Town of Fairhaven

Massachusetts

Board of Public Works

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MEMO

To: Board of Selectmen
Planning Board
Fairhaven Improvement Association
Fairhaven Beautification Committee

From: Robert J. Carey, P.E.
Superintendent, Board of Public Works

Re: Streetscapes Guidebook

Date: November 24, 2004

The Streetscapes Committee has produced a draft guidebook on how to reconstruct our Town streets in a way that preserves and promotes the character of the streets. The Committee has made two public presentations summarizing the work they did. While some input has been received, the Board of Public Works is distributing a copy to you directly, and hope that you will provide additional input. We ask that the Selectmen's Office and the Planning Department make the report available for the public to review.

Copies will also be available for review at the Millicent Library and the Board of Public Works office.

Please feel free to call any of the members of the Streetscapes Committee to discuss any aspect of the guidebook with them. We would also appreciate it if you would kindly put comments or suggestions in writing, and forward them to me so that I can get your input out to all the committee members for consideration before a final guidebook is produced.

Thank you for your support.

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FAIRHAVEN PLANNING BOARD

STREETSCAPES IN FAIRHAVEN

Promoting Great Streets

A Guidebook

Prepared by:
Streetscapes Committee,
An Ad-hoc Advisory Committee to the
Board of Public Works

Fall 2004

STREETSCAPE COMMITTEE MEMBERS

- Peter London, Interested Resident
- Mary Rapoza, Interested Resident
- Eric Dawicki, Fairhaven Improvement Assn.
- J.B. Knowles, Arborist
- Tony Medeiros, Tree Warden
- Officer Macy Joseph, Safety Officer, Police Dept.
- Robert Carey, Superintendent, BPW
- Frank Rezendes, Commissioner, BPW
- Mark Rasmussen, Planning Board

STREETSCAPES

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Resources and References:

A. Designing the Future to Honor the Past; Design Guidelines for Cape Cod, Cape Cod Commission, 1994

B. "Stress on the Streets: Assaulting and Saving Urban Trees", Gary R. Johnson, Tree Care Industry, March 2003

C. www.splintercat.org/SplintercatMainFolder/Greatstreets/Greatstreets.html

D. www.ci.austin.tx.us/greatstreets

E. Take Back Your Streets; How To Protect Communities From Asphalt and Traffic, Conservation Law Foundation, May 1995

F. Great Streets, Allan Jacobs

G. Communitas, Paul and Percival Goodman

H. Revitalizing a Historic Parkway, Fairhaven, MA., Mary Rapoza, May 2004

I. Planting and Maintaining Sustainable Landscapes, University of Massachusetts Cooperative Extension System

STREETSCAPES

MISSION STATEMENT

"The mission of the Streetscapes Committee is to promote the concept and design of streets that enhance the quality of life for all users, reflecting the unique sense of community in neighborhoods, and to create a template for use by Town entities and organizations that are concerned with the development and design of safe, beautiful and efficient streets."

HISTORY OF

STREETSCAPES COMMITTEE

In March of 2002, Tibbetts Engineering Corporation, consulting engineers hired by the Board of Public Works to perform the design work, submitted the final design plans for the reconstruction of Green Street to the Board of Public Works. The design required that a number of existing trees, of various ages and conditions, be removed for a variety of reasons, some of which included: disease, pruning damage, wind damage, proximity to wheel chair ramps, driveways and drainage structures, and root damage to curbing and sidewalks.

The work was designed in conformance with the Massachusetts Highway Department Standards and Requirements as a project to be funded by the State Aid to Highways Chapter 90 Program. The program called for a 2 for 1 tree replacement option. It was suggested that the first preference for new tree locations should be given to property owners most directly affected by the removal of an existing tree.

The Board of Public Works requested the Tree Warden to arrange a public hearing with the Board of Selectmen on the tree removals. A public hearing was held, and an engineer from Tibbetts Engineering Corporation explained the project, focusing on the need to remove certain trees. Overwhelming opposition to the removal of trees resulted in the decision by the Board of Public Works to abandon the proposed design, and postpone a redesign scheme until the issue of how to reconstruct roads in a sensitive manner without destroying trees in the process could be addressed.

The Board of Public Works invited interested members of the community, from diverse backgrounds and perspectives, to volunteer to serve on a new ad-hoc advisory committee, to be called Streetscapes Committee. Many people did answer the call and volunteered to serve as stakeholders. These diverse stakeholders, drawn as they were from many sectors of the Town, naturally brought with them new and more broadly representative views on just what our streets and sidewalks should look like, what purpose they should serve, and for whom. The committee members included residents of the Green Street area, Selectman, Safety Officer, Tree Warden, a professional arborist, a landscape designer, a Planning Board member, and a land preservationist. These more representative views broadened the Streetsscapes Committee's initial concerns from dealing only with which trees would be cut down and which allowed to remain, to also include design issues dealing with vehicular speeds and pedestrian safety, the beauty of streets, homeowners rights and land value, quality of sidewalks, handicapped access, crosswalks, street lighting, and the general social values that make a community a desirable place to live, and that streets and byways make a significant contribution.

Required to expand our original mission by popular considerations, the Streetscapes Committee met about once per month for a year and a half, and undertook several field surveys of Green Street, interviewing homeowners and passerby users, reviewed town maps, and considered several design schemes. Back in committee, the committee spent many sessions reviewing researched literature on making streets an asset for all stakeholders, considering resident's feedback, town maps, and varied design schemes submitted by committee members. Particularly noteworthy were the drawings and details of Mary Rapoza. Finally, the Streetscapes Committee prepared draft guideline documents for review by the Board of Public Works and others, with the hope and expectation that additional valuable input can be received and incorporated into a final report.

The committee's work will be done once the final report is prepared. It will disband, comfortably satisfied that the effort was worthy.

STREETSCAPES
PREAMBLE

"Fairhaven can be seen as a paradigm of small-town America, with a fair representation of generic conditions and circumstances; but equally important, Fairhaven is a special place, with an interesting history, a pleasant environment, a significant location, a dynamic economy, and an involved civic consciousness."

Samuel B. Frank, Professor of Architecture and History, Rhode Island School of Design, 1986.

Fairhaven is a special place, with a unique and proud history. It is blessed by it's waterfront location, and proximity to so many points of interest. Within its borders, it offers a broad and diverse variety of desirable community attributes that make it one of the most livable and sustainable communities in New England and beyond. A strong sense of community pride in Fairhaven is evident in well-considered investments in its people, its community assets, schools, neighborhoods, public safety, infrastructure, roads, beaches and parks.

