon per day limit is a fairly low threshold to meet.

For example, a residential development consisting of 30 3-bedroom units would generate a flow of 10,000 gallons per day under Title V and would trigger the requirement for enhanced treatment. Therefore, a small WWTP might service between 25-50 residential units and possibly including some mixed use such as office and retail. (These commercial uses have a low wastewater gpd rate while restaurants are much higher).

The nature of enhanced treatment systems varies from unit to unit and the cost varies depending on the level of effluent required. Treatment systems such as Amphidrome systems and FAST systems are popular on the South Shore and provide varying levels of treatment. Amphidrome systems can be sized to treat up to 500,000 gallons per day. However, the tanks, pumps, and treatment units are expensive. These systems also require a large underground disposal area that can use valuable real estate that can impact the total build out of any project. (Donovan Farms in Norwell is a good example of a small package treatment plan which serves a cluster development and utilizes common open space for the injection system).

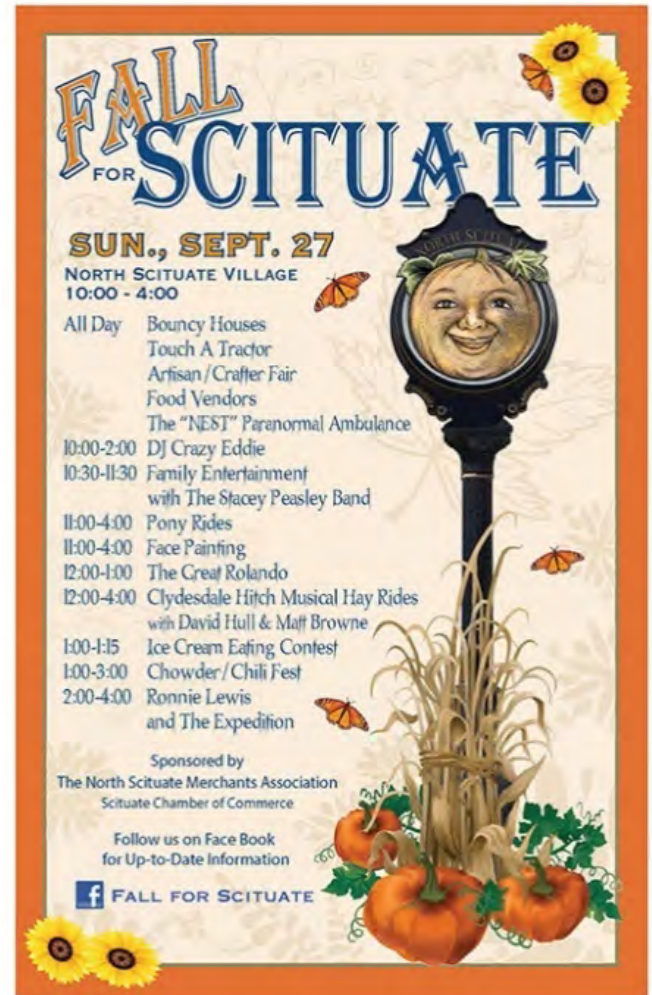
1.0 CONTEXT & EXISTING CONDITIONS

Wastewater treatment is a common issue on the South Shore and many communities struggle with the need to provide municipal wastewater service. For example, the Town of Hingham has been exploring the installation of municipal sewer service in South Hingham near the South Shore Business Park. The lack of sewer in this area has been an impediment to the development of the Park because on-site sanitary systems are required to support any new development. The Town of Kingston is also experiencing a lack of new development and reinvestment in its Town Center and along commercial corridors due to severe constraints on sewer capacity.

Ultimately, development decisions are not based on the availability of sewer service alone, but it is a critical factor in North Scituate. Detailed analysis should be conducted by the Town that determines the cost of extending municipal sewer service to areas targeted for dense development, and the potential tax revenues that may be realized by new investment these properties.

Public Utilities

Natural gas is available in North Scituate and is provided by Columbia Gas Company. Electric rates are competitive and service is provided by Eversource, National Grid and Keyspan.



North Scituate hosts the annual Fall for Scituate Festival

1.0 CONTEXT & EXISTING CONDITIONS

PUBLIC TRANSPORTATION

Bus Transit



The **Scituate Sloop** (operated by GATRA) provides local shuttle bus service with regional connections. The Sloop operates on a fixed route for both weekday and weekend service between Scituate Harbor, Widows Walk, Greenbush MBTA, Town Hall, Central Park, Wheeler Park, and Senior Center. The service does not extend to North Scituate at this point but the possibility of a future route has been discussed.

MBTA Commuter Rail Service

The North Scituate MBTA Station on Country Way is located just north of the village center and is on the Greenbush commuter rail line. The station includes 279 parking spaces in two lots with an average weekday availability rate of 54%. The average weekday ridership in 2014 was 5,411 passengers. The North Scituate station attracts the second highest number of riders on the Greenbush line and has an average of 532 weekday inbound station boardings, representing 17.6% 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.

The Village Center abuts several residential neighborhoods with predominantly single-family homes. These homes are increasingly sought after because they are within a convenient walk or drive to the MBTA commuter rail station. As such, commuters have the opportunity to frequent the businesses in North Scituate while in route to and from the train station.

1.0 CONTEXT & EXISTING CONDITIONS

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) that have broken ground 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, or where structured parking can be utilized to support both new development and commuters. As new development generates increased ridership, it will also be more feasible for the MBTA to increase weekday service frequency.

Although commuter rail service has the most direct impact on residential growth, there is less of a correlation between transit stations and commercial development. However, as new TOD projects are built, it can be anticipated that economic benefit will occur as more residents are present to support local businesses.



2.0 CHALLENGES & OPPORTUNITIES

The 2014 Scituate Economic Development Plan identified several strengths, weaknesses, and opportunities in North Scituate as listed below:

NORTH SCITUATE STRENGTHS & WEAKNESSES	
Strengths	Weaknesses
<ul style="list-style-type: none"> <input type="checkbox"/> Commuter Rail station provides transit option for residents who work in Boston. <input type="checkbox"/> Established village setting and retail amenities. <input type="checkbox"/> Housing market is competitive, particularly homes within walking distance to the train station. <input type="checkbox"/> Low retail and office vacancies. 	<ul style="list-style-type: none"> <input type="checkbox"/> Lack of sewer limits development and redevelopment opportunity. <input type="checkbox"/> Distance from Route 3A and Scituate Harbor. <input type="checkbox"/> Many existing structures are older and may be difficult to retrofit and require more maintenance. <input type="checkbox"/> Need for vision - What does North Scituate want to be?



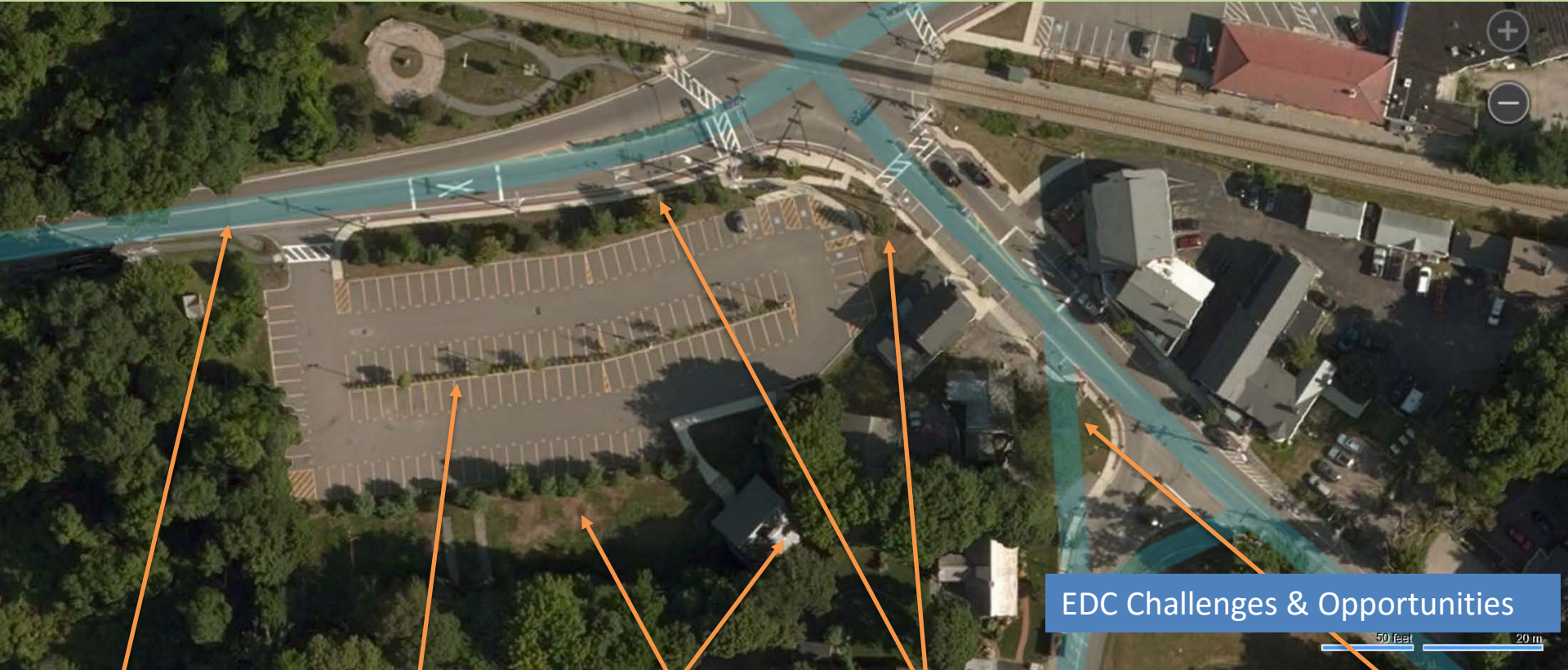
2.0 CHALLENGES & OPPORTUNITIES

Opportunities and constraints identified in the 2014 Scituate Economic Development Plan include the following:

NORTH SCITUATE OPPORTUNITY & CHALLENGES	
Opportunities	Constraints
<ul style="list-style-type: none"> <input type="checkbox"/> Redevelopment on underutilized properties with a more intensive mix of uses including ground floor retail with residential and/or office space on upper floors. <input type="checkbox"/> Multi-family residential within walking distance of the train station. <input type="checkbox"/> Neighborhood-oriented retail to serve residents and commuters. Potential for mixed-use development to create greater density and create a more cohesive and active village environment. <input type="checkbox"/> Potential for mixed-use development to create greater density and create a more cohesive and active village environment. <input type="checkbox"/> Opportunity to maximize character as a small transit oriented village with buildings of architectural significance related to the original train line. 	<ul style="list-style-type: none"> <input type="checkbox"/> Until sewer service is added, further development is unlikely. <input type="checkbox"/> Distance from highways and other destinations in Scituate limits potential. <input type="checkbox"/> Improved signage is needed to attract visitors from Route 3A.
<p><i>From the 2014 Scituate Economic Development Plan, MAPC</i></p>	

On March 9, 2016 the Scituate Economic Development Commission (EDC) conducted a visioning session on the North Scituate Village Center for the purpose of creating an overall conceptual plan and strategic plan to guide future growth, conservation, and infrastructure enhancements over the next 10 years. EDC members started with a walkabout on the village center followed by group identification of positive attributes and constraints, and a scenario-building exercise for future growth opportunities. This session served as the foundation for the North Scituate Vision Plan.

N. SCITUATE VILLAGE CHALLENGES & OPPORTUNITIES



Install Gateway Treatment-
“Welcome to North Scituate Village” monument with plantings.

Underutilized MBTA Parking Lot –
Work with MBTA to provide more general public parking, open space and mixed use redevelopment.

Upgrade WPA Building & Grounds – Improve ADA access; Install playground equipment; Establish community garden; Program NS events and activities.

Mixed Use Development –
Opportunity for infill development along Henry Turner Bailey Rd and Country Way with commercial at street level, residential above, and parking and open space behind.

Install Gateway Treatment-
“Welcome to North Scituate Village” sign and landscaping with historic marker at Gannett’s Corner.

Install NS Village Kiosk – Add the business directory and community events to the sign boards on the MBTA platform.

Potential Redevelopment Site – Opportunity for mixed use or residential development.

Potential Infill Development Site – Opportunity for mixed use or residential development.

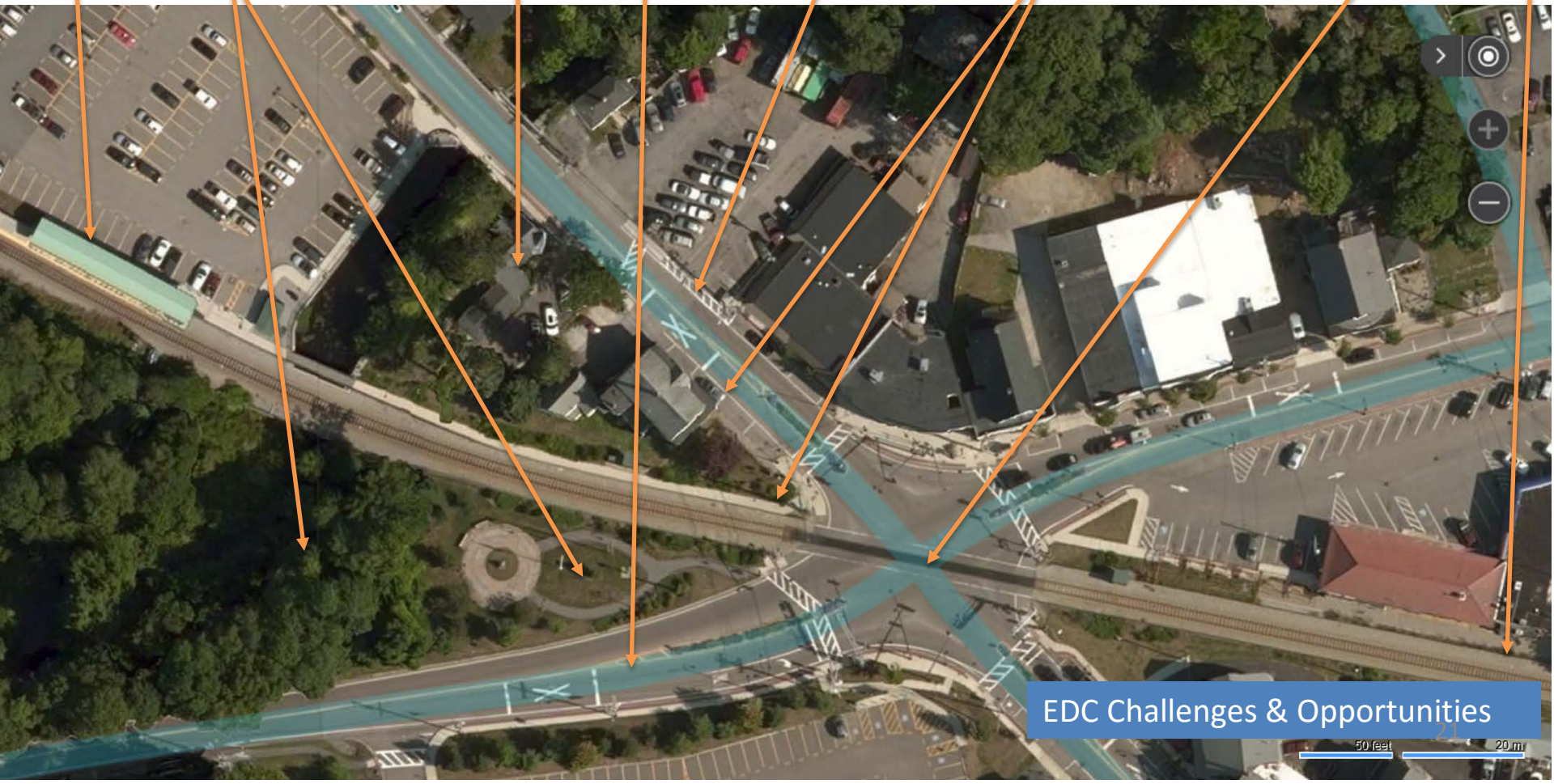
Expand Public Sewer – Evaluate condition of sewer main in RR ROW and deter best opportunity to expand into N. Scituate