"Streetscape" refers to the landscape of our streets. It includes all the physical features present in roads, such as trees, sidewalks, lighting, pavement, and other elements. The maintenance, care and improvements that a community applies to their streetscape are perceived by themselves and others as indications of their pride and character. As public spaces, streetscapes should be beautiful common ground, accessible to all, where the community safely meets, where the needs of pedestrians, bicyclists, and motorists are accommodated, and where social, aesthetic and environmental concerns carry equal weight along with traffic engineering.

Fairhaven's earliest streets were laid out to support foot traffic and horse and buggies. A great deal of socialization and interaction occurred between people on the streets and in the front yards of properties. Trees were planted for ornamentation and beauty. Benches and hitching posts were commonplace. Cobblestones were routinely used for street surfacing, gutter drainage, and curbing and sidewalks. Brick and slate were also used as sidewalk treatment materials. All of these streetscape elements created a great deal of New England charm and beauty.

The introduction of the automobile effectively changed the use of the streets significantly. The streets became wider, flatter and smoother to accommodate

motor vehicle traffic and parking needs. In the process, the traditional streetscape elements were minimized as a design consideration. The needs of pedestrians and bicyclists became a secondary consideration. In effect, the conventional thinking was that efforts would be made to accommodate pedestrians and bicyclists with whatever was left over after the needs of the motorists were fully addressed.

Fortunately, in Fairhaven, beauty and aesthetics continued to matter. The Town and civic organizations continued to plant and preserve trees, and suffered great loss when disease and hurricanes destroyed trees in the streetscape. Typically, the response to these events was to plant replacement trees as soon as possible. While many of the desirable elements of streetscape have been minimized over the years as a sacrifice to the automobile, enough evidence remains which shows how special Fairhaven's streets can be if a properly designed streetscape is made an integral part of a road reconstruction project. It will require open minds, respectful dialogue, and non-conventional thinking.

Many concerned residents are now questioning the wisdom of standard design approaches for "improving" roadways that result in removing street shade trees, widening travel lanes, reducing sidewalk widths, straightening curbs and smoothing the pavement. Residents are now debating what "improvement" means. Today, road improvement projects that "improve" the roads by removing trees, accommodating more traffic, and reducing the sidewalk widths are probably not going to get accepted in Fairhaven and many other many communities, unless these changes are clearly intended to address safety problems or are otherwise necessary and unavoidable. People want to know if the project will make the streets more safe and for whom. They want to know if the beauty of the street will be harmed, and is it lost forever. They want to know if more conflict will occur between the automobile and the pedestrian or bicyclist. They want to know how much faster the cars will be going after the project is completed. They are concerned and worried about the possibility that the road improvement project might adversely impact their quality of life in a variety of ways.

It is our hope and expectation that this document will support the efforts of those concerned residents in Fairhaven, the Board of Public Works and other elected officials, and civic groups engaged in beautification and improvement, by accomplishing the following objectives:

1. Reinforce the knowledge and belief that we live in a special and unique place that we should be very proud to call home.
2. Offer help and guidance to those who value the streetscape, and who want to build on the greatness of our streetscape.
3. Assert the position that the needs of pedestrians, bicyclists and those of us who are simply present near the street must balance the needs of the motorist.

Generations of caring residents before us have made collective good choices. Our predecessors have bestowed so many unique assets and special attributes and features upon us. Those of us who live here now are stewards in Fairhaven's existence, and are responsible for the quality of her future. We have a duty to preserve, protect and enhance the quality of our streetscape that has grown and been developed in Fairhaven by our predecessors. Fairhaven deserves greatness in her streetscape. It is not only possible, but also necessary.

SPECIAL QUALITIES OF FAIRHAVEN

The Preamble touched on the special qualities of Fairhaven. These qualities make Fairhaven a distinctively attractive community to live and work in. They also are relevant to the design and reconstruction of its streets in a number of ways.

For purposes of this Report, the Streetscapes Committee has identified a number of special qualities that are worth noting, and describing how these qualities are relevant to design issues. The list of special qualities is not intended to be a complete list. We know that Fairhaven has many special qualities that may not be mentioned in this Report. It is not because they were forgotten about or not thought of, but simply because we attempted to stay focused on the most important qualities that affect streetscapes.

The list of special qualities of Fairhaven include:

- Tree lined streets
- Historic and varied architecture
- A safe and secure place to live and work
- Well maintained infrastructure and public and private property
- Stable population and democratic form of government
- Broad and diverse housing stock
- Rural and scenic areas
- Comfortable degree of domestic density

Fairhaven is rightly known, historically and in the present, for its handsome, tree-lined streets. Our Town proudly sports magnificent specimen trees of great age and grace. These trees provide a distinctive quality to the rich legacy of our Town. Most of our streets are also lined with mature trees that provide cool shade in summer, wind breaks in winter, offer scale to our

architecture, and their aesthetic beauty adds to the general value of community life, as well as the economic value of our homes and businesses.

The Town needs to make a serious commitment to the planting and the care of its trees. There should be a Town By-law for the planting, maintenance and removal of trees, similar to one in the Town of Barnstable. The By-law could provide regulations on the types of trees, spacing, planting near curbs and street corners and overhead wires, trimming by utility companies and contractors, and care and maintenance. The Tree Warden and Department can only be expected to do so much. The Town should supplement these resources by seeking funding to retain a certified arborist to expertly prune, feed, plant, and advise the Tree Warden, BPW, Planning Board, and various improvement associations in the selection of trees, their care and their siting.

Fairhaven is blest by the presence of many buildings whose original period architecture makes our Town a fascinating place to live in. Therefore, we must also consider ourselves custodians of nationally important history. Thus, in those portions of our town where this is so, street appurtenances such as lighting, curbing, paving, signage and such ought to be in keeping with the predominating historic period of the locale.

But Fairhaven is not only a period piece; it is a thriving town with buildings and neighborhoods that span the centuries up to the present. Therefore, each portion of the town that shows a particular look based on its use and modernity ought to have its streets designed in a fashion that recognizes and enhances the local character. In this way, our commercial and recreational waterfront, our civic center, our differing residential and commercial neighborhoods ought to each be considered distinctly in the design of their particular streets and common places.

Our town is not just a byway on the way to some other destination. For most, it is the destination and the primary place where we live, work, play and call home for generation after generation. However, our streets have been conceived, laid out and used primarily in consideration of cars and trucks and not slower moving and more fragile people. As a consequence of our streets having not been designed for pedestrian use and safety, the people of Fairhaven do not now enjoy the degree of use and safety they deserve, and once enjoyed.

When new streets construction is considered in the future, and when old streets are slated for reconstruction, the claims of pedestrians, bicyclists, children in carriages, the elderly, the infirm, children at play, recreational runners, etc. must be taken into consideration in terms of width of sidewalks, pavement markings of crosswalks, lighting, signage, speed limits, speed control signage, and planting of trees, and bushes and flowers.

Fairhaven looks like a nice place to live because homeowners and the business community for the most part take good care of their property. There are very few derelict or vacant properties. The Board of Public does a conscientious job of maintaining our streets and byways in like manner. The streets are promptly cleaned of rubbish, leaves and snow in season, and our parks are routinely mowed. But there is little in the way of enhancing the common property of our town by programmed planting of flowering shrubs and trees and flowers in season. When our streets are laid out and reconstructed, there ought to be monies allocated not only to asphalt and stone to make driving easier, but also to living greenery that enhances the quality of life for the people who use these same streets.

Our town is enhanced by a relatively stable population in terms of people moving in and out of our community and in terms of the growth of our population over time. This stability ought to provide the stakeholders an added measure of voice in the conduct of the town's affairs. For the most part, it does through our elected officials and Town Meeting form of governance. The participation of the citizenry ought to more conspicuously inform how streets are designed and managed in our town than is now the case. Thus, when streets are being considered for repair, the stakeholders should be convened and be early and welcome partners in those deliberations.

Fairhaven is a town of mixed incomes that are reflected in the wide range of costs of available housing. Here again, the diversity of houses ought to be reflected in the sensitive and appropriate way in which street design complements the surrounding houses in terms of kind, always mindful to provide all citizens with the same quality of services.

Although Fairhaven is a town that was settled more than three hundred years ago, it still retains open, undeveloped areas, long stretches of natural shoreline, forests, and farmlands. Inviting and safe access to these areas, clear and handsome signage, appropriate design of walkways, and scenic

roads ought to be a serious portion of the consideration when the allocations for design of our streets are being considered.

Unlike many American cities and towns, Fairhaven does not suffer from high-density areas of population and as a consequence does not have the periodic or routine vehicular congestion that plague most other population centers. Except in a few instances, our roadways are passable at most times, not only by vehicles, but also pedestrians. There are, however, glaring examples of streets where that is not true and they pose real danger to vehicles and especially pedestrians, These must be remedied.

In summary, this generation of Fairhaven citizens has inherited a **great legacy** in the beauty of our town and the strengths of its infrastructure. Paying careful attention to the many purposes our streets serve in all the ways described above, we will maintain, hopefully enhance, the treasure of a town that has been our bequest from previous civic minded generations.

FAIRHAVEN'S STREETS:
THE HISTORICAL PERSPECTIVE

by Christopher Richard, Director of Tourism

"There is a great charm about Fairhaven. Its streets are wide as country roads, and yet built up enough to satisfy the demands of the town, with comfortable dwellings, fine gardens, and a general air of peace and prosperity." *--HARPER'S NEW MONTHLY MAGAZINE, November 1885.*

In Fairhaven today, one can still find some of the charm described in 1885, though the town then was far different from today. In 1885, the town center had few streets east of Green Street and Green Street itself extended only from Spring Street south to Cedar Street. There was no Huttleston Avenue, yet. The one bridge from New Bedford connected at Bridge Street. Except for some houses along main thoroughfares, much of the town east of Adams Street to Mattapoisett and North of River-Side Cemetery to Acushnet was farm land.

Today, the old-time charm seen in Fairhaven is a reflection of the fact that from its earliest village days through W.WII, much of its housing was built with no setback from the streets. Placing the house at the street was originally the norm because it allowed the most space behind the house for a variety of necessary outbuildings, sheds, wood piles, barns, and gardens. Front porches remain from the days when more people traveled on foot and the street was an area for social interaction with friends and neighbors. Many main roads and residential side streets are narrow by today's standards, having been laid out when automobile traffic was nonexistent or still relatively rare.

Since the beautification efforts begun during the second half of the 1800s, Fairhaven residents have been rightfully proud of their trees. The death of many one-hundred-year-old elm trees during the Hurricane of 1938 and the further losses to Dutch Elm Disease during the following twenty-five years caused a deep sense of loss to many people. Although very few of Fairhaven's street trees today are more than forty to sixty years old, and most are common varieties of the imported Norway Maple, the tradition of lovely street trees is deeply embedded.

Some of Fairhaven' historical charm, both real and perceived, is threatened by modern requirements for wider streets to accommodate higher levels of vehicular traffic. Houses close to the streets, established street trees and already narrow sidewalks make the upgrading of roadways difficult.

FIRST ROADS

Although Fairhaven was incorporated as a town in 1812, its history dates back prior to the incorporation of the old Dartmouth township in 1664, when colonists from Plymouth began settling at the head of the Acushnet River.

At that time, the roadways were paths used by the Wampanoag Indians. The earliest settlers used these paths and many were later laid out as official roads. One Indian path, running from Head of the River toward Sconticut Neck is today part of the layout of Main, Adams and Spring streets. As the population increased, some of the widely spaced homesteads were connected by informal "driftways." These early roads are characterized by their long and winding nature, generally following the path of least resistance around natural obstructions. They were used primarily by people on foot.

In the 1720s to 1740s, several public roads were laid out, following the routes of older trails. They include North Main Street and South Main Street in Acushnet, the previously mentioned Main/Adams/Spring street road, and Alden Road, originally called Head of the River Road. Most of these early public roads converged on the Acushnet Village. The Mattapoisett road ran along what is now Route 6, from Spring Street east past the Nasketucket Village to Mattapoisett.

EARLY RESIDENTIAL DEVELOPMENT

Many of the oldest residential streets in Fairhaven were laid out after development began on two parcels of land purchased from larger farms in the year 1760. In Oxford Village, Oxford, Lafayette and North streets gave access to thirty building lots laid out in that area. In the "Twenty-Acre Purchase" to the south, Main, Middle and Water streets were laid out in through the forty lots there. Both Oxford Village and Fairhaven Village were early instances of straight streets and rectangular lots arranged in a grid. Until 1795, the Herring River and the old Mill Pond just north of Fairhaven Village divided the two villages. In 1795, a bridge across the Herring River was [illegible] extended north from Fairhaven Village to Oxford.

Until 1830, Fairhaven Village was confined to three streets on the waterfront. Eighty-six acres of land to the east of Main Street was held off the market by the Rotch family until after the death of William Rotch. Once lots were available in this area, the village expanded eastward, with William, Walnut, Washington, Union and several blocks of Green Street were laid out.

EARLY PAVING

There is no historical evidence of any of these early roads being paved, with the exception of a circa 1812 mention of a part of Bridge Street being a "corduroy" road, paved with logs. Most were either dirt or crushed stone and/or cinders. The town did not have the office Superintendent of Streets until 1890, at which time, crushed stone and macadamizing with crushed stone and a hot tar binder were the rule in the more populated areas. In some areas of Oxford and the center, cobbled gutters about two feet wide were used for drainage.