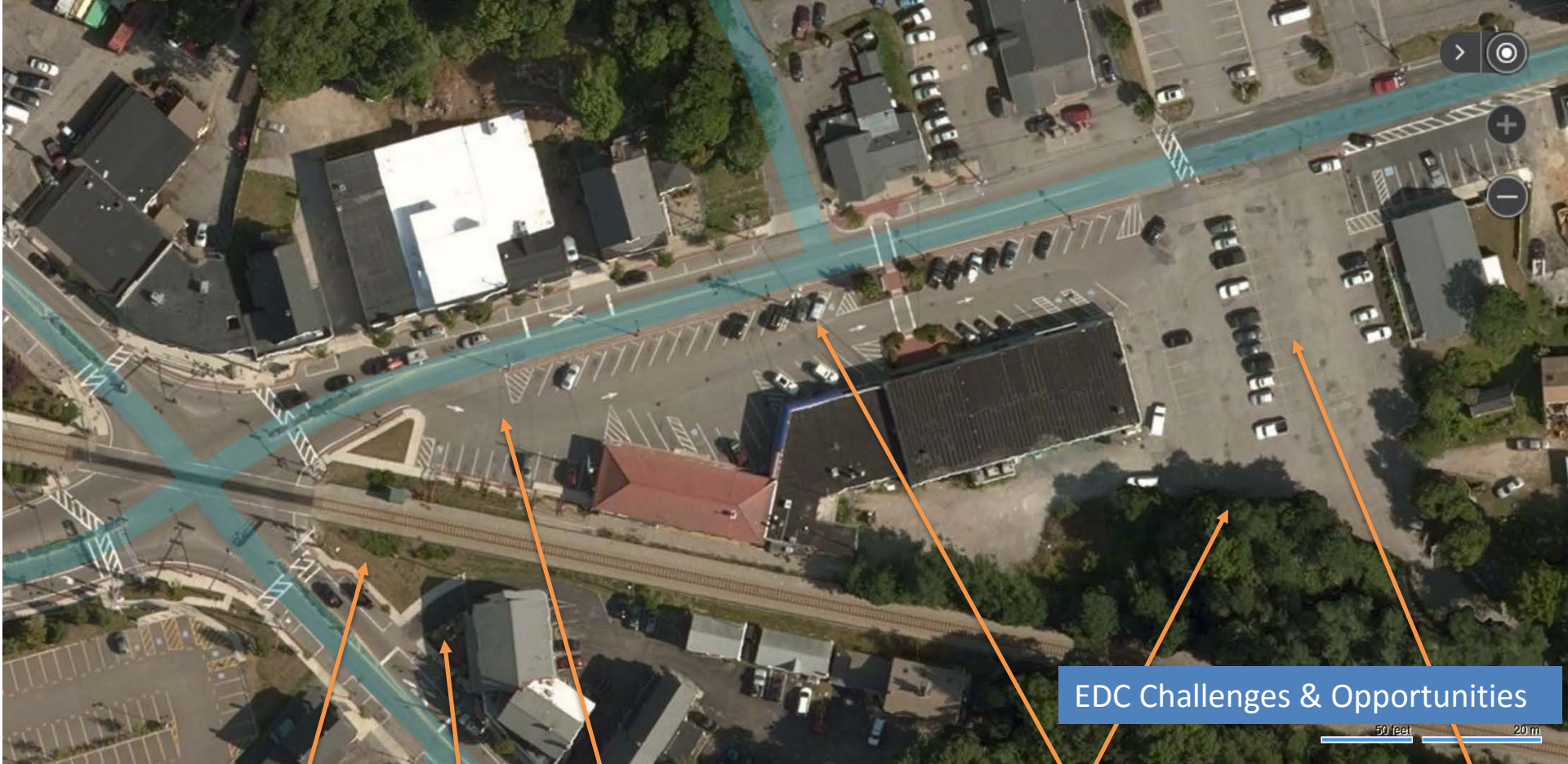
Upgrade Pocket Park – Improve access to Bound Brook and across Gannett Rd; add furnishing to allow more gatherings; activate with more programming; possibly add a coffee kiosk/news stand

On-Street Parking – On Henry Turner Baily Rd to improve use of park and development potential on MBTA lot

Improve Pedestrian Access – Install overhead entrance sign to MBTA walkway; and sidewalk between building and on-street parking to fill gap in connection.

Intersection Enhancements – Add street banners, trees and plantings, and wayfinding signs





EDC Challenges & Opportunities

Create Pocket Park – Reconfigure underutilized space with sitting terrace, landscaping, streetscape treatments, wayfinding signs, and information kiosk.

Create Display/Outdoor Terrace – Close driveway and consolidate access to south; Reconfigure driveway and underutilized front lawn as display or sitting terrace with landscaping and streetscape treatments as extension of new pocket park.

Create Display/Outdoor Terrace – Relocate driveway to east and reconfigure space in front of former train station and platform as sitting terrace with landscaping and streetscape treatments.

Redevelopment Opportunity – New mixed use development at the sidewalk and oriented to pedestrians with common parking area behind and maker/fabrication space in flex buildings along RR

Off-Street Public Parking – A portion of this lot could be used for public parking to support all businesses in the NS Village Center

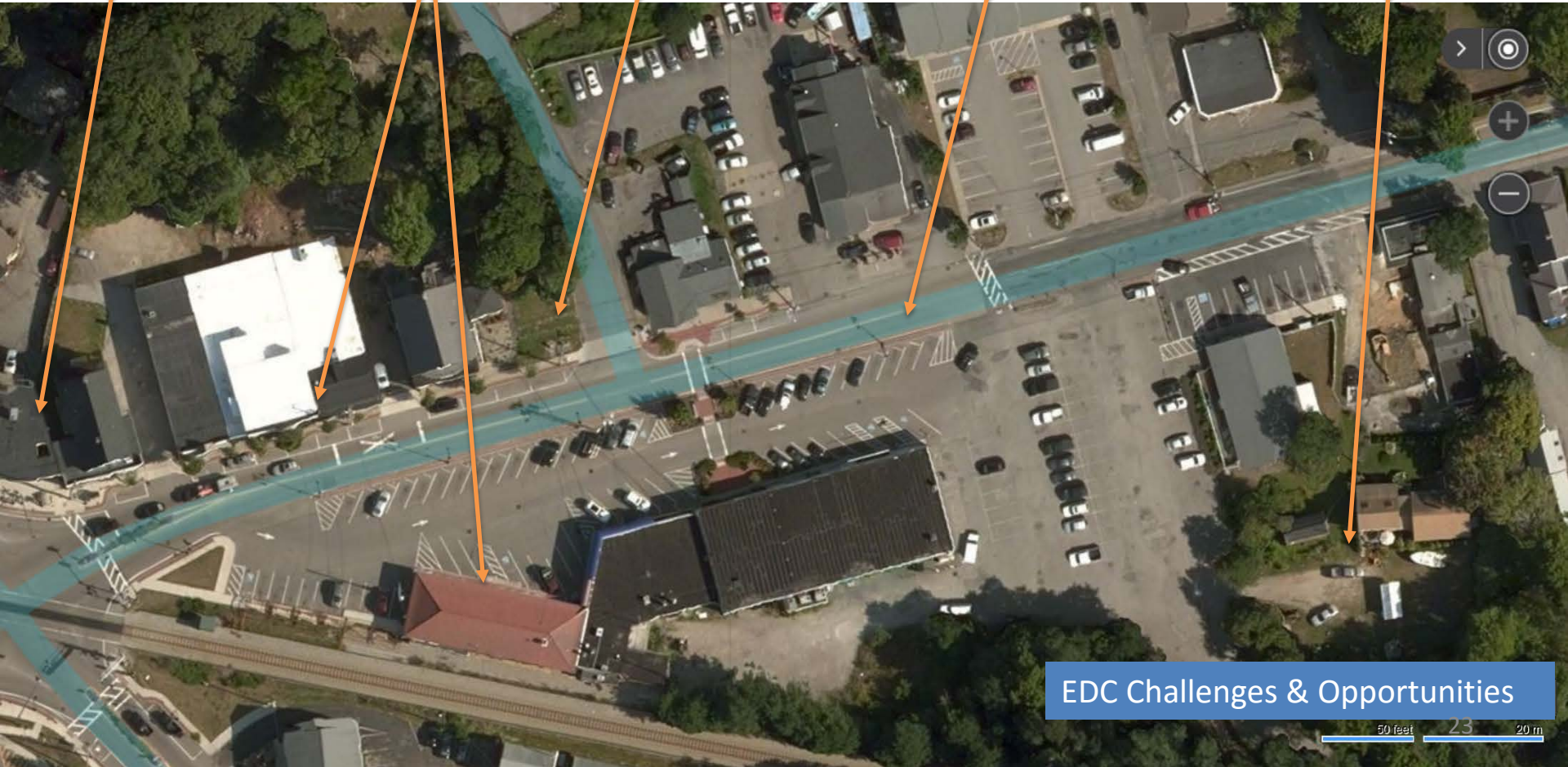
Redevelopment Opportunity – New mixed use development at the sidewalk and oriented to pedestrians with common parking area behind and sidewalk dining area in front.

Façade & Sign Improvements – Encourage and provide incentives for façade and sign enhancements on existing buildings.

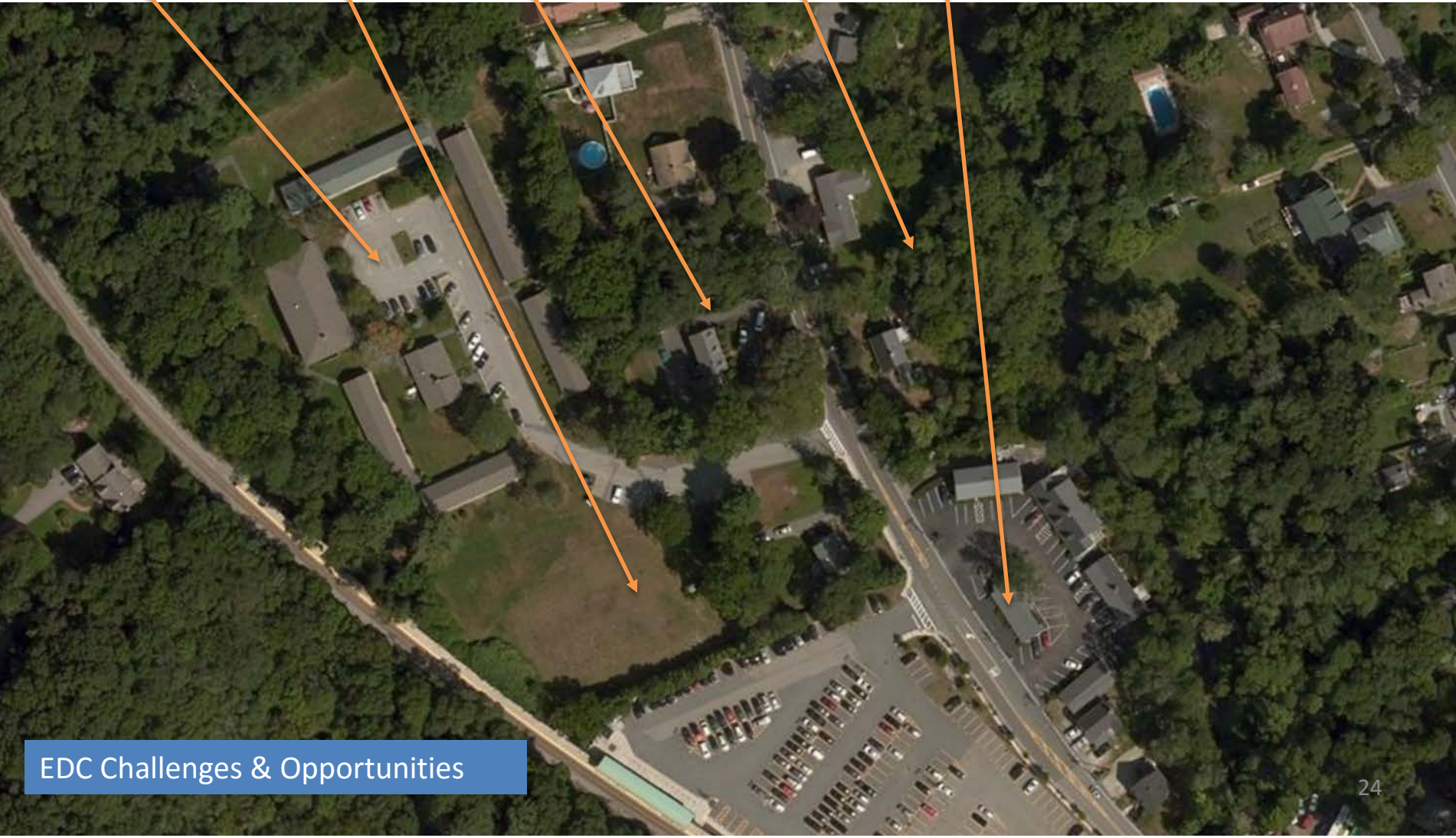
Create Pocket Park – Plant new spruce tree and reconfigure space with sitting terrace, landscaping, streetscape treatments, and information kiosk; Improve and sign trail to open space directly north.

On-Street Parking and Streetscape Improvements – Parking, sidewalks, street trees on Gannett Rd. to serve entire district which has significant on-site parking constraints

Redevelopment Opportunity – New mixed use, residential, or flex/fabrication development and parking for small start up businesses and entrepreneurs.