EARLY SIDEWALKS

The earliest mention of a sidewalk is 1842, when a wooden plank walk was added to the bridge on Main Street crossing the Herring River. Although kerosene lamps on iron poles were approved as street lights in 1859, it appears that lights were not actually installed until more than a decade afterward. By the 1880s flagstone walks were installed on Main Street and Center Street; brick and flagged walks were added to some side streets. An 1883 description of sidewalks states, "Recently a considerable amount of concreting has been done."

EARLY BEAUTIFICATION EFFORTS

Plantings simply for the sake of beautification, both in the private and public landscape, developed in the early 1800s and didn't reach widespread popularity until after the Civil War.

In Fairhaven, one early effort to beautify the streets, specifically Center Street, is attributed to Mr. Roland Fish, who built a house on what is now the Town Hall property about 1835. Fish planted elm trees along the street, many of which endured for about 100 years until they were uprooted by the Hurricane of '38.

In 1883, the Fairhaven Improvement Association was begun, the object of which was ". . .the improvement and ornamenting of the streets and public squares of the town of Fairhaven by planting and cultivating ornamental trees and generally to promote the beauty and welfare of the town." This group along with private individuals such as Warren Delano and Henry Huttleston Rogers, contributed greatly to the planting of trees along public ways.

THE TWENTIETH CENTURY

The larger portion of Fairhaven's public roads were laid out between the 1890s and the 1920s when the population of the town grew with a large influx of French-Canadian, English and Portuguese mill workers, who settled in the previously undeveloped northern and eastern parts of Fairhaven. (During this time, three Catholic churches, the Anthony, Tripp and East Fairhaven public schools and St. Joseph's and Sacred Hearts parochial schools were built in town. Also, an addition doubled the size of Oxford School.)

In 1890, the Coggeshall Street bridge was built. In 1902, the new Fairhaven-New Bedford Bridge was opened, connecting to the newly laid out Huttleston Avenue. In 1903, the Herring River was run underground and the old Mill Pond was filled to create Cushman Park. Streets were developed north of River-Side Cemetery and east of the center of town. Public water and sewer systems were also installed and expanded at this time. While some of these streets were somewhat wider than the early village streets, they are still narrow by today's standards and the small lot sizes allowed little room for the addition of off-street parking. (There were a considerable number of building permits issued for garages in the 1920s.) There was no Fairhaven Planning Board until 1924 and zoning laws did not exist during this period of growth.

Other changes to the streetscape were utility poles for electric wires and telephone lines and the introduction of electric trolleys on Main, Washington and Fort streets.

In 1930, construction began on U.S. Route 6, which connected Huttleston Avenue to Washington Street. The highway officially opened in 1934. There was little development from the Great Depression era through WWII Both the economic and war conditions slowed the building of new streets and homes and also inhibited the widespread use of the automobiles that finally occurred after the war. In Fairhaven, rebuilding and replanting following the Hurricane of '38 also slowed new growth.

By 1950, Fairhaven started feeling the impact of the automobile in commercial areas in the center and in north Fairhaven. Some streets were widened where they could be.

In residential areas changes occurred, too. The Planning Board advocated larger lot sizes to accommodate

"carports" and larger garages. True, pedestrian-friendly sidewalks became of less importance. Houses were set back further from the roads, with lawns and shrubs serving as a buffer between the houses and roads. Streets and house lots laid out in newer developments, such as Hamlet Homes in East Fairhaven, reflect these changes.

TODAY

Today, Fairhaven's streets are a mixed lot of narrow village streets, newer housing developments and a busy commercial district close to an interstate highway. Most, however, are pre-Depression residential streets adjoining far older village areas. Nearly all of the main access roads for travel through town--Main St., Green St., Adams St., Washington St., Alden Rd., Sconticut Neck Rd and the part of Huttleston Ave. east of Sconticut Neck-- are among the oldest roads in town. The older sections are the sites of homes dating between the 1760s and the 1840s. Many still accommodate a fair amount of pedestrian traffic and are lined with mature trees.

The town still has considerable charm.

GREAT STREETS

Great Streets is a concept, a vision, and a goal. Citizens across the country who are getting involved in streetscape efforts similar to what we are doing in Fairhaven are familiar with this term and what it means. There is even a popular book by a well respected urban planner, Allan Jacobs, entitled "Great Streets". It is hard to define Great Streets. However, you know one when you see one.

Here is a list of qualities of Great Streets:

- Invite participation in community, bring people together, and are inclusive of all people as users.
- Balance use of all means of transportation, including cars, trucks, emergency vehicles, bicycles and pedestrians.
- Promote a safe environment by enhancing the safety and security of all users.
- Exist as a place of distinctive destination, where people live, visit and work, and not just a by-way or right of way for passage to get somewhere else.
- Reflect and authentically display the character and historical significance of the neighborhood.
- Show that aesthetics matter, by demonstrating care in the look of buildings, front yards and neighborhoods; generating curb appeal.
- Express community pride.

- Promote vitality on property use and economic value in property ownership.
- Contain scenic micro and macro greenspace and landscaping
- Provide human scale lighting, which is functional and consistent with the character of the neighborhood.
- Calm traffic to reduce the danger of motor vehicle accidents and speeding to relieve stress.
- Provide adequate on-street and off-street parking.
- Keep up with maintenance needs.
- Serve a balanced mix of transportation and socio-economic functions

Here in Fairhaven, we are lucky to have many Great Streets. Still many others have the potential to be Great Streets. Whenever, wherever and however possible, we need to bring out this potential and build on our number of Great Streets.

ELEMENTS OF DESIGN

The following is a list of physical streetscape features that should be considered in the design of new or reconstructed streets, because they will greatly influence whether the street design respects the character of the neighborhood and promotes the concept and vision of great streets.

- Pavement treatments, types, and widths
- Sidewalk treatments, types, and widths
- Curbs, berms and edging
- Trees, shrubs, and plants
- Grass ribbons, planting strips, planters, and garden features
- Hitching posts
- Parking
- Benches and trash receptacles
- Street name signs
- Traffic signage
- Lamps and lighting
- Clocks
- Pavement markings
- Telephone poles and utility structures, cabinets, etc.
- Fences, walls and hedgerows
- Bicycle lanes
- Bicycle racks

Pavement Restoration

Method

There are a variety of accepted and proven pavement rehabilitation methods available to a Town such as Fairhaven. The methods include: repaving or resurfacing (overlays), reclamation, and reconstruction. Resurfacing or overlaying a road causes little or no impact on streetscape features, because the width stays the same, and the sidewalks are not affected, other than rebuilding driveway aprons. Reclamation, whereby the old pavement is ground up and reused in place as a new layer of pavement, also has limited impacts, except in cases where tree roots are directly under the pavement; some roots may be destroyed. In most cases, this is not a major concern. Reconstruction is a major undertaking that typically results in sidewalk and curb reconstruction, regardless of whether a road widening is to occur. Utilities are normally upgraded at this time; services in sidewalks are frequently in conflict with tree roots and the conflict must be resolved one way or another.