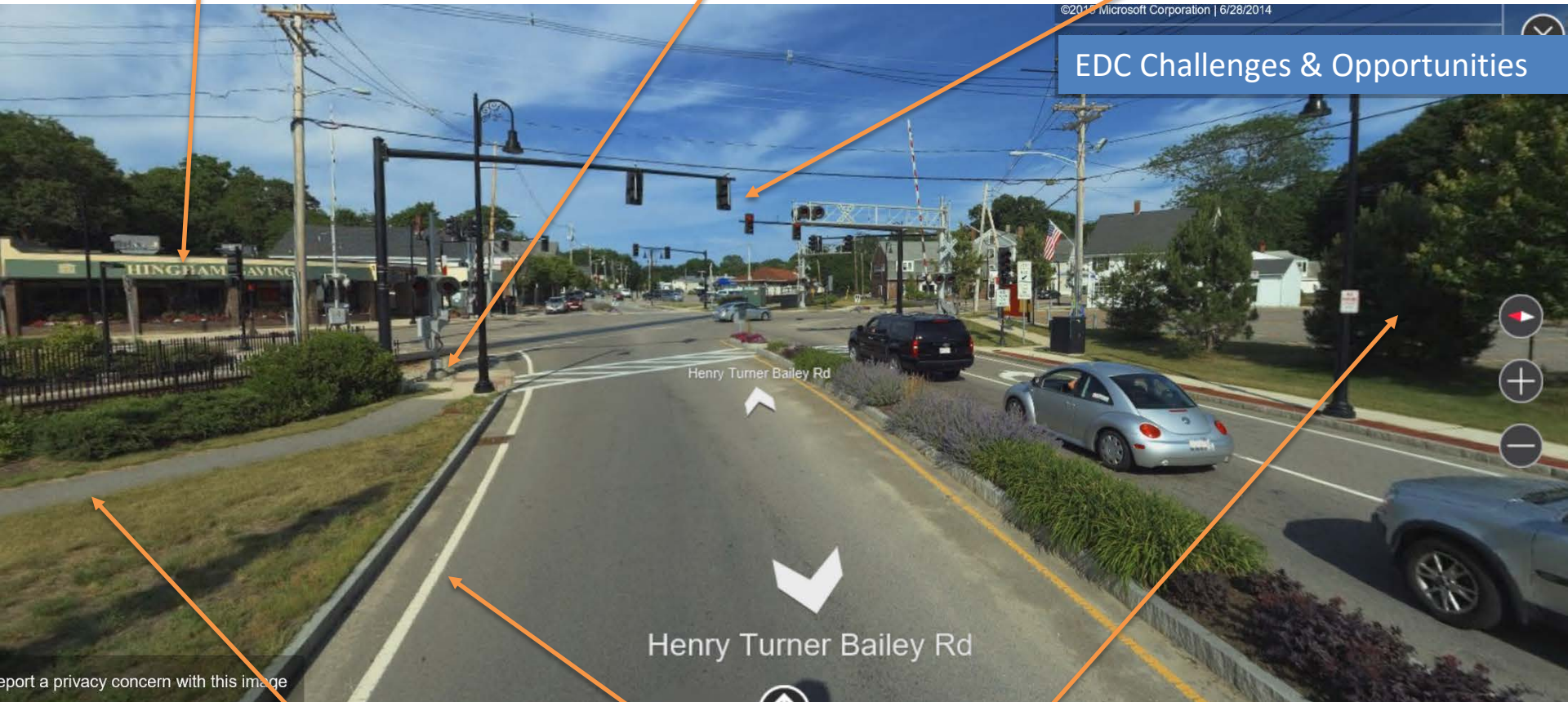
Redevelopment Opportunities – New Traditional Neighborhood Development (TND) and Pocket Neighborhoods providing broad range of housing options for various age groups and income levels; integration of passive and active open spaces and trails accessing the village center, MBTA station, and Bound Brook; and Complete Streets with attractive streetscapes, sidewalks and bicycle amenities



Redevelopment Opportunity – New mixed use development at the sidewalk and oriented to pedestrians with common parking area behind and sidewalk dining area in front.

Improve Pedestrian Access – Install overhead entrance sign to MBTA walkway; and sidewalk between building and on-street parking to fill gap in connection.

Intersection Enhancements – Add street banners, trees and plantings, and wayfinding signs



EDC Challenges & Opportunities

Upgrade Pocket Park – Improve access to Bound Brook and across Gannett Rd; add furnishing to allow more gatherings; activate with more programming; possibly add a coffee kiosk/news stand

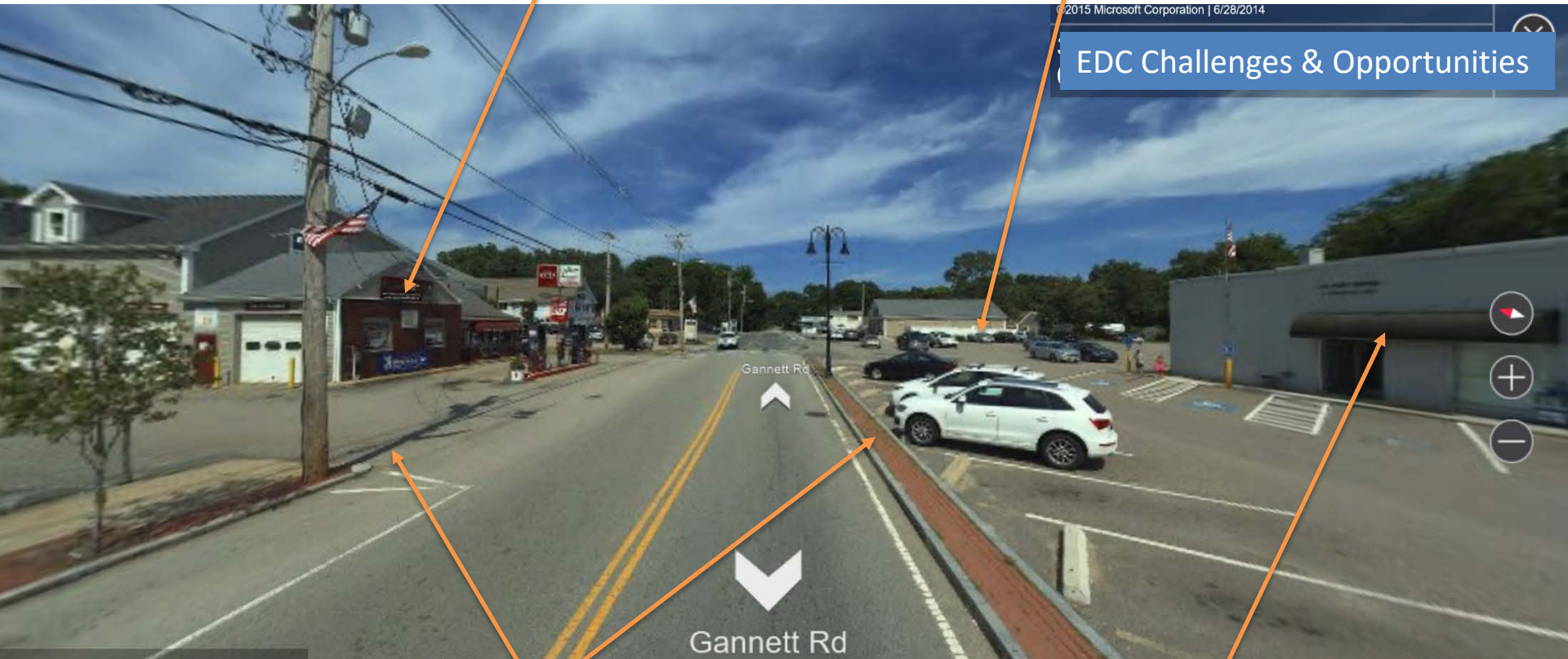
On-Street Parking – On Henry Turner Baily Rd to improve use of park and development potential on MBTA lot

Underutilized MBTA Parking Lot –Work with MBTA to provide more general public parking, open space and mixed use redevelopment.

Install Gateway Treatment- “Welcome to North Scituate Village” monument with plantings.

Façade & Sign Improvements –
Encourage and provide incentives for façade and sign enhancements on existing buildings.

Off-Street Public Parking – A portion of this lot could be used for public parking to support all businesses in the NS Village Center



On-Street Parking and Streetscape Improvements – Parking, sidewalks, street trees on Gannett Rd. to serve entire district which has significant on-site parking constraints

Redevelopment Opportunity – New mixed use development at the sidewalk and oriented to pedestrians with common parking area behind and maker/fabrication space in flex buildings along RR

3.0 RELEVANT PLANS, POLICIES & REGULATIONS

NORTH SCITUATE PLANNING & STREETScape STUDY

Completed by the Cecil Group in 2003, this study explored the potential for land use, open space and streetscape improvements in and around North Scituate Village Center in anticipation of the opening of the Greenbush Line commuter rail extension. Based on community input, a preferred townscape concept plan was created for the center illustrating improvements to village character including the following:

- Streetscape improvements along Gannett Road and the Country Way (completed after the plan);
- Renovation and upgrading of old buildings and storefronts;
- Pocket parks and public outdoor sitting areas (pocket park completed);
- New pedestrian connections and nature trails offering passive recreation along Bound Brook.

Among the recommendations were a village overlay zoning district and design guidelines to encourage development that would enhance the character of the village. (The Village Business Overlay District and some guidelines were adopted in 2007). However, the plan also acknowledged that without sewer minimal development is likely.



N. Scituate Village Concept Plan, 2003



3.0 RELEVANT PLANS, POLICIES & REGULATIONS

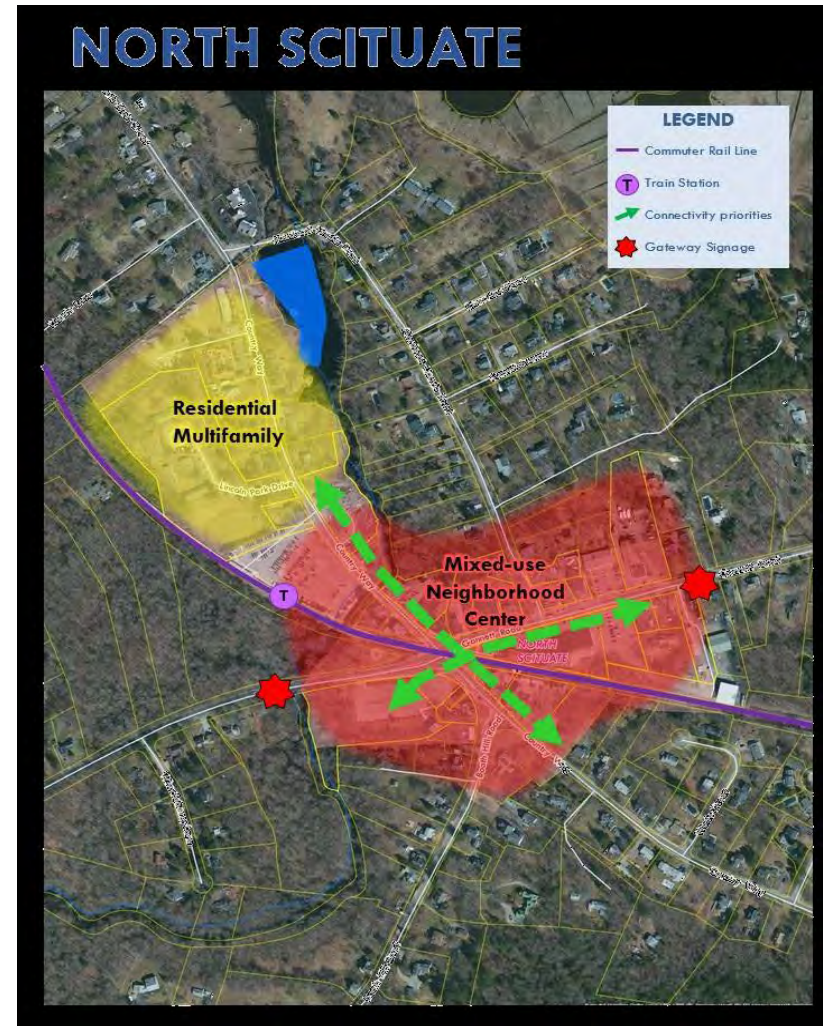
SCITUATE ECONOMIC DEVELOPMENT PLAN

The 2014 Scituate Economic Development Plan and Market Analysis identified several key socio-economic trends and indicators as well as unique advantages to opening or expanding a business in Scituate. This analysis is coupled with strategic area plans for Scituate Harbor, Greenbush-Driftway, Humarock, and North Scituate.

NORTH SCITUATE CONCEPT PLAN

The Economic Development Plan included a conceptual plan which generally illustrates the type and location of future development in the North Scituate Village Center. It suggests that multi-family residential development should occur around the train station on Country Way, and mixed-use development along Henry Baily Turner Road and Gannett Road.

This plan is generally consistent with the new Vision Plan for North Scituate Village Center. Both plans include the same general themes as identified below.



3.0 RELEVANT PLANS, POLICIES & REGULATIONS

SCITUATE ECONOMIC DEVELOPMENT PLAN/ NORTH SCITUATE GOALS & STRATEGIES

Goal: Create an active, neighborhood village through the redevelopment of underutilized and vacant parcels, streetscape and connectivity improvements, and business outreach to attract more local retail and restaurant options that appeal to residents and commuters who use the Greenbush line.

Prioritize Sewer Expansion: Service all of North Scituate to support additional development.

Subareas: Direct different types of development to targeted subareas to best achieve a walkable, amenity rich mixed-use neighborhood that is attractive to local retailers and restaurateurs, and the residents interested in a walkable environment with transit access to Boston.

Neighborhood Village Area: Concentrate medium/higher density mixed use together with ground floor commercial uses and upper floor residential uses (rentals or condominiums up to 20 units/acre) along Gannett Road.

Build Multi-family, Townhouse or Cottage Development: Target area north of the train station along Country Way that appeals to smaller households, and priced (for-sale or rental) for a range of household incomes.

Consider 40R Smart Growth Zoning: To further incentivize mixed use and residential development for boarder range housing type to once sewer is expanded to the area.

Business Attraction and Marketing: Focus on convenience retail that appeals to residents and commuters including a small specialty food market, restaurants and cafes (brings additional meals tax revenues to the town), boutique retail like home goods and cards/gifts, and art galleries.

Connectivity and Public Realm Improvements: Enhance streets to accommodate all users (automobiles, bicycles, pedestrians), sidewalks that accommodate outdoor dining and an active pedestrian street life, more street trees, and more attractive signage.

More Programming and Open Space: Such as pocket parks, outdoor activities, a seasonal outdoor market, holiday strolls, etc.

New Gateway Signage: Such at the entrance from Route 3A to attract more customers.

3.0 RELEVANT PLANS, POLICIES & REGULATIONS

SCITUATE ECONOMIC DEVELOPMENT PLAN

VISUAL PREFERENCE SURVEY

As part of the 2014 Economic Development Plan, a public open house was held in North Scituate and a series of images were shown to participants depicting various forms of development. Workshop participants were asked to rate these images based on their appropriateness and personal preferences for new development in North Scituate Village Center.

Participants emphasized their preferences for residential and retail mixed-use buildings filled by small businesses such as cafés, boutiques, specialty stores, and restaurants. Selected photos depicted developments that were a maximum of two- to three-stories high, giving the village a “small town feel”. Tree-lined streetscapes that are pedestrian-friendly and suitable for outdoor dining and markets were also highlighted in the visual selections for this area.



3.0 RELEVANT PLANS, POLICIES & REGULATIONS

Visual Preferences for North Scituate

Images of development types desired by Open House attendees depicted a mixed-use environment at a “smaller scale” than Greenbush with aesthetic upgrades that would “improve the overall look” of the area. Active uses like restaurants, coffee shops, and a healthy food store, were also desired.



3.0 RELEVANT PLANS, POLICIES & REGULATIONS

LAND USE REGULATIONS

ZONING DISTRICTS (SECTION 300)

The North Scituate Village Center is predominantly covered by two base zoning districts - General Business (GB) and Residence 2 (R2); and two overlay districts - the Village Business Overlay District (VBOD) and Floodplain & Watershed Protection District (FWPD).

Residence-2 (R-2) District

The R-2 district encompasses the area west of the railroad tracks and along Henry Turner Baily Road including the homes on Gannett Pasture Road near Route 3A; the area along Booth Hill Road west of the intersection with Country Way; along Country Way south of the intersection with Booth Hill Road; along Mordecai Lincoln Road north of the properties on Gannett Street; and along Gannett Road east of Cosmos Café. Anderson Fuel at 331 Gannett Road and the property across the street are in R-2.

General Business (GB) District

GB zoning districts are designated in North Scituate, Greenbush, Humarock and along 3A near the Cohasset line. The general purpose is to provide locally-oriented retail, service and office development to surrounding neighborhoods and subareas within Scituate. A range of residential uses, from single-family to multifamily structures, is also allowed but with significant restrictions on density.

The GB district encompasses the core area of the North Scituate Village Center along Henry Turner Bailey Road west to the Bound Brook; along Gannett Road east to Cosmos Cafe; along Country Way north to the Cohasset town line; and south past Booth Hill Road and including Wall Family Dentistry at 754 Country Way.

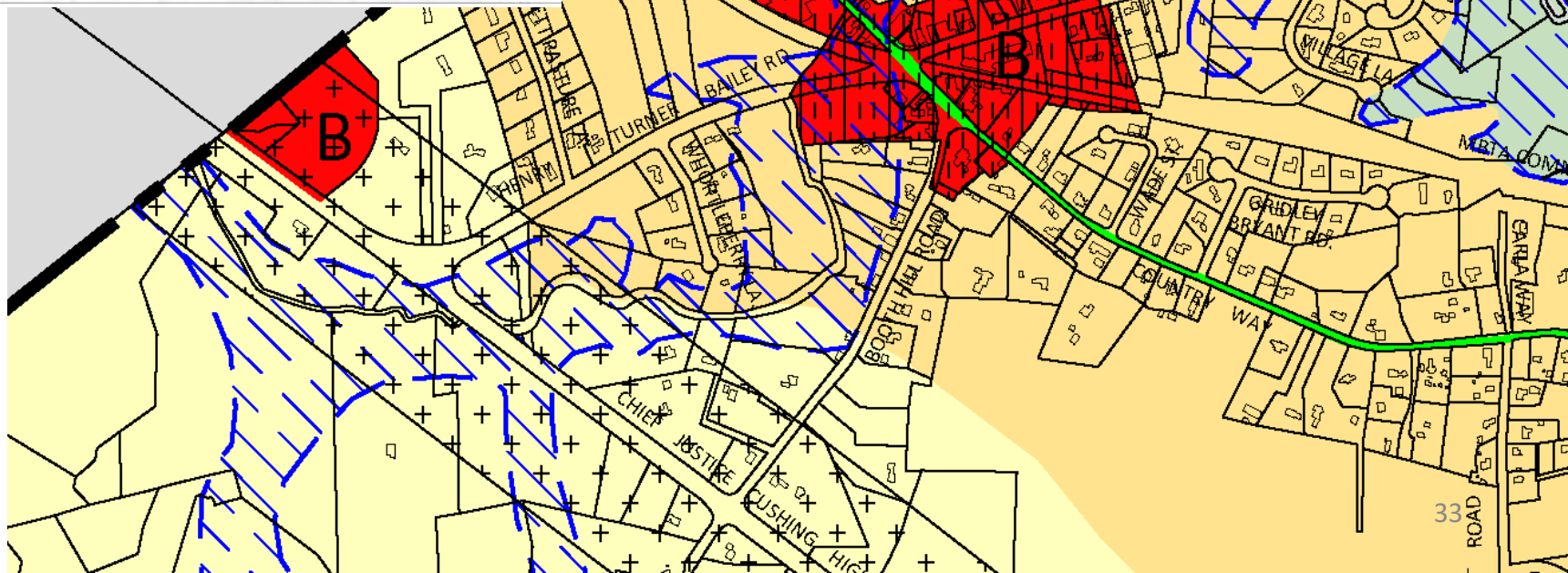
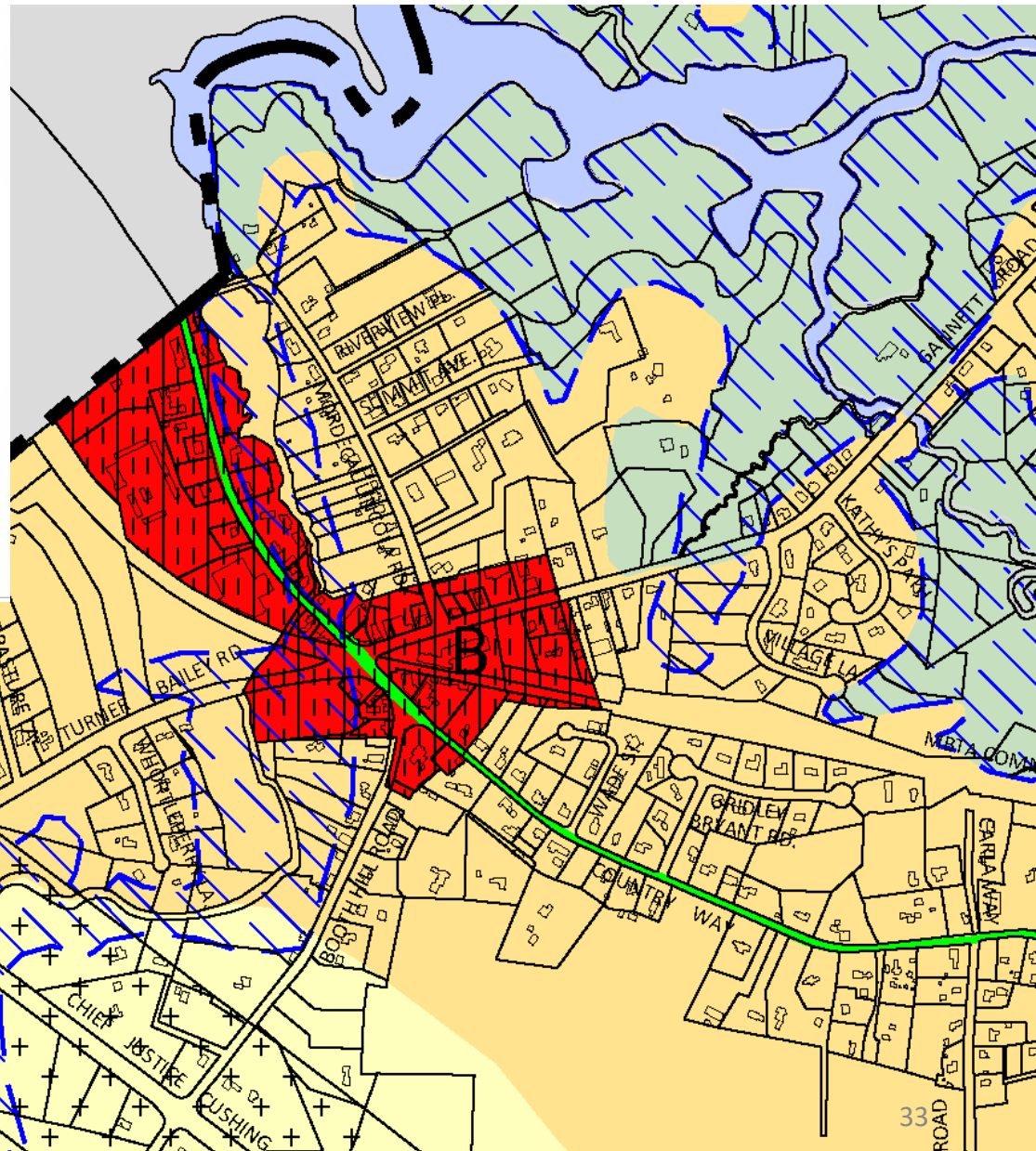
GB allows the same uses as the Harbor Business (HB) District including a broad range of institutional, commercial and agricultural related uses but no industrial uses.

3.0 RELEVANT PLANS, POLICIES & REGULATIONS

LEGEND

ZONING DISTRICTS		MINIMUM DIMENSIONAL REQUIREMENTS					LOT WIDTH (FT.)
		LOT AREA (UPLAND) (SQ. FT.)	FRONTAGE ² (FT.)	FRONT ³ (FT.)	SETBACKS ⁴ SIDE (FT.)	REAR (FT.)	
R-1	RESIDENCE R-1	40,000	100	30	15	30	175
R-2	RESIDENCE R-2	20,000	100	30	15	30	125
R-3	RESIDENCE R-3	10,000	100	30	8	20	100
B	BUSINESS ⁴	--	60	30	8 ⁵	8	--
C	COMMERCIAL ⁴	--	60	30	8 ⁵	8	--
D	SALTMARSH & TIDELAND CONSERVATION DISTRICT						

OVERLAY DISTRICTS	
	FLOOD PLAIN & WATERSHED PROTECTION DISTRICT
	HUMAROCK VILLAGE RESIDENTIAL OVERLAY DISTRICT
	PLANNED DEVELOPMENT DISTRICT (See Zoning Bylaw for information on subdistricts)
	RESIDENTIAL CLUSTER DISTRICT
	VILLAGE BUSINESS OVERLAY DISTRICT
	WATER RESOURCE PROTECTION DISTRICT
	ZONE II
	ZONE A
	WIRELESS COMMUNICATION OVERLAY DISTRICT
	SCENIC ROAD (Parts of the Driftway were designated as a Scenic Road by Article 23 of the 1985 Annual Town Meeting. All other Scenic Roads were designated by Article 53 of the 1974 Annual Town Meeting.)



3.0 RELEVANT PLANS, POLICIES & REGULATIONS

LAND USE REGULATIONS

Commercial uses that are only allowed by Special Permit in the GB District include microbreweries, hotel/motel, vehicle sales, indoor tennis facility, and fast food restaurants. Commercial uses that are not permitted in the GB zone include veterinary hospital, commercial kennel, meeting hall for hire, indoor theatre, health club, swimming pool, tennis court, skating rink, bowling alley, and marijuana dispensary. Some of these uses such as a fitness club, meeting hall, or indoor theater already exist or would be desirable in the village center.

GB allows for low density **residential uses** such as single family, duplexes and a stand-alone multi-family residence but not a multi-family complex or accessory dwelling units which are only allowed by special permit. With a special permit higher density residential (up to 20 units per 40,000 sq. ft.) is allowed in the Village Business Overlay District, which includes almost all areas zoned GB. This zoning was recently amended so only one building must contain mixed use, while other structures can contain all residential uses. The special permit may be a disincentive to investment, but allows review of building design, stormwater and other technical features of new development.

The **dimensional requirements** for uses in the GB district allowed by right are as follows:

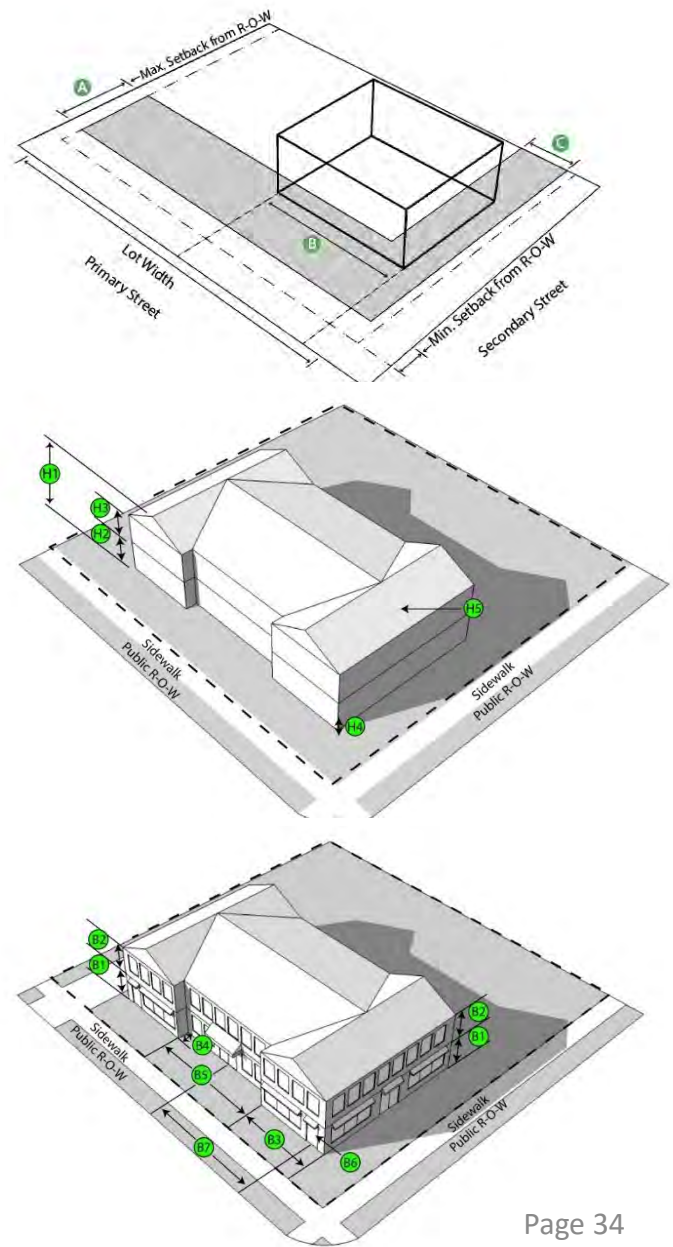
Dimension	Requirement
Minimum Lot Width	100 feet
Minimum Lot Size	Residential: 10,000 s.f. per D.U. Non-residential: N/A
Frontage	Residential: 100 feet* Non-residential: 60 feet
Setbacks	
Front	30 feet
Side	8 feet
Rear	Residential: 20 feet Non-residential: 8 feet
Maximum Height	3 stories or 40 feet
Minimum Open Space	N/A

3.0 RELEVANT PLANS, POLICIES & REGULATIONS

LAND USE REGULATIONS

The 30-foot **front setback requirement** in the GB zone can have a negative effect on the Village Center but it should be noted that much smaller setbacks, or none at all, are permitted in the Village Business Overlay District. This frontage area is the critical pedestrian zone and transitional area between sidewalks and building space. No parking should be located in this area, and active outdoor uses should be made of the space such as a dining terrace, plaza, or display area. Front setbacks in a traditional village centers should be subject to a “Build-To-Zone” which is a minimum and maximum setback envelop in which the front façade of the building is placed to ensure a strong relationship with the street and positive pedestrian environment. The Zoning Bylaw provides requirements for a **multi-family dwelling complex**, but this use is not allowed in any zoning district.

Example **Village Center Form-Based Zoning** with specific standards for building placement, height, orientation, fenestration, articulation and other general design characteristics to ensure traditional development patterns and pedestrian engagement.



3.0 RELEVANT PLANS, POLICIES & REGULATIONS

LAND USE REGULATIONS

Under Section 440.5, **accessory uses** in the GB District includes **outdoor dining** areas accessory to a restaurant, hotel or microbrewery on the same premises, and serving only persons seated at tables. This type of outdoor activities is critical to a successful village center.

Village Business Overlay District (VBOD)

In 2005, the Town adopted the Village Business Overlay District (VBOD) to promote more pedestrian-friendly, “live-work-play” village environments, and encourage higher density mixed-use development in Scituate Harbor, Greenbush and North Scituate. In North Scituate, the VBOD (Section 560) overlays the General Business (GB) District. The VBOD provides residential **density bonuses** which are attractive to developers.



With an improving economy, new interest by the MBTA in transit oriented development (TOD) on excess properties, support by the State through the Smart Growth program (Chapter 40R), and more mixed-use projects throughout the state receiving financing (particularly near transit), the VBOD could be an effective tool for incentivizing more mixed use and residential development in Scituate’s village areas.

Key provisions of the VBOD include:

Purpose: To provide for higher density mixed use and multifamily housing in the village center; increased 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.

Uses: VBOD does not change underlying zoning uses allowed by right or special permit. (As mentioned above some uses that are not allowed in N. Scituate Village under the GB zone should be reconsidered).

3.0 RELEVANT PLANS, POLICIES & REGULATIONS

LAND USE REGULATIONS

Mixed Uses: VBOD specifically allows for Mixed Use Development by Special Permit with performance standards:

- Lot size: Cumulative lot requirements (based on individual uses and buildings).
- Design standards (see below).
- Affordable housing: 15% of DUs must meet affordable standards
- Retail frontage zone: 50% of first floor area must be in retail use on primary corridors.
- Residential Density:
 - o 16 DUs per 40,000 sq. ft. or
 - o 17 to 20 DUs per 40,000 sq. ft. may be authorized if significant public benefits are provided 1 or
 - o Up to 36 DUs per 40,000 sq. ft. in Scituate Harbor if parking is located underground and significant public benefits are provided
- Open Space: 20% of lot area (can be waived by PB for mixed use repurpose of existing building)
- Frontage: 20 feet or as sufficient for access determined by the Planning Board.

Density Bonuses: Up to 20 DUs per 40,000 s.f. in N. Scituate at the discretion of PB and with off-site improvements such as public streets, sidewalks, drainage, water/sewer utilities, open space.