The decision on which of the methods is the appropriate method to use in any particular case is based on several factors, including:

i. Funding requirements
ii. Engineering Considerations
iii. Cost
iv. Public input

Projects undertaken using Federal and/or State funds must be designed in strict conformance with the regulatory design manuals. Projects using Town funds or Chapter 90/State Aid to Highways funds have a great deal of flexibility on which pavement method to use. Engineering considerations include: degree of degradation of the road, traffic, curb reveal, safety, life expectancy, and a cost benefit analysis. Generally, the least expensive method is resurfacing, and the most expensive is reconstruction. Reconstruction can be 10 times the cost of resurfacing. Generally, pavement rehabilitation methods are not a hot topic of debate or disagreement at public meetings. However, if the public is concerned about the impacts of a project on trees and sidewalks, it may be worthwhile to revisit the proposed method of

rehabilitation. It may be that a less disruptive method will satisfactorily address the problems.

What about doing nothing as far as rehabilitating a street? Is it a suitable option? In most cases, no. The primary reason is that as a road degrades, the frequency and severity of damage to vehicles and equipment and injury to motorists, bicyclists and pedestrians due to road deficiencies increases dramatically. There is only so much cold patch or crack sealing a Town can do to a road before it is a waste of money, time and effort. In addition, the cost of repairs increases because the simpler and less costly rehabilitation methods such as resurfacing are no longer possible if repairs are delayed indefinitely

Widths

One of the most frequently disputed issues is road width. Many of the streets in old, small towns like Fairhaven are narrow for today's cars and uses. Some State and Federal design manuals require wider roads than exist in Fairhaven. This makes it very difficult to comply with the funding guidelines for certain programs. Even when State and Federal design manuals are not mandatory for every project, engineers tend to design around them because the guidelines set an established and acceptable standard to follow.

As a result, the recommended design often needs to consider whether a road widening is appropriate, and what impacts if any on the sidewalk area will result. One of the primary impacts tends to be on shade trees in the grass ribbon strips at the back of the curb. Frequently, these trees have outgrown their allotted space, and are encroaching into the street. In other cases, the trees have grown in width such that a road widening would result in severe damage to the trees. In these cases, a careful decision needs to be made on whether a road widening is even possible without causing irreparable harm to the character of the street. The trees are treasured assets with strong emotional bonds to many residents.

Many residents oppose widening and repaving because of the fear that vehicles will speed up, when the opposite effect is desired – slower and calmer traffic. Many of these people want to "Take Back Your

Streets" from the automobile, as the Conservation Law Foundation expressed in their guidebook by the same name. The CLF talks about the front yards becoming obsolete due to the unlivable conditions created by fast cars. It makes the argument that streets need to be managed with more regard for human activity. Narrow streets do tend to slow traffic down. There are many ways that an illusion of narrow streets can be created, without actually narrowing the street. They include: high curbing; painted fog lines along gutter; and street signs and utility poles and trees close to street.

Widening a road to suit the largest vehicles or traffic load can result in an over-design for other users and situations. Widening also reduces sidewalk area, which can result in narrower grass ribbons for tree planting and/or narrower paved sidewalks for pedestrian walking. The narrower grass ribbons will adversely affect the health of the trees and cause root damage to both the sidewalk and the roadway.

The Fairhaven Subdivision Regulations identify the following types of streets, and specify the widths:

- Lane – residential – 10 home limit; 24' wide pavement
- Collector Street – nonresidential, or 50 homes; 30' wide pavement
- Minor Street – bigger than lane, smaller than collector; 26' wide pvmt

Many of the existing streets do not meet these requirements.

In an ideal world, the following widths would be available, based on industry consensus, depending on the type of street and projected traffic volume:

- Travel Lanes - 10' to 12' wide, each
- Shoulders - 1' to 2' wide, each
- Parking - 7' to 10' wide, each

B. Sidewalk Treatments

Sidewalks serve many purposes. They provide pedestrians with a safe route of travel. They are the street's social zone, where neighbors can leisurely come and go. They also provide delivery services a safe and smooth path to the front door.

Sidewalks must meet ADA requirements. Everyone needs to think how they would get from one location to another in a wheelchair. They must be at least 3-1/2' wide, and free of obstructions or depressions. The most common materials in our area are concrete and asphalt, although some brick and slate is in place throughout the Town. The chosen material type should be consistent and uniform , at least from block to block, and preferably on the entire street. Mixing of concrete squares with asphalt squares does nothing for aesthetics. Most people prefer concrete to asphalt, because it is more durable, heat tolerant, and nice looking, particularly with a grass ribbon.

The placement of grass ribbon strips between the curb and the sidewalk is a very common practice. The grass ribbon is typically planted with shade trees. It creates a very nice, peaceful, and residential look. Very rarely will a Town install full width concrete or asphalt sidewalks in residential zones, but these are common in commercial districts to facilitate business and eliminate the need for businesses to cut grass out front.

CURBS, BERMS AND EDGING

(to be inserted)

STREET TREES

Street trees are one of the first things that come to mind when one considers what a great street should look like. They represent a key element of the streetscape. Mature shade trees lining the sides of streets and creating a canopy effect over the street provide a great deal of value and aesthetic interest. Both the Fairhaven Planning Board and the Fairhaven Tree Warden are engaged in efforts to plant or require others to plant trees along streets in the hope and expectation that with the benefit of time, the trees will mature and provide many benefits to the quality of the streetscape, including creating a canopy effect over our residential streets.

Tree expects often offer this simple advise on selecting trees for planting: plant the right tree in the right way in the right place. This advice is particularly important on street trees, where the trees face many obstacles to reaching maturity successfully. A good street tree must be:

- Tolerant of environmental stresses, from road salt, lack of water, high pH, poor quality soil, physical limits on root growth, and natural gas leaks
- Insect and disease resistant
- Well shaped; good form
- Winter hardy
- Interesting to look at in various seasons
- The right height and width

The following is a list of street trees that satisfy the above references requirements to be a good street tree:

- Under Power Lines; Less than 30' tall
  - Kousa Dogwood (more tolerant of anthracnose than florida dogwood)
  - Bradford Pears
  - Red Bud
  - Japanese Stewardia
  - Japanese Tree Lilac
  - Hedge Maple
  - Amur Maple
- No Power Lines; Greater than 30' tall
  - Crimson King Maple
  - Black Tupelo
  - Red Maple
  - Columnar European Beech
  - Sargent Cherry
  - Littleleaf Linden
  - Pin Oak

Trees must be planted in the correct manner if they are to have a good chance to mature well. The arbor industry and landscape architects all agree on the proper planting methods. It is critically important that the installer or landscaper strictly adhere to these methods. The soil around the tree should be amended if necessary with porous soil for good drainage and root growth. The soil also needs to be neutral in pH and rich in nutrients.

Many times trees are planted too close to the curb. As a result, they are often damaged by motor vehicles. Also, while they grow, the roots reach out for water and encroach into the curb and under the pavement, which can create major problems for the condition of the street. Ideally, the tree trunk should be at least 2' from the face of the curb, within a wide grass ribbon area on the sidewalk.

Large growing trees should not be planted under power lines, because once they grow tall enough to interfere with the wires, then they get pruned and sometimes topped to alleviate the interference. This pruning activity often ruins the beautiful natural form of the trees, and this is particularly noticeable during the long winter months, when the trees are dormant and without leaves to hide the altered tree. Instead, the larger trees should be planted on the side of the street without power lines, and if possible, planted on the back side of the sidewalk to avoid problems with the curbing and pavement.

GRASS RIBBONS, PLANTING STRIPS, PLANTERS AND GARDEN FEATURES

(to be inserted)

CLOCKS AND HITCHING POSTS

(to be inserted)

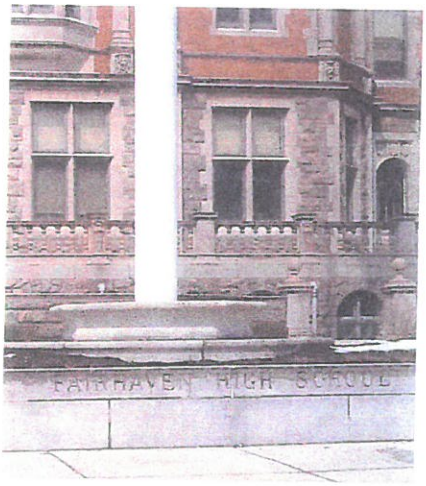
PARKING

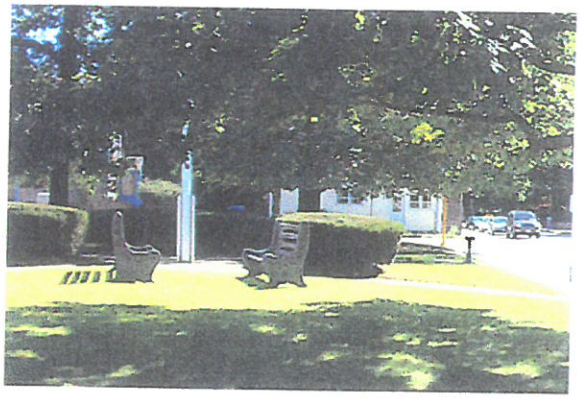
(to be inserted)

BENCHES

Benches

A sample of existing public benches in the town of Fairhaven.





Example of an inviting, attractive public bench can be found at Fort Phoenix.

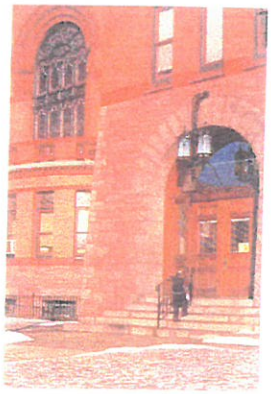
SIGNAGE

(to be inserted)

LAMPS AND LIGHTING

Streetlights

A sample of historic and decorative public lighting in Fairhaven.



Streetlight selection for streetscape projects in Fairhaven should feature streetlights that compliment or match existing decorative and historic streetlights such as those shown above.

Standardizing decorative streetlights creates a unique look for the town.

SHOWN IN PHOTO:
L41917 CUSTOM DESIGN FIXTURE
Inverted twin H.I.D. globe fixtures on a 339-16' anchor base post.
(Farragut Farms-Knoxville, TN)

Example of a streetlight that compliments existing historic and decorative lighting.

(Based on a discussion at a meeting between Bob Carey, BPW Superintendent, and Charlie Tavares, NSTAR Sales, on Friday, January 10, 2003)

ORNAMENTAL STREET LIGHTING

1) NSTAR does not provide ornamental, decorative or historical street lighting. The standard equipment provided by NSTAR is the "cobra head" light fixture cantilevered about 30' up on a utility pole. The standard luminaire (the luminaire is the lamp, photocell and ballast) is high pressure sodium, that has an amber appearance. The standard lighting service is billed to municipalities at the "S-1" rate.
2) Communities that want the ornamental lighting must purchase and install this equipment directly, and will own the fixtures. NSTAR offers free layout and design services for the ornamental lighting system. NSTAR will locate and space the lampposts correctly, and specify the type and configuration of pull boxes (hand holes) and conduit. NSTAR also will maintain the ornamental lighting luminaire system (but not the lamppost) and provide electricity to it under an alternative rate plan, called the "S-2" rate.
3) Ornamental street lighting fixtures do not throw as much light as the cobra heads. The need to be spaced much closer together; generally about 80' apart.
4) The "S-2" rate is significantly cheaper than the standard "S-1" rate, primarily because NSTAR does not own and provided the fixture on the "S-2" rate. The "S-1" rate is approximately $90 per year per fixture. The "S-2" rate is approximately $65 per year per fixture.
5) The ornamental lamppost and luminaire assembly costs about $1700 to $2000 each, plus installation.
6) Many or most of the Cape communities are going to the ornamental lighting systems.
7) There are two types of luminaries which NSTAR will provide power to; the standard high pressure sodium and the alternative metal halide. The metal halide is white light, which gives true color; for example, red ojects look red, and not orangeish like they do with high pressure sodium luminaires. There is an additional charge for the metal halide luminaries, and they require a meter and control box in the sidewalk area. Generally, communities have opted to stay with the high pressure sodium luminaries in residential areas. The metal halides are used more in commercial areas. Both types are rated at 70 Watts each.
8) Most of the true historic ornamental lampposts are made of cast iron. Today, most of the newer historic looking ornamental lampposts are made from aluminum. There are many styles available. One of the biggest manufacturers is located in West Bridgewater, MA, and is called Alloy Castings Co., Inc. They make a couple that are popular in New Bedford: the "New Bedford" and the "Washingtonian". They also made replica gas lamps.