Affordable Housing: Mixed use developments of 7 DUs or less are exempt and larger projects are subject to the following ratios:

Total Housing Units	Required Affordable Units
8-10	1
11-16	2
17-23	3
24-30	4
31-36	5
37-40	6
Above 40	15% of total, calculated according to Paragraph G. above

Affordable housing must also meet 80% of the Median Area Income requirements established by HUD annually; be consistent with Local Initiative Program (LIP) and similar state housing programs; have proper deed restrictions; be consistent with the unit size distribution in the project; and the PB may allow the units to be located off site.

3.0 RELEVANT PLANS, POLICIES & REGULATIONS

LAND USE REGULATIONS

Parking: For office and retail uses, 1 parking space per 300 square feet within 400 feet of a Town Public Parking Lot, or within 400 feet of an MBTA Parking Lot if parking is available during the hours of operation of the retail or office use. For residential uses, 1 space is required per 1 bedroom, 1.5 spaces per 2 bedrooms, and 2 spaces for 3 or more bedrooms.

Design Standards: These standards generally address roofs, dormers, façade treatments, front yard setbacks, building height- upper story setbacks (i.e. “stepbacks”), parking placement, side and rear setbacks, driveways, landscaping, and stormwater best practices in the Water Resources Protection District.

In effect, the VBOD 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 other forms of development in the underlying GB base district but would greatly improve the design and placement of other single use buildings in the village center.

It’s important that all development in the village center is subject to consistent pedestrian-oriented standards for allowed uses, building and parking placement, and design standards that reinforce the development patterns and characteristics of traditional New England 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 context-based standards as mixed use development are.



3.0 RELEVANT PLANS, POLICIES & REGULATIONS

LAND USE REGULATIONS

Floodplain & Watershed Protection (FWP) Overlay District

Section 470 establishes standards for uses and protection of properties in the floodplain and watershed protection area. In North Scituate, the Bound Brook and its floodplain bisects the village center. The area along the east side of Country Way north at the intersection with Gannett Road is in the FWP District. These properties are mostly in residential use except in the areas between the train station and intersection where they are mostly in commercial use. The pocket park on the northwest corner of Henry Turner Bailey Road/Gannett Road intersection is also in the FWP as well as the WPA building and MBTA parking lot on the south side of the intersection. When the dam on Bound Brook is removed just north of the district, the FWD may need to be adjusted in the future.

A limited number of agricultural, parking, recreational, and other public uses are permitted in the FWP zone. New construction is restricted to non-residential fishing and agricultural structures for production on site.

A special permit for substantial improvement of existing structures may be possible if the project is consistent with the requirements of the National Flood Insurance Program (NFIP); does not affect the natural drainage patterns of the watercourse; and if all improvements are consistent with State Building Code pertaining to flood resistant construction. The FWD could significantly limit redevelopment of the MBTA parking lot on Henry Turner Bailey Road and the east side of Country Way north of the intersection.

3.0 RELEVANT PLANS, POLICIES & REGULATIONS

LAND USE REGULATIONS

Signs (Section 710)

In the R2 District, small businesses are permitted to have “tradesmen” signs of six square feet or less; and business and commercial signs not more than 100 square feet in size are permitted by special permit if necessary to provide directions from a public way. In the GB and VBOD district, the following standards apply:

- Signs allowed by right in the R2 district are permitted;
- Two signs are allowed per site and each sign cannot exceed 100 square feet of gross display area;
- Signs can be no taller than the tallest building on site or adjacent buildings if none on site;
- Signs must be on premise and must be externally illuminated;
- Free standing signs must be setback 20 feet from the street;
- Blade signs can't project more than 3 feet off the building and must be 10 feet above the ground;
- Home occupations can have 2 square foot signs and 10 square feet by special permit; and
- No sandwich board signs are permitted on the sidewalk.

The sign regulations are fairly general and silent on the type and placement of different signs that are particularly desirable in a traditional pedestrian-oriented village center. For example, the possibility of 200 square feet of signage, signs as tall as the highest building on site, and ground signs with deep setbacks on any given site could potentially have a negative visual impact on village centers like North Scituate. On the other hand, high quality, well-placed, appropriately-sized blade signs, window sign, wall signs, and sandwich board signs can significantly enhance the pedestrian environment. These are all possible but not a given by any means under the current regulations.

3.0 RELEVANT PLANS, POLICIES & REGULATIONS

LAND USE REGULATIONS

Common Driveways (Section 720)

Common driveways are allowed by special permit and have detailed standards. While the standards are intended for residential driveways, excessive curbcuts diminish the pedestrian environment and reduce pedestrian safety in commercial areas, particularly in village centers. Common Driveway standards under Section 720 should also encourage and incentivize shared access between adjacent lots in business districts.



Design Review for Business, Commercial, Mixed-Use and Multi-Family Development (Section 750)

Under Section 750, the purpose of these regulations is to protect “Scituate’s built environment” and to conserve the value of land and buildings through design review for construction of new buildings or expansion of existing buildings which require Major Site Plan Review under Section 770. These guidelines address: Scale of the Building; Height; Proportion of Building’s Front Façade; Rhythm of Solids to Voids in Front Facades; Proportions of Opening within the Facility; Roof Shapes; Relationship of Façade Materials; Historic or traditional architecture; and Site Features. These guidelines apply to all developments requiring major site plan review. An illustrated Guide to Building Design in the Town of Scituate could be useful for showing developers what is expected more clearly than the written description of the Zoning Bylaw.

3.0 RELEVANT PLANS, POLICIES & REGULATIONS

LAND USE REGULATIONS

Parking Requirements (Section 760)

General parking requirements include the following:

- ❑ Dimensions: Parking spaces must be 162 s.f. in area (typically 9x18).
- ❑ Parking Lot Landscaping:
 - 1 tree/8 parking spaces required in planting areas or within 10 feet of paved area.
 - Existing trees can be used but all trees must be 2" diameter and planted in a minimum of 40 s.f. of soil.
 - A minimum of 5% interior space of parking lots with 25 spaces or more must have a landscaped strip of 4 feet or more.
- ❑ Parking Reserve: A construction waiver may be granted for a portion of required parking if demonstrated that shared use of a parking lot by activities having different peak demand times justifies reduction.

Table of Parking Requirements (Section 760.6): include the following:

Use	Number of Spaces Required
Residential	1 space per bedroom (except single or two-family dwellings)
Retail or service	1 space per 200 SF GFA
Professional or other office	1 space per 300 SF GFA
Restaurant	1 space per 4 seats
Places of public assembly, including auditoriums, theaters, clubs, and recreational facilities	1 space for every 3 occupants as determined by the State Building Code
Marina	1.5 spaces per boat capacity
All other uses	Parking space adequate to accommodate normal demand as determined by the Planning Board

3.0 RELEVANT PLANS, POLICIES & REGULATIONS

LAND USE REGULATIONS

Under Section 760.7 and 8, standards specific to General Business (GB) and Commercial Districts: (CD) include the following:

- ❑ Street Buffer Strip: A buffer area at least 6 feet deep along the street line is required including a curb and landscaping except for driveways, pedestrian walkways, or bicycle parking.
- ❑ Driveways: Entries must be 24 feet minimum width and located at least 120 feet apart if more than one (center to center). Only one (1) driveway per 200 feet of frontage.
- ❑ Pedestrian Access: Safe and continuous pedestrian access must be provided to and within a parking area, preferably in connection with interior landscaping, and connecting to current or anticipated adjacent pedestrian facilities and to adjoining transit facilities.

- ❑ Bike Parking: A bicycle parking rack is required where 5 or more parking spaces are required in a location convenient to the building it serves. The number and location of bicycle parking spaces is at the discretion of the Planning Board, but not less than 10% of automobile spaces.
- ❑ Parking Waiver: In the GB and HB Districts, the PB may waive the parking requirements for office and retail uses if the applicant can demonstrate that sufficient on-street parking (public or private) exists that may adequately fulfill, in part or in whole, the parking needs, or that special circumstances exist, such as the shared use of a parking lot by activities having different peak demand times.

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. Several recommendations for changes have been made in the Action Plan.

4.0 MARKET ANALYSIS & ECONOMIC DEVELOPMENT POTENTIAL

The following is a synopsis of the key findings for North Scituate from the Scituate Economic Development Plan and Market Analysis prepared by the Metropolitan Area Planning Commission (MAPC) in 2015.

TRADE AREAS

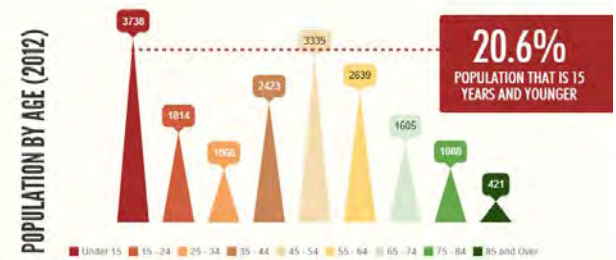
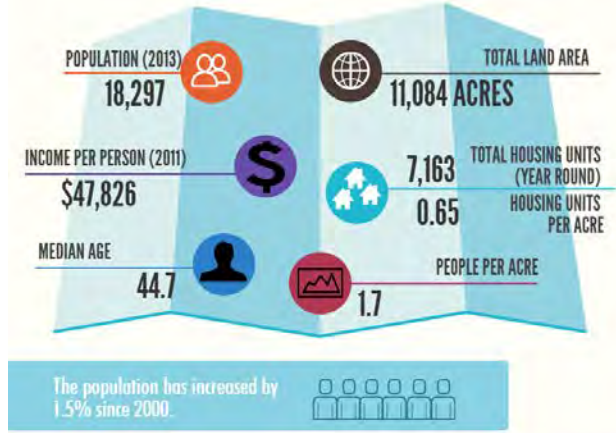
The northern and southern ends of Scituate are more likely to focus around one village or the other, while residents in the middle of town may gravitate in either direction. For example, North Scituate and Greenbush are located approximately four miles apart and residents that live between would likely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

The **primary trade area** for North Scituate Village Center takes in the surrounding residential neighborhoods and a portion of Route 3A extending into Cohasset within a 1-mile radius.

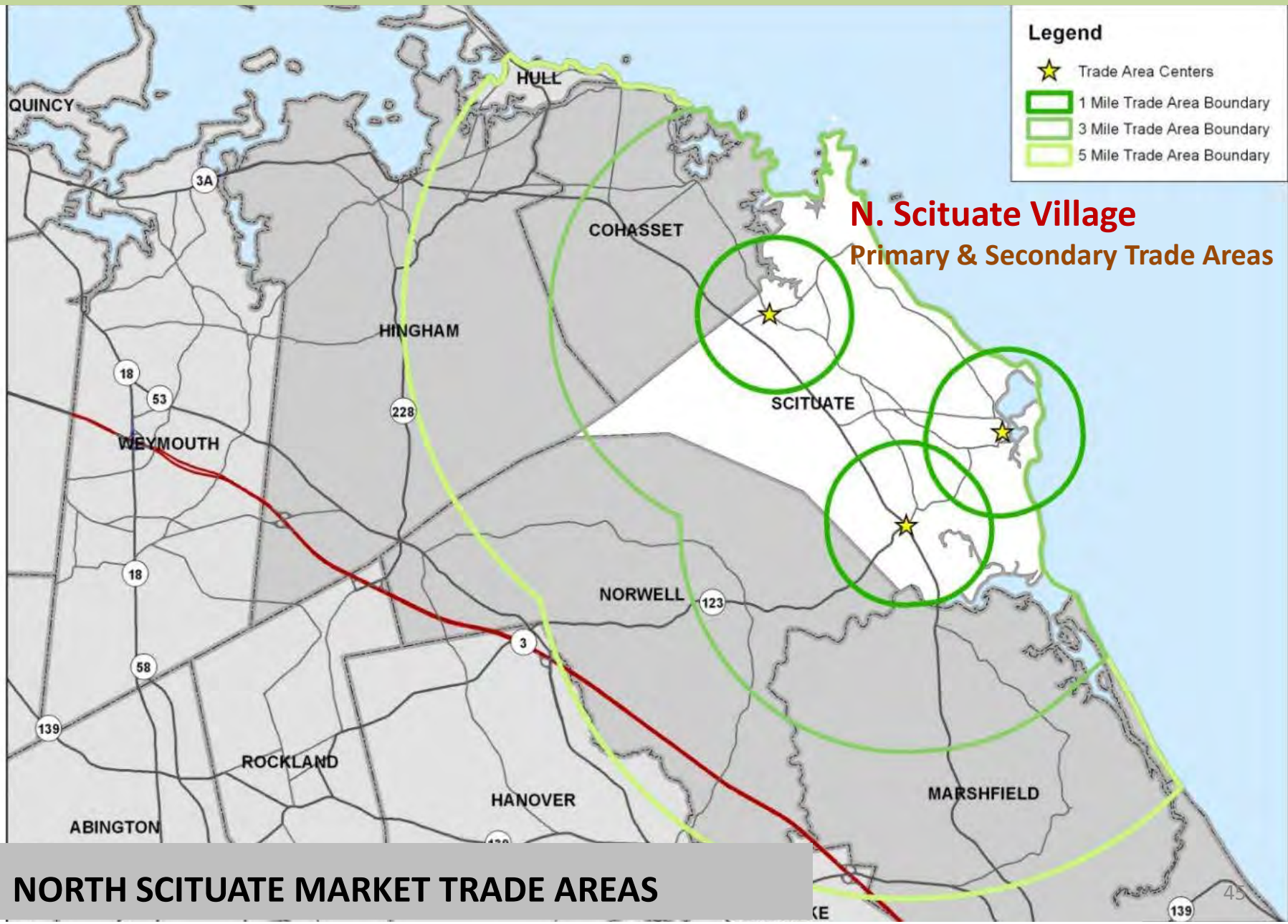
The secondary trade area (a three-mile radius) extends approximately midway to Route 3, where several larger concentrations of retail are located.

The tertiary trade area (a five-mile radius) includes much of Hingham and Cohasset to the north, and extends further into Norwell and Marshfield to the south. Residents within this trade area have a range of options within their surrounding areas to meet most of their shopping needs.

COMMUNITY INDICATORS TOWN OF SCITUATE



4.0 MARKET ANALYSIS & ECONOMIC DEVELOPMENT POTENTIAL



NORTH SCITUATE MARKET TRADE AREAS

4.0 MARKET ANALYSIS & ECONOMIC DEVELOPMENT POTENTIAL

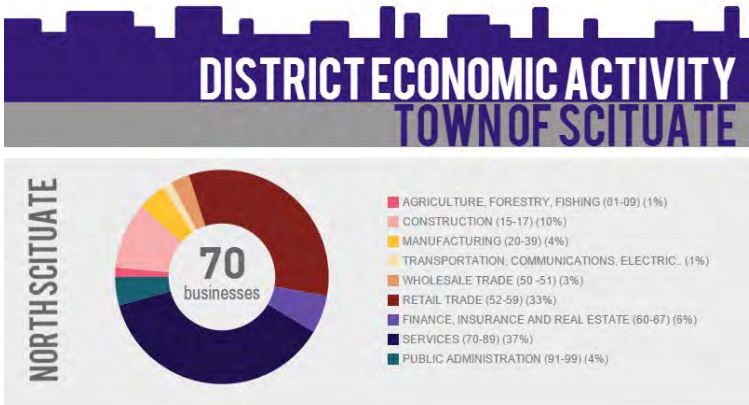
RETAIL MARKET SEGMENTS

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).

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 sales within the trade area, and money goes 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.

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.



4.0 MARKET ANALYSIS & ECONOMIC DEVELOPMENT POTENTIAL

SUMMARY OF GAP ANALYSIS IN NORTH SCITUATE VILLAGE			
Category	1 Mile Radius	3 mile radius	5 mile radius
Convenience Goods, Food	Surplus in beer and wine, convenience food, and pharmacy	Surplus in beer and wine, and pharmacy	Surplus in beer and wine, and pharmacy
Entertainment (Restaurants, Bars)	Surplus in limited service restaurants; leakage in all other categories	Leakage in all categories of food service and drinking places.	Leakage in all categories of food service and drinking places.
Shopping Goods	Surplus in hardware; leakage in all other categories	Surplus in building materials and sporting goods	Surplus in building materials; leakage in all other categories.
Auto-Related and Non-Store Retailers	Leakage in all categories.	Leakage in all categories of auto-related and non-store retail.	Leakage in all categories of auto-related and non-store retail.
<i>Source: Scituate Economic Development Plan and Market Analysis, MAPC, 2014</i>			

4.0 MARKET ANALYSIS & ECONOMIC DEVELOPMENT POTENTIAL

RETAIL GAP ANALYSIS IN NORTH SCITUATE (Surplus)/Leakage			
	0-1 Mile	0-3 Miles	0-5 Miles
Estimated Population in 2011	2,588	18,496	38,268
Estimated Households in 2011	930	6,742	14,249
Estimated Median Household Income in 2011	\$80,253	\$78,028	\$73,664
Total Estimated Spending Potential	\$51,543,738	\$370,268,422	\$773,416,577
Total Estimated Actual Store Sales	\$30,065,709	\$181,902,253	\$372,688,092
Total Retail Trade and Food & Drink Gap/Surplus	(\$1,046,932)	\$1,694,997	\$413,065
Motor Vehicle and Parts	\$5,780,384	\$56,999,880	\$107,781,437
Furniture & Home Furnishings	\$280,839	\$4,982,486	\$12,521,167
Furniture Stores	\$266,307	\$3,367,581	\$8,627,633
Home Furnishings	\$14,531	\$1,614,904	\$3,893,534
Electronics and Appliance Stores	\$949,846	\$6,927,400	\$13,399,711
Appliances, TVs, Electronics	\$687,280	\$5,140,231	\$10,713,604
Computer and Software	\$230,642	\$1,556,868	\$2,680,789
Photographic Equipment	\$31,924	\$230,301	\$5,319
Building Material, Garden Equipment	\$3,653,819	(\$2,573,259)	\$23,788,377
Hardware Stores	(\$305,523)	(\$470,862)	\$411,676
Food & Beverage	(\$1,046,932)	\$1,694,997	\$413,065
Supermarkets	\$333,272	\$3,825,701	\$9,071,563
Convenience	(\$308,706)	(\$185,461)	\$203,605
Specialty Food	\$299,457	\$1,979,632	\$527,076
Beer & Wine	(\$1,370,955)	(\$3,924,875)	(\$9,389,179)
Health & Personal Care Stores	(\$4,803,023)	(\$9,828,904)	(\$8,275,524)
Pharmacy	(\$5,274,381)	(\$13,339,989)	(\$14,651,122)
Cosmetics	\$116,955	\$953,307	\$2,213,253
Optical	\$156,047	\$1,106,792	\$2,286,780
Other Health/Personal Care	\$198,356	\$1,450,986	\$1,875,565

4.0 MARKET ANALYSIS & ECONOMIC DEVELOPMENT POTENTIAL

RETAIL GAP ANALYSIS IN NORTH SCITUATE (Surplus)/Leakage CONTINUED			
	0-1 Mile	0-3 Miles	0-5 Miles
Clothing & Accessories Stores	\$1,447,016	\$14,291,317	\$25,788,287
Clothing	\$993,726	\$10,417,597	\$17,606,069
Shoes	\$33,462	\$963,216	\$2,434,057
Jewelry, luggage, leather goods	\$419,830	\$2,910,503	\$5,748,161
Sporting, Hobby, Book, & Music	\$708,526	\$4,103,286	\$6,262,597
Sporting goods, hobby, instruments	\$441,757	\$2,174,468	\$3,504,156
Books and periodicals	\$225,632	\$1,629,324	\$2,126,138
Music	\$41,137	\$299,495	\$632,304
General Merchandise	\$6,469,639	\$43,567,698	\$85,792,831
Miscellaneous Retail	\$1,135,153	\$7,721,194	\$14,807,547
Florists	\$31,829	\$50,729	\$140,888
Office Supplies, Stationery, Gifts	\$484,311	\$3,188,087	\$5,789,380
Used Merchandise	\$108,348	\$913,301	\$1,912,180
Other Miscellaneous Store Retailers	\$510,666	\$3,569,077	\$6,965,100
Food Services & Drinking Places	\$677,591	\$13,655,564	\$27,072,779
Full Service Restaurants	\$1,511,898	\$7,616,852	\$13,073,758
Limited Service Restaurants	(\$1,044,726)	\$3,011,706	\$8,249,013
Drinking Establishments	(\$129,731)	\$1,042,930	\$2,741,820
<i>Source: Scituate Economic Development Plan and Market Analysis, MAPC, 2014</i>			

4.0 MARKET ANALYSIS & ECONOMIC DEVELOPMENT POTENTIAL

POTENTIAL COMMERCIAL DEVELOPMENT IN NORTH SCITUATE BY TYPE AND SIZE (ESTIMATE)				
	Number	Avg. Square Footage/Each	Total Square Footage	Development Criteria
Full Service Restaurants	1	3,000	3,000	Full Service Restaurant Gap
Limited Service Restaurants	1	1,500	1,500	Limited Service Restaurant Gap / Village Setting / Commuters
Local Retailers	1-2	500-1,500	2,000	Based on gap in Misc. Retailers
Professional Office Space	20	250	2,500	Growth in professional office workers (lawyers, accountants, second office, etc.)
SUBTOTAL			9,000	
<i>Source: Scituate Economic Development Plan and Market Analysis, MAPC, 2014</i>				

5.0 CONCEPTUAL PLANS & DEVELOPMENT SCENARIOS

GENERAL RECOMMENDATIONS & GOALS

The following are the general themes, goals and recommendations identified on the North Scituate Village Center Vision Plan.

Define Subdistricts: Target different types of development by subdistricts to best achieve a walkable, amenity rich mixed-use neighborhood center that is financially viable for local shops and restaurants, and attractive and convenient to area residents.

Core Area of Village Center: Concentrate medium density mixed uses with ground floor commercial use and upper floor residential and commercial uses along Gannett Road and Henry Turner Bailey Road. General guidelines for density include a floor area ratio of 1.5 for commercial and mixed use developments and 20 dwelling units per acre for residential.

Consider 40R Smart Growth Zoning: This tool should be used to further incentivize mixed use and residential development for a broader range of housing types once sewer is expanded to the area.

Diversify the Village Center Housing Stock: Build multi-family, single-family attached (i.e. townhouses and rowhouses) and/or cottage courts north of the Gannett Road intersection and around the train station along Country Way. New housing options should appeal to smaller households, diverse age groups, and be priced (for-sale or rental) to accommodate a broad range of household incomes.

Coordinate Access and Parking: In order for North Scituate to become a more traditional and successful village center, parking and access have to be coordinated. Curb cuts and parking between the sidewalk and buildings significantly detract from the pedestrian environment. The placement of parking to the side and rear of buildings is critical to success as is shared parking and curb-cuts where possible. Additionally, balanced distribution of public and private parking is important, including public on-street and off-street parking areas. Unlike strip commercial highway areas, maximizing parking efficiency and utilization is essential in traditional village centers.

5.0 CONCEPTUAL PLANS & DEVELOPMENT SCENARIOS

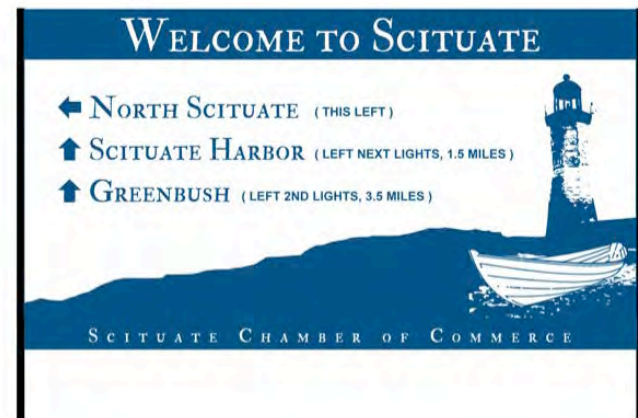
GENERAL RECOMMENDATIONS & GOALS

Public Realm Improvements: The public realm includes streets, sidewalks, and open spaces that people use to access buildings and gather for recreational or civic activities. These spaces should be attractively designed and complement adjacent buildings. Well design public realm amenities can significantly support reinvestment in the village center. For North Scituate, this includes “complete streets” that accommodate all users (automobiles, bicycles, bus transit, and pedestrians), as well as streetscapes that support an active pedestrian street life with outdoor seating, displays, well-placed shade trees, attractive signage, and access to buildings and open spaces.

Program More Civic Activity: While North Scituate hosts the annual Fall for Scituate Festival, year-round activities should be planned in the village center including at the pocket park on Henry Turner Bailey Road, the new pocket park at the WPA Building, and other existing and future spaces such as the former train platform. This may include a variety of regular outdoor activities such as festivals, farmer’s markets, art shows, flea markets, children’s activities, social and civic clubs, and others. Keeping these public spaces active year-round will help the community grow and businesses succeed.

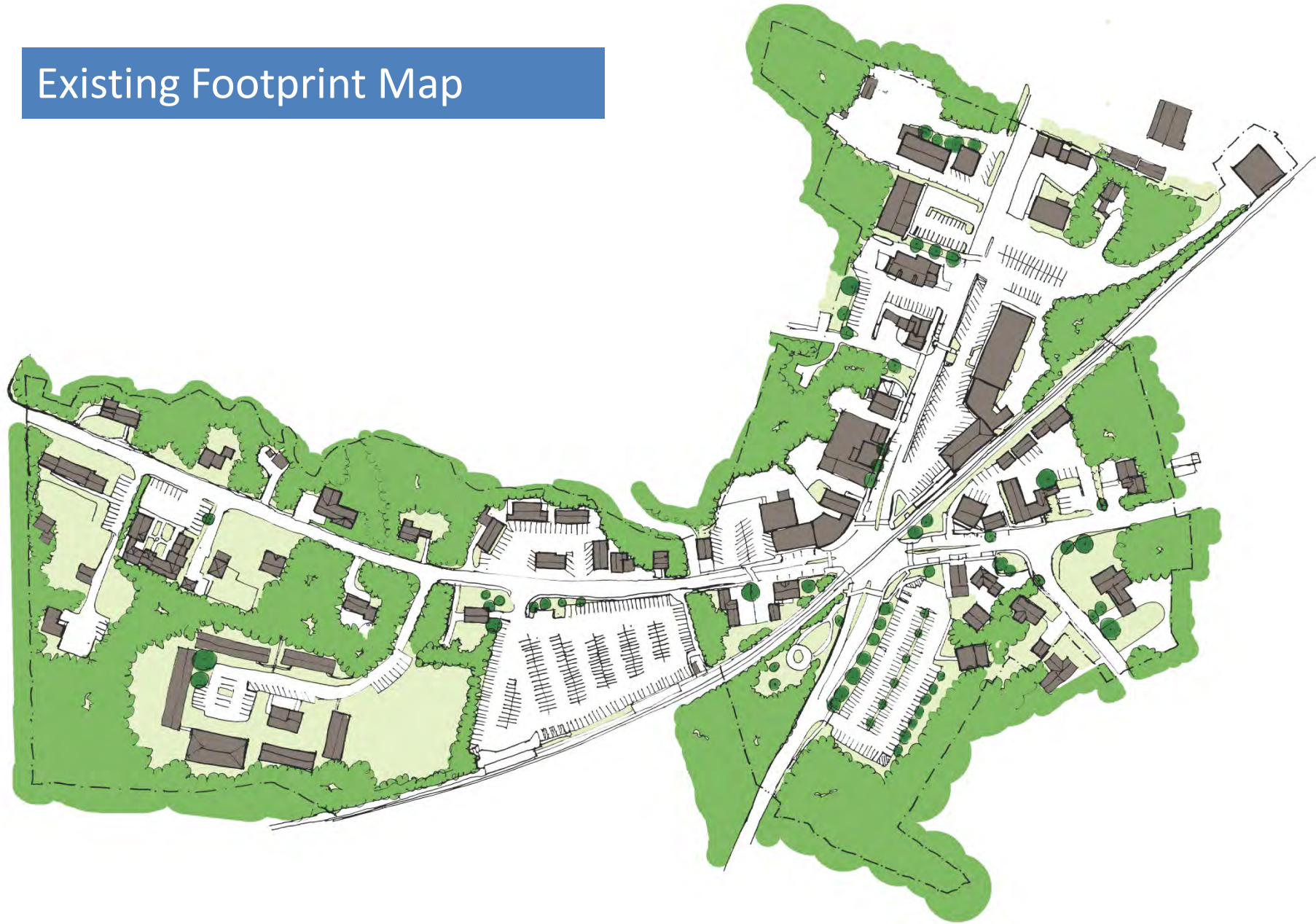
Business Expansion and Development: Focus on convenience retail that appeals to both residents and commuters including a small specialty food market, restaurants and cafes, fitness and wellness, artisan and small scale fabrication spaces, and boutique retail such as for home goods.

New Gateway Signage: The EDC and Town are working on a wayfinding sign program which includes new gateway and directional signage at the corner of Henry Turner Bailey Road at Route 3A and strategic points in the village center. This will help travelers along Rt. 3A and visitors find places of interest in the village center.



5.0 CONCEPTUAL PLANS & DEVELOPMENT SCENARIOS

Existing Footprint Map



5.0 CONCEPTUAL PLANS & DEVELOPMENT SCENARIOS

Concept Plan & Development Scenario A



Concept Plan & Development Scenario A

Improved Water Access –
New Trail and picnic areas
along Bound Brook

Infill and Redevelopment – A mix of
commercial with residential above in
traditional village pattern with improved
streetscapes, gathering areas, and
shared parking

**Reorganize
Parking –** Add
more public on-
street parking
spaces and
coordinate
private off-street
to maximize
spaces, efficient
use, and access.

Central Plaza – New civic
gathering area in front of
former depot and along
platform

Improve Park and Parking – Add
picnic shelter and open area along
Bound Brook to activate the
pocket park; Add on-street parking
along HT Bailey Rd to improve
utilization of park and replace lost
spaces with infill at intersection

New Development and WPA Park – Add picnic and playground area
on new WPA green space and
improve access to Bound Brook;
Add mixed use infill buildings at
intersection; reorganize Bailey lot
as town parking.

New Development – Office and
residential buildings near MBTA
station with added parking to
replace Bailey Rd parking lot;
Redevelopment of SHA property
for senior cottage court and
townhouses



Concept Plan & Development Scenario A – Existing Conditions

Sample Floor Area and Parking Calculations - Existing Conditions

Building Area:

North: 50,206 s.f.

South: 22,820 s.f.

Total: 73,026 s.f.

Parking Spaces:

North: 115 spaces

South: 126 spaces

Total: 241 spaces

Parking Ratio:

North: 2.3/1000

South: 5.6/1000

Average: 3.3/1000



Concept Plan & Development Scenario A – Infill and Redevelopment

Sample Floor Area and Parking Calculations - Parallel Parking Scenario

Building Area:

North: 68,231 s.f.
South: 60,425 s.f.
Total: 128,656 s.f.