9) For communities that don't like the light pollution causes by the cobra head fixtures, but can't afford to replace them with ornamental lighting, there is an alternative lens that can be installed on the cobra head fixture that directs all the light downward. It's called a flat lens or "cut-off" lens. The cost of the cut-off lens is approximately $6 per year per fixture more than the standard lens. Communities that want the lenses changed are charged for the cost of the materials if less than 10 fixtures are involved (per year). If more than 10 fixtures are involved, then the communities pay for materials and labor.

10) The Selectmen control the street lighting program and budget.

11) The NSTAR manager responsible for sales in S.E. MA would be happy to meet with the Streetscapes Committee, if so requested.

PAVEMENT MARKINGS, CROSSWALKS, ETC

(to be inserted)

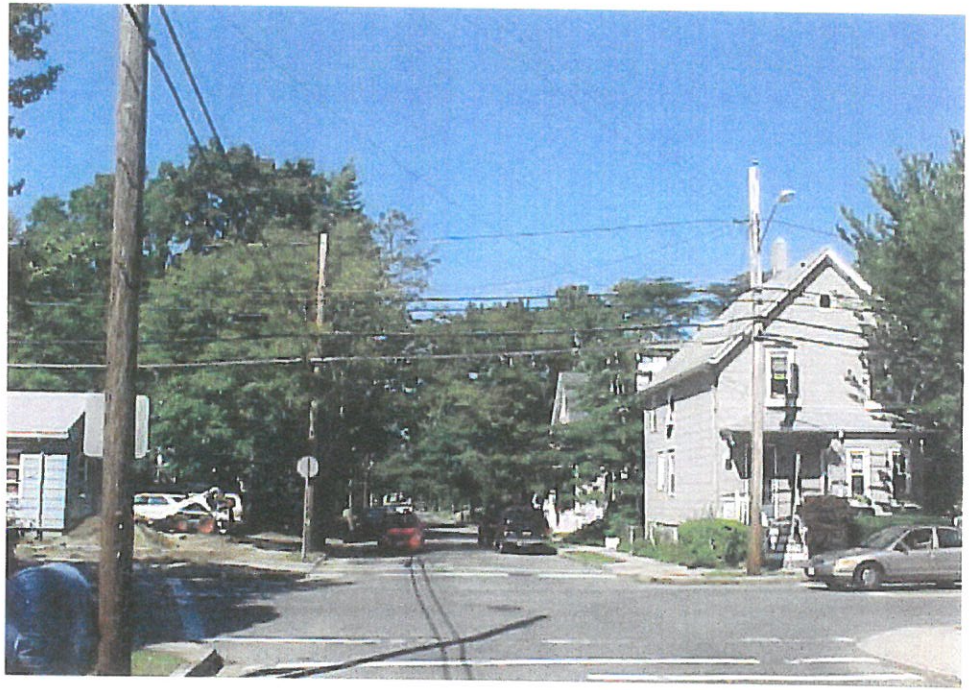
UTILITY POLES, CABINETS AND STRUCTURES

(to be inserted)

FENCES, WALLS AND HEDGEROWS

(to be inserted)

GREEN STREET



Green Street, Fairhaven, MA
Historical Outline & Buildings of Note
South of Huttleston Avenue

Prepared for the DPW by the Fairhaven Office of Tourism
Revised December 2002

Green Street between Route 6 and Fort Phoenix developed in roughly four stages, the earliest section between Spring Street and Union Street being laid out in 1832. Between 1840 and 1895 the area from Union Street south to Cedar Street developed rather slowly. From Spring Street north to Huttleston Avenue developed, for the most part after the creation of Cushman Park, beginning in 1903. The most recent addition to Green Street are the blocks between Cedar Street and Fort Phoenix State Beach, which are post-1915.

Chronological Outline of Green Street, south of Route 6

1765 Nantucket businessman Joseph Rotch bought from Elnathan Pope approximately 86 1/2 acres of farmland located just east of the "Twenty-Acre Purchase." This large parcel reached from the eastern boundries of the properties on the east side of Main Street to what is now Adams Street. Rotch and his son William kept this land off the market and it remained undeveloped for about 67 years.

1796 Legislation was enacted to build the first Fairhaven-New Bedford Bridge. Connecting Pope's Island to Bridge Street, it was opened to traffic in 1801. Because the Mill Pond and Herring River lay to the north of Spring Street, Green Street did not connect to Bridge Street.

1812 The Town of Fairhaven was incorporated.

1828 William Rotch, Sr. died. His son, William, Jr., began selling lots within the Eighty-Six Acre Purchase. Land sold quickly, because the waterfront area in the original Twenty-Acre Purchase to the west had become greatly overcrowded.

1832 Washington Street and Union Street were extended eastward from Main Street. Green Street was laid out from Spring Street south to Union Street, as were William and Walnut Streets.

Ca. 1832 Warren Delano I, great grandfather of Franklin Delano Roosevelt, moved from his earlier Middle Street residence into his new mansion on the property bounded by Green, Washington and Walnut Streets. This would remain Delano family property until 1942.

ca. 1850 Henry Stetson built an Early Gothic Revival home at the northwest corner of Green and Spring Streets. A short extension of Green Street northward toward the Mill Pond became known as Stetson Court.

1855 The Town of Fairhaven map of 1855 shows that by this time Green Street ran south of Union Street, ending between Farmfield and Cedar Streets, but there were only nine homes and a small schoolhouse along that southern stretch of the road.

124/122 Green ca. 1835, remodeled after 1945. This duplex is the remodeled carriage house of the Warren Delano estate. Warren Delano I, great grandfather of Franklin Delano Roosevelt, built his mansion on this property, bounded by Green St., Washington St. and Walnut St. The stone wall surrounding the property is original to the Delano mansion. The property was visited by Franklin Delano Roosevelt during his youth as well as in 1936 while President. The land stayed in the family until 1942 when it was sold at auction. Subsequently (1945-46) the main house was divided into three smaller homes, and the barn and carriage building was made into two homes, this duplex being one of those.

123 Green B. Taber house, ca. 1832-40, Greek Revival.

121 Green Amos Pierce house, ca. 1835, Greek Revival.

115 Green Peleg Gifford/Abbie Rogers house, ca. 1835. Abbie Palmer Gifford and Henry Huttleston Rogers first met at Phoenix Hall when they were teens. A short time after leaving for the oil fields of Pennsylvania, Rogers returned to Fairhaven to marry Abbie. The wedding was held at the Gifford home at 155 Green St. where Abbie had grown up. In 1894, the Fairhaven Town Hall was donated to the town by Abbie Rogers.