Parking Spaces:

North: 206
South: 140
Parallel on-street: 36
Total: 382 space

Parking Ratio: 3.0/1000

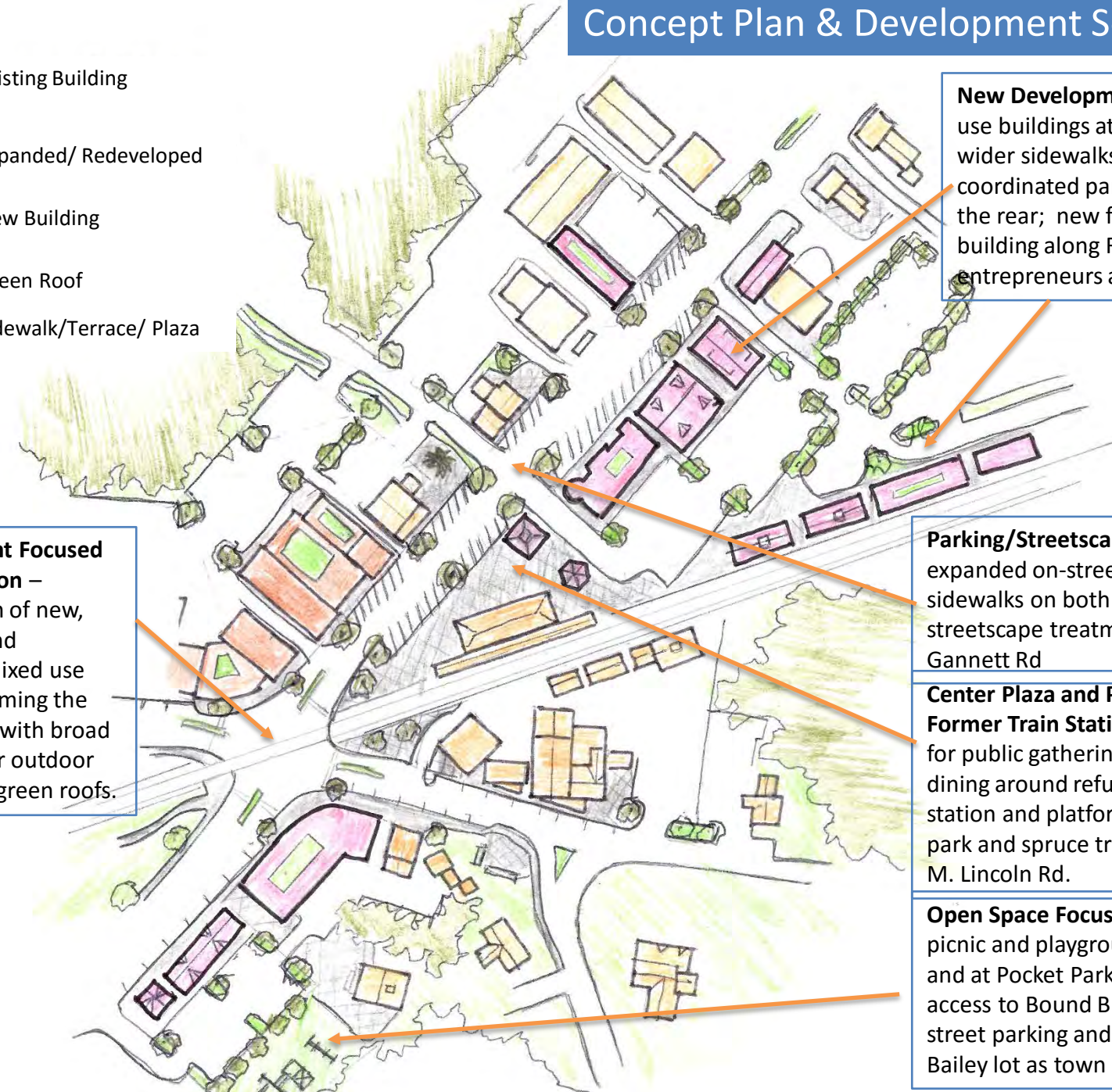


Scenario A Yield

- New development, redevelopment, and reorganization of public and private parking results in:
- ✓ 55,630 s.f. of new buildings
 - ✓ 141 new parking spaces
 - ✓ More open space that is actively used

Concept Plan & Development Scenario B

- Existing Building
- Expanded/ Redeveloped
- New Building
- Green Roof
- Sidewalk/Terrace/ Plaza



New Development – New mixed use buildings at street line with wider sidewalks, outdoor seating, coordinated parking, and access to the rear; new flex and fabrication building along RR corridor for entrepreneurs and maker space

Development Focused at Intersection – Combination of new, expanded and renovated mixed use buildings framing the intersection with broad sidewalks for outdoor seating and green roofs.

Parking/Streetscape – New and expanded on-street parking, sidewalks on both sides, and streetscape treatments on Gannett Rd

Center Plaza and Pocket Park at Former Train Station – New plaza for public gathering and outdoor dining around refurbished train station and platform; new pocket park and spruce tree at corner of M. Lincoln Rd.

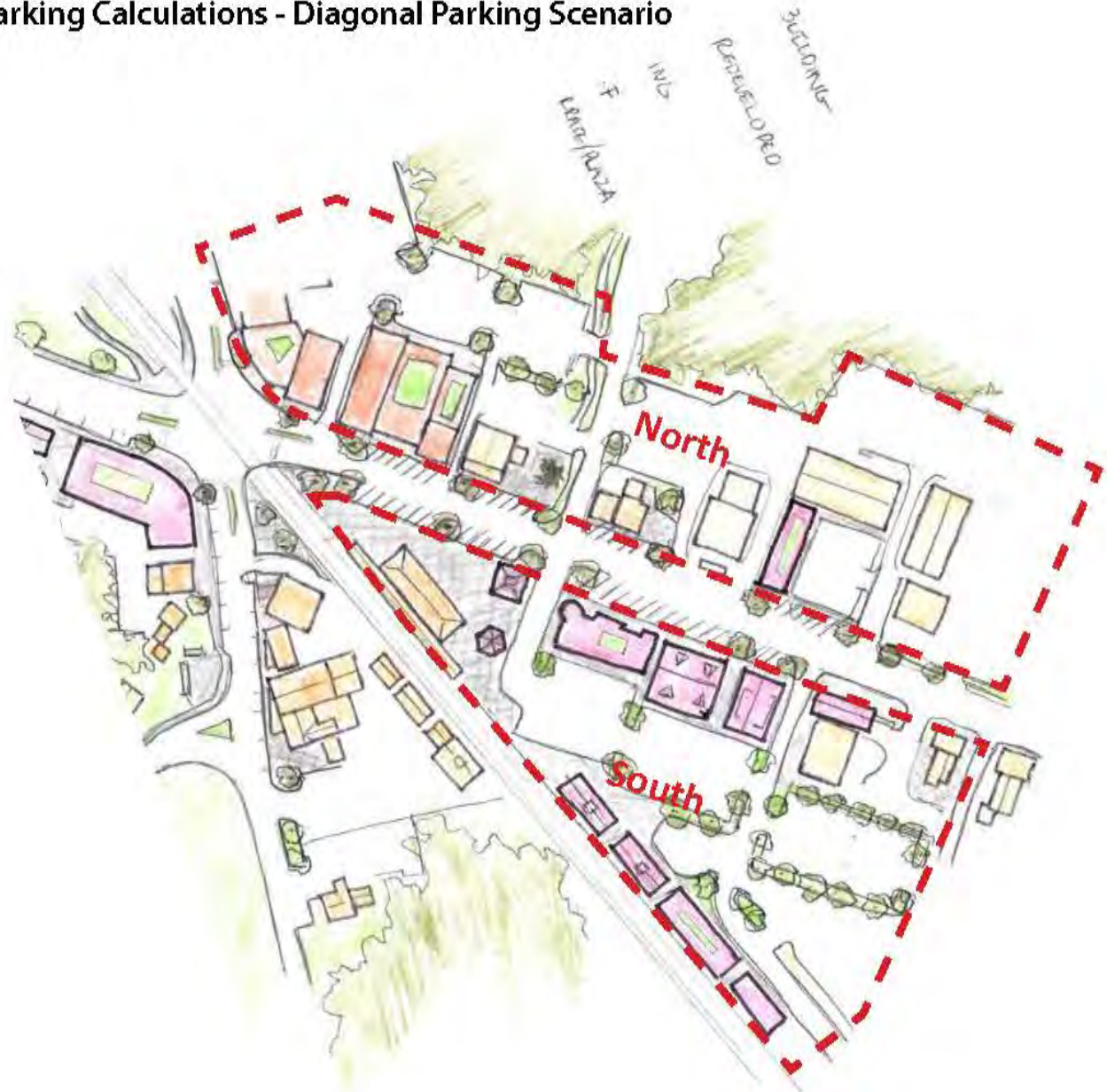
Open Space Focus at WPA – New picnic and playground area at WPA and at Pocket Park with improved access to Bound Brook; More on-street parking and reorganize Bailey lot as town parking.

Sample Floor Area and Parking Calculations - Diagonal Parking Scenario

Total Building Area:
92,806 s.f.

Parking Spaces:
North: 129 spaces
South: 81 spaces
Diagonal on-street: 53
Total: 263 spaces

Parking Ratio: 2.8/1000



Scenario B Yield

- New development, redevelopment, and reorganization of public and private parking results in:
- ✓ 19,780 s.f. of new buildings
 - ✓ 22 new parking spaces
 - ✓ More open space that is actively used

6.0 STRATEGIC PLAN

GENERAL GOAL FOR THE NORTH SCITUATE VILLAGE CENTER:

Grow as an active, vibrant, neighborhood center through the redevelopment of underutilized and vacant properties, streetscape and civic space improvements, parking and access enhancements, and business development to serve and attract more local residents, commuters, and visitors especially those who use the Greenbush line for work and pleasure.

6.0 STRATEGIC PLAN

GENERAL ZONING AND DEVELOPMENT OBSERVATIONS

- ❑ North Scituate has **seen relatively little new development** as a result of the lack of sewer constraints and, until recently, a weak economy.
- ❑ Although the **density bonuses** are attractive to prospective developers, and several applications were received, the lack of sewer and depressed market has discouraged new construction.
- ❑ **Mixed use buildings**, particularly those that involve the redevelopment of existing buildings, offer unique challenges for financing, more flexibility in requirements may be critical to the development of a feasible pro forma.
- ❑ Currently, the base zoning requires one **parking** space per bedroom for multifamily units. While the VBOD reduces these parking requirements, they are still somewhat high.
- ❑ Commercial parking requirements of one space per every 200 gross square feet for retail and 300 for office uses and similar business activities are also high, although many existing buildings have little or no parking on their lots and are grandfathered through specific language in the Zoning Bylaw.



6.0 STRATEGIC PLAN

GENERAL ZONING AND DEVELOPMENT OBSERVATIONS

- ❑ Some **VBOD provisions** may require minor amendment to ensure consistency with the GB in terms of standards that ensure traditional village development patterns. Other issues may require more discussion such as: whether mixed uses and some industrial uses allowed as of right; could the GB and VBOD be merged into one base district and should the zoning boundaries be altered; could a perimeter village neighborhood district be created for moderate density residential; and other factors that may deter reinvestment and strengthening the village center.



The Community Transect: An illustrative model of how land use standards are organized around the existing or desired patterns of development from open spaces, to neighborhoods, to village centers, to special districts.



6.0 STRATEGIC PLAN

ACTIONS

Advocate for the prioritization of extending sewer service to North Scituate Village Center to improve potential for new development, renovation of existing buildings, and property reinvestment.

Extending sewers to North Scituate is currently included in Phase IV of the Town's sewer improvement program. However, this expansion could be years off. Efforts to prioritize, and move up the extension of service to North Scituate, should be made.

As an alternative, the Town should evaluate opportunities for a new public sewer system to serve North Scituate. Property near or along the railroad corridor should be considered so that the sewer line within the ROW can be utilized to service the village center. This sewer main has to be evaluated for possible damage from vibration, infiltration, compaction by trains, and lack of use.

A remote wastewater treatment plant (WWTP) is possible in North Scituate and could potentially be located on town property. It's also likely that such a project would be supported by the DEP as it would reduce discharge into the sensitive Gulph River.

Potential financing resources may include betterment fees (typically used by Scituate), District Increment Financing (DIF), MassWorks infrastructure grants, CDBG, Clean Water Revolving Loan Fund, use of MGL C59, Section 21n (shifting costs from WW ratepayers to town taxpayers), ATM funding and municipal bond, special funding through the legislature, reallocation of room and meals tax (i.e. the Town of Barnstable used this method to finance a major sewer expansion).

A return on investment analysis (ROI) should be conducted to define the costs and benefits of a new wastewater treatment plant. Careful evaluation of the potential benefits such as environmental protection, property reinvestment and new development, and increased property tax revenue could be very useful in gaining public support and weighing financing options.

6.0 STRATEGIC PLAN

ACTIONS

Advocate for improved transportation options in North Scituate and town-wide.

Transportation alternatives within Scituate need to be expanded for both vehicular and personal modes. Expansion of GATRA's "Scituate Sloop" bus service can improve internal mobility and attract more visitors and residents accustomed to alternative modes. Expanding bike lanes, sidewalks, and trail networks, and improving connections between different modes of travel greatly benefit residents and visitors alike.

Review the Village Business Overlay District (VBOD) zoning and identify potential modifications to encourage the desired forms of mixed-use development for the Village Center.

Recent changes to the Village Business Overlay District boundaries in the Greenbush area now incorporate parcels around the key intersection of the Driftway and New Driftway, including the MBTA parking lot and parcels to the south. Similar review should be conducted for North Scituate to further encourage traditional village forms of development (including pedestrian oriented mixed use) where appropriate.

This may include properties on Gannett Street on the east end of the district and properties on Country Way on the south end of the district.

Consider Adopting a Smart Growth District for North Scituate (Chapter 40R and 40S).

Scituate needs to take advantage of its two MBTA commuter rail stations, and should consider the adopting a Smart Growth Zoning Overlay District (Chapter 40R) in North Scituate which allows for higher density and mixed use development in areas around existing village centers and commuter train stations. Chapter 40R provides financial incentives to the community including a payment of \$10-\$600,000 for adopting the zoning district (depending on size), and \$3,000 for each housing unit permitted. The State's 40S program, which accompanies 40R, provides State funding to cover educational costs for students living in 40R zones if a gap is identified. The Town prepared a Chapter 40R application and bylaw for the Greenbush-Driftway area in 2015 but it was not adopted due to some concerns over the proposed boundaries, uses and densities in the Greenbush section of the proposed district.

6.0 STRATEGIC PLAN

ACTIONS

Evaluate Design Review Standards for Business, Commercial, Mixed-Use and Multi-Family Development.

Under Section 750, the purpose of these regulations is to protect “Scituate’s built environment” and to conserve the value of land and buildings through design review for construction of new buildings or expansion of existing buildings which require Major Site Plan Review under Section 770. Some general recommendations follow:

- ❑ The Design Guidelines under Section 750.5 address: Scale of the Building; Height; Proportion of Building’s Front Façade; Rhythm of Solids to Voids in Front Facades; Proportions of Opening within the Facility; Roof Shapes; Relationship of Façade Materials; Historic or Traditional Architecture; and Site Features. In village centers such as North Scituate, these design guidelines should be consistent with the design standards under the VBOD (which apply only to Mixed Use Developments) under Section 560.8 which address: Roofs; Façade Treatment; Front Yard Setbacks (including stepback requirements); Side and Rear Yard Setbacks; and Greenbush Design Standards related to building length and articulation. All of these basic design standards are important for creating a traditional walkable village center and should apply to all major site plans rather than just mixed use developments.

- ❑ Character examples (photo images and graphic) are needed to clearly illustrate all design standards and to demonstrate the Town’s objectives for specific design elements.
- ❑ Most of design elements read as more of a statement than a guideline which makes it difficult for the Planning Board of ZBA to determine compliance. More specific guidelines should be considered for different types of districts such as Village Centers (including mixed use and pedestrian orientation) and General Commercial which is more auto-oriented.



6.0 STRATEGIC PLAN

ACTIONS

Make 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 other forms of development in the underlying GB base district. However, the general design standards in the VBOD related building orientation, placement, and activation would greatly benefit all new buildings in the village center rather than just mixed-use buildings. This is not to say that North Scituate should have architectural design standards related to building styles, materials and colors .

It's important, however, that all development in the village center is subject to consistent pedestrian-oriented standards related to street level uses, building and parking placement, façade and signage orientation to the sidewalk, and general building massing (i.e. height, length and articulation).

CURRENT PROVISIONS OF THE VBOD

- 560.1 Purpose
- 560.2 Permitted Uses
- 560.3 Uses Permissible By Special Permit
- 560.4 Requirements for Mixed Use Buildings
- 560.5 Bonus Density Requirements
- 560.6 Parking Requirements for Mixed Use Buildings
- 560.7 Affordability Standards
- 560.8 Design Review Standards
- 560.9 Special Permit Review Procedure



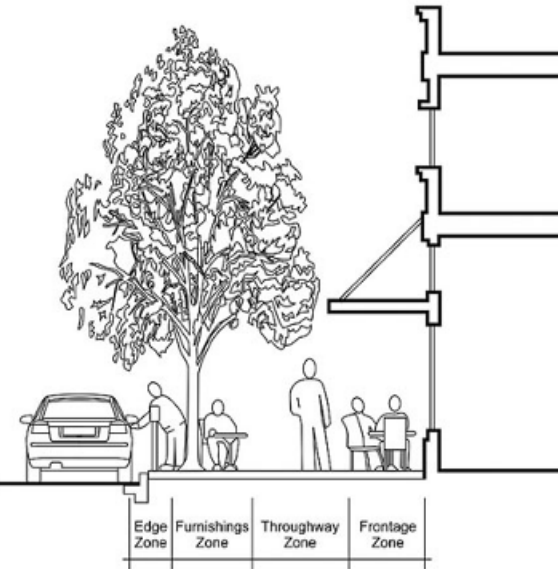
Example VBOD concept plan for MBTA parking lot (not approved) illustrating traditional village center mixed use development and pedestrian-oriented design characteristics

6.0 STRATEGIC PLAN

ACTIONS

Make Revisions to the Village Business Overlay District (VBOD).

These simple design standards can reinforce the development patterns and characteristics of traditional New England 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 context-based standards as mixed use development are.



Village zoning standards should strive to create a positive relationship between buildings and the “public realm”

Other suggested revisions include the following:
Frontage Zones (560.4.): The requirement that 50% of the net floor area of the first floor be occupied by retail uses, should be revised . Rather than applying to only mixed-use projects under VBOD, specific “frontage zones” should be defined in the core area of the GB base zone along Henry Turner Bailey Road, Gannett Road, and Country Way (primary streets) to ensure publically-oriented commercial uses (i.e. restaurants, banks, real estate offices, salons, and other uses in addition to strictly retail) occupy ground level space . Residential uses should only be allowed at ground level in these frontage zones at certain depth into lot (such as 60 feet) but should be allowed in ground floors on other sections of the primary streets and on secondary streets.

Density and Multiple Buildings (560.4.E): These requirements provide good flexibility in allowing multiple buildings on a lot including mixed use and single use buildings. However, at a base density of 16 DU/40,000 s.f. (or 1 DU/2,500 s.f.) there may not be enough parcels large enough in the village center to yield a significant number of residential units. This in turn effects the feasibility of using the VBOD as a tool to incentivize redevelopment and increase commercial uses in North Scituate.

6.0 STRATEGIC PLAN

ACTIONS

Make Revisions to the Village Business Overlay District (VBOD).

Open Space (560.4.E): A 20% open space requirement is high and would result in the need for larger lots which are not prevalent in North Scituate. This is a suburban type of standard and unnecessary in a traditional village center where commons, plaza, squares and active sidewalks serve as the primary open spaces and civic gather areas. This standard should be revised possibly to a 10% and specific to a variety of active/passive recreation, gathering areas, landscaping and screening treatments. However, standards should be flexible in terms of the type of space (hardscapes as well as green space) and location (such as rooftop gardens or terraces, a ground level forecourts and dining patios, or even contribution to off-site public spaces). The goal for open space in a village center is varied, well-distributed and publically-oriented spaces where people can congregate.

Dimensional Requirements (560.4.E): Other dimensional standards such as minimum lot size, and side and rear setbacks are not addressed in the VBOD so the underlying GB requirements apply. This means that a multiple use project with residential units would require a 10,000 square foot lot size, 8-foot side setbacks, and 20-foot rear setback.

When coupled with the 20% open space requirement under VBOD and high parking requirements for commercial uses under Section 760, this results in larger lots (which are limited in North Scituate) and difficulty in meeting the design objectives of pedestrian oriented development.

Parking Structures (560.5): Underground parking is encouraged as an incentive for higher residential density. However, in flood zones (such as Scituate Harbor and N. Scituate) it is very expensive and inadvisable. This incentive should be revised by allowing “structured” parking under Section 760 (i.e. parking decks and garages) in appropriate locations and coupled with design standards to address visual impact.

Density Bonuses (560.5): These incentives potentially increase housing production to 20 DUs per 40,000 s.f. in N. Scituate which is important to creating a vibrant center. These bonuses can also be tied to off-site public improvements such as streets, sidewalks, drainage, water/sewer utilities, and open space which is excellent and particularly appropriate for a village center where a supportive “public realm” of open spaces and infrastructure systems are critical.

6.0 STRATEGIC PLAN

ACTIONS

Make Revisions to the Village Business Overlay District (VBOD).

However, public parking should be included in the list of off-site public improvements. Public parking is essential to a successful village center, maintaining traditional development patterns, and maximizing development potential of given lots rather than the alternative of an inefficient strip pattern of individual parking lots and access. Village Centers are “park once” districts where linked trips are common, and transitions are made from driver to pedestrian.

Parking Requirements (560.6): Even though they are less than the parking requirements under Section 760, these standards are still too high for non-residential uses. (The standards for residential uses are adequate for a village center with commuter rail service like North Scituate). This may result in inefficient site plans with individual parking lots and curbcuts, less reinvestment potential fulfilled, and a diminished pedestrian environment. Also, it only applied to office and retail uses within mixed use projects.

In small and traditional village centers where mixed use is prevalent, a ratio of 1 space per 400 to 500 is sufficient for restaurant/retail, and less for other uses. Other approaches often used to provide adequate (but not excessive parking) in village centers include the following:

- Contributions to a public parking fund in lieu of on-site parking;
- On-site parking offsets for adjacent on-street or nearby off-street public parking;
- Reductions for mixed uses on site;
- Satellite parking for employees; shared parking on adjacent sites.

Some towns also have maximum parking standards to prevent excessive parking that goes unused and reduces potential property values (and tax revenue) and diminishes the pedestrian environment.

6.0 STRATEGIC PLAN

ACTIONS

Make Revisions to the Village Business Overlay District (VBOD).

Design Review Standards (560.8): These general standards should include a series of graphic illustrations to assist applicants and the Planning Board define the desired design characteristics for the VBOD. Some specific recommendations include the following:

- ❑ Basic design standards should also be incorporated into the base districts for all forms of development, not just mixed use projects.
- ❑ 560.8.A - Allowed roof types shouldn't be limited to pitched roofs. For example, flat roofs are common in small village centers and provide open space opportunities for roof-top gardens and terraces. Shed roofs may also be acceptable which are pitched but not at the centerline of the building.
- ❑ 560.8.C - Front yard setbacks are dimensional requirements and should be relocated to Section 560.4.E above. Detailed standards should be provided for buildings that are setback the full 10 feet such as sidewalk extensions, display areas, outdoor dining terraces, plazas, or other hardscape treatments that are inviting to pedestrians. Parking should not be allowed in the setback area unless it is "Streetside Parking" and functions as if it were public on-street parking. A drawback is that these placement standards are only applicable to mixed use projects in the VBOD and by special permit. They should be integrated into the base zoning districts.
- ❑ The "stepback" requirement in place for mixed use development in Scituate Harbor is a dimensional standard and should be relocated to Section 560.4.E above. Typically, a stepback would be required for taller buildings and a "canyon" effect (or prevalent shading of streets and sidewalks) has more to do with street enclosure (the ratio of building height to width between buildings across the street). When the ratio gets to be about 1.5 to 2.0, a stepback requirement may be effective in breaking up the vertical mass of the building and allowing more natural light to reach the ground.

6.0 STRATEGIC PLAN

ACTIONS

Make Revisions to the Village Business Overlay District (VBOD).

- ❑ The restriction on parking in the front yard should be a requirement in the GB base district as well. It should also be revised to say that parking will be located behind the front façade of the primary building and is allowed in the side and rear setback where it adjoins with parking areas on abutting lots. The purpose is not so much to preserve “green space” as written in this requirement as it is to provide a positive pedestrian environment and maximize utilization of the lot in a traditional village pattern, which should be spelled out. The use of space between the building and sidewalk for outdoor activity is critical to enhancing walkability.
- ❑ 560.8.D – Side and rear yard setbacks are dimensional requirement and should be relocated to Section 560.4.E above. These standards should also allow for a zero side yard setback such as common walls between buildings on one or both sides which is common in traditional village centers.

Some towns require a total of 0-30 feet of side yard setback which allows for common walls as well as pedestrian passages and vehicle access where parking is located to the rear. This type of standard avoids creating large gaps between building which diminished the pedestrian environment by accommodating access while keeping the buildings in close proximity to each other.

- ❑ 560.8.F – Building wall length (120 feet) and articulation (each 50 feet) standards in Greenbush-Driftway should also apply to N. Scituate and the Harbor where typical lots and building widths are much narrower.
- ❑ 560.8.G – Driveway widths and separation standards should be addressed in the base districts for all types of developments as well, not just mixed use projects. Driveway standards should provide for a range such as 12 feet maximum for one-way access, 18 feet min./24 feet max. width for 2-way. Incentives should be provided for shared access between 2 or more developments.

6.0 STRATEGIC PLAN

ACTIONS

Make Revisions to the Village Business Overlay District (VBOD).

- ❑ 560.8.G – Landscaping, screening, stormwater best practices, and other sustainable and low impact design techniques in the VBOD for mixed use projects should also be incorporated into the base zoning districts and apply to all projects.
- Other design standards be provided for ground floor elevations, outdoor lighting, fenestration, open space types, street design, and pocket neighborhoods (i.e. cottage courts) should also be included as requirements for other types of development.

Consider Revisions to the Sign Regulations (Section 710).

Provide detailed sign standards for 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 a New Base Zoning District for North Scituate Village Center.

Consider integrating and revising the requirements of both GB and VBOD resulting in the creation of a new context-based and character-building base district for North Scituate. 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.



6.0 STRATEGIC PLAN

ACTIONS

Revise 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. The following are some key observations and recommendations:

Design Requirements: Under 760.3, there are no specific design standards for angled parking (i.e. 90, 60, 45, Parallel), aisles widths, LID stormwater, landscaped strips and internal planting islands, shade trees, or internal walkways between public sidewalk and building entrance.

More specific standards with graphic illustrations would provide better guidance and more consistent design results. Placement standards are also needed to ensure parking lots are located behind the front façade of the building unless it is public on-street parking.

Parking Lot Landscaping: Under 760.3, these standards are reasonable but a ratio of 1 tree per 8 parking spaces may be high and difficult to achieve on smaller lots. Also, tree specifications should require deciduous trees to provide shade on the parking lot, cool pavement temperature, and absorb rainfall before it reaches the ground.

Required Parking Spaces: Under 760.6, the required ratio of parking spaces to gross square footage of different uses is generally higher than current best practices, particularly for retail and office space. These standards are exceedingly high in a traditional village center where on-street and off-street public parking is available, and considering these are “park once” environments where customers will commonly leave their car in one place while visiting several businesses or places of interest.

6.0 STRATEGIC PLAN

ACTIONS

Revise Parking Requirements (Section 760).

The parking standards should be revised to include specific methods to reduce on-site parking requirements such as by counting adjacent on-street spaces, proximity to public off-street parking facilities with adequate capacity, mixed uses on site, satellite parking for employees, proximity and accessibility to alternative transportation (commuter rail, bus, bikepaths, car sharing, etc.), and demonstration by applicants through proven sources (i.e. ULI and ITE shared parking manuals) that parking demand is less than required by the zoning.

Landscape Buffers: Under 760.7A, the required landscaped buffer strip adjacent to the street line may not be needed or desirable in a traditional village center where a green strip (or tree belt) is typically located within the public street r-o-w between the curb and the sidewalk. Buffer strips are typically found in highway or strip development areas whereas tree belts are transitional areas between on-street parking and sidewalks in village centers.

This provision also allows for parking to be located in the front yard between the buffer strip and building. This is not consistent with traditional village development patterns where buildings are placed on or close to the sidewalk to improve the pedestrian environment.

Driveways: Under 760.7B, regarding the 24-foot minimum driveways, wide curbcuts significantly diminish the pedestrian environment and reduce pedestrian safety. As mentioned above in the VBOD, driveway widths and separation standards should be addressed in the base districts for all types of developments, and driveway widths should range from 12 feet maximum for one-way access, 18 feet min./24 feet max. width for 2-way. Curbcuts also diminish the pedestrian environment. Common Driveway standards under Section 720 should be revised to encourage and incentivize shared access between adjacent lots in business districts.

Parking Waivers: Under Section 760.8 parking can be waived for retail and office in the GB district by the Planning Board but only where on-street parking is adequate. This provision should be revised to include off-street public parking as well and apply to all uses.

6.0 STRATEGIC PLAN

ACTIONS

Other Zoning Adjustments for Consideration.

- ❑ Extend the GB District on Gannett Road to include Anderson Fuel and the property across the street.
- ❑ 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.
- ❑ Given the current lack of area zoned to allow it, it is unlikely that a multi-family dwelling complex will be built in the North Scituate Village Center. Consider allowing these developments under special permit at the same or slightly less density as a mixed use project with specific placement standards so that critical frontage areas along segments of Gannett Road, Henry Turner Bailey Road, and Country Way are preserved for ground level commercial uses.
- ❑ 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.

6.0 STRATEGIC PLAN

ACTIONS

Form Partnerships between the Town, MBTA, Scituate Housing Authority, and Private Property Owners to Carry Out Strategic Development.

MBTA is aggressively looking for opportunities to partner with local communities in sponsoring TOD developments on excess commuter parking lots or where structured parking can be utilized to support both new development and commuters. The Town should work closely with the MBTA to consider future redevelopment and or/structured parking on the primary commuter parking lot at the station on Country Way as well as the auxiliary lot on Henry Turner Bailey Road.

The Town should work closely with the Housing Authority to consider a redevelopment of the Lincoln Park project to increase the overall number of units and serve a broader range of age and income groups.

The Town should also work with property owners on Gannett Road to organize and formalize public parking to serve the entire village center, and property owners along Country Way to provide for passive recreational opportunities along Bound Brook.

Install Gateway Treatments and Wayfinding Signage in North Scituate.

This project should include landscaping and gateway elements (such as public art combined with new signage) at Henry Turner Bailey/Route 3A; welcome signs and directional signs along Henry Turner Bailey Road, Gannett Road, and/or Country Way in the Village Center; and information kiosks and business directories at the MBTA station and near the main intersection at Gannett Road and Country Way.



6.0 STRATEGIC PLAN

ACTIONS

Other General Actions:

- ❑ Program community activities and events in the pocket park on Henry Turner Bailey (possibly converting it to a dog park), the parking area near the WPA Building, former Train depot platform, and other civic gathering areas that may be created in the future.
- ❑ Complete the new North Scituate Playground at the WPA Building and program community activities for the parking area
- ❑ Work with the MBTA on reallocating the Henry Turner Bailey parking lot for general public use and/or to support development in the village center. Possibly make a land swap with the SHA parcel north of station to use as secondary parking coupled with a TOD project in either location.



Concept Plan for WPA Playground