114 Green Walter H. Judd house, ca. 1865. This is a fine Second Empire house with a mansard roof, said to be "the first house built in Fairhaven after a period of building depression during the Civil War."

110 Green Caleb Purrington house, ca. 1852. Italianate style. Caleb Purrington and Bartholomew Taber were partners in a the house painting business. One of their business signs is on display in the Shelburne Museum in Vermont.

109 Green Nathan Church "Brick House," ca. 1840. This Greek Revival home of red brick was built by whale ship owner and businessman Nathan Church, known at the time as "the richest man in town." An 1850 shipping list shows at least three ships, the *Amazon, Erie* and *Heroine* under Church's name. The house was later owned by Walter P. Winsor who installed greenhouses and gardens there. His horticulturalist, Peter Murray, developed a form of carnation or pink, which he named the "Winsor" Pink." It was later called the "Coronation Pink" after being chosen by Queen Mary of England as the flower for her coronation in 1911.

103 Green Capt. David N. Kelley house, ca. 1888. Queen Anne style. This was the home of the founder of D.N. Kelley ship yard, which is still in operation at Kelley's Wharf on the Fairhaven waterfront.

102 Green Unitarian Memorial Church, built 1901-1904. Henry Huttleston Rogers built this cathedral-like, English Perpendicular Gothic church in memory of his mother, Mary. Costing nearly two million dollars, it was designed by noted New England architect Charles Brigham, whose work also includes the Millicent Library, Fairhaven Town Hall and Fairhaven High School as well as the Christian Science Church in Boston and the wings of the Massachusetts State House. The church has a 165 foot high bell tower and is ornamented with carved stone gargoyles, huge sculpted bronze doors and stained glass windows by New York artist Robert Reid. It is in the process of being listed on the National Register of Historic Places.

41 Union St. Elbridge G. Paull house.

Memorial Church Park Southeast corner of Union and Green Streets. 1929. This small park, with a

Who is Cushman Park named after?

Cushman Park is named after Robert Cushman, "a leader in the organization and direction of the Puritan emigration to America, who came to Plymouth in the Ship Fortune in November 1621and returned to England the following month thereafter to labor until his death in 1625 for the welfare of the little colony of the New World", so wrote Henry H. Rogers in 1908 in granting the land of today's Cushman Park to the Town of Fairhaven. Mr. Rogers requested that the park be named after Mr. Cushman, and that the land remain park land forever.

Paving Considerations

Green Street would qualify as a collector street. It is presently 28' wide, which is 2' narrower than what the subdivision regulations require for new collector streets The industry recommended widths for such a street, depending on the parking, would be:

a. One Sided Parking: 28' to 36', or
b. Two Sided Parking: 34' to 44'.

Green Street is wide enough to satisfy the minimum recommended width guidelines if one-sided parking was implemented. It is far too narrow to satisfy the requirements for two-sided parking. However, there currently is two sided parking allowed, and motorists have been accustomed to this for a very long time. There has been no recent increase in traffic on Green Street, which would warrant a widening. Even if a widening were to occur, the widening would still make the road too narrow to satisfy the guidelines for two-sided parking. Where two cars are parked directly opposite each other, only one vehicle can pass through or between them at once, safely. This has the beneficial effect of tending to slow the traffic. There are times when motorists do not yield and then pass each other in a very narrow space. This presents safety risks for motorists exiting their vehicles, pets and children dashing into the street between vehicles, and vehicle accidents. Finally, the impact on shade trees of a widening of Green Street would be devastating, and unacceptable. Therefore, the width should stay the same as it exists now, and some consideration should be given to reviewing the parking situation.

The two pavement methods worthy of consideration for Green Street are Full-Depth Reconstruction and Reclamation. The pavement is too far deteriorated to overlay or resurface the road without addressing the problems under the pavement. The deep excavation by either full depth reconstruction or reclamation will probably cause some damage to some tree roots on older trees that are growing at the curb.

The funding source for Green Street Reconstruction is Ch. 90/State Aid program, which funds 100% of the cost of the work. As was stated earlier, projects done under the Ch. 90 program need to satisfy good engineering judgment, but do not need to comply with Mass Highway Dept. design standards.

RECOMMENDED DESIGN FEATURES
For
GREEN STREET RECONSTRUCTION

1) Trees
   a. Maintain the overhead canopy, to the extent possible
   b. Minimize damage to existing mature and otherwise healthy shade trees by limiting the disturbance to roots
   c. Conduct a survey of existing trees to determine which trees if any are diseased, seriously damaged, poorly planted, encroaching within the traveled way, or creating safe sight distance problems, and then make a recommendation to either maintain the tree because it is a contributing element of the streetscape, or remove it because it is detracting from the streetscape or presenting a risk of damage or injury to persons or property.
   d. Prepare a list of suitable street trees for sidewalk areas under overhead utility wires and without overhead wires.
   e. Establish tree easements and plant new trees on the private property side of the sidewalk to give roots a better chance of thriving.
   f. Plant trees correctly, in accordance with accepted industry standards. Provide sandy rich organic loam for root growth within grass ribbon sidewalk areas.

2) Pavement
   a. Maintain the existing width of pavement
   b. Minimize the depth of excavation
   c. Work around trees to the extent possible
   d. Create a road shoulder by adding a white painted fog line 2' away from the curb along areas where no on-street parking is allowed, for two purposes:

i. Slow traffic by creating the perception of a narrower road without using physical barriers; if necessary, the vehicles can make use of the shoulder if necessary, and
ii. Keep cars and trucks away from the trees that are close to the curb

3) Sidewalks
   a. Provide continuous concrete sidewalks, from end to end, except where protruding tree roots exist. In these areas, use asphalt sidewalks which are more flexible and shallower than concrete.
   b. Minimum width of concrete sidewalk shall be 4', except for going around trees, where the minimum can decrease to 3-1/2' to comply with ADA requirements
   c. Vary the width of the concrete sidewalk depending on location of telephone poles:
      i. On the side with utility poles, the concrete sidewalk will be 4-1/2' wide, with a 4' wide grass ribbon strip for maintaining existing trees or planting of small trees.
      ii. On the other side, without poles, the concrete sidewalk will be 4' wide, with a 4-1/2' wide grass ribbon strip for maintaining existing trees or planting of large canopy trees.
   d. Provide ADA compliant wheel chair ramps at each intersection

4) Driveways
   a. Provide new concrete driveway aprons or brows for all existing driveways.
   b. Encourage all property owners who do not currently have a driveway to consider installing one to promote more off-street parking. A free driveway permit is required from the BPW; they do not need to act on it right away, but it will allow the new driveway brow to be installed now as part of the reconstruction project.
   c. Encourage all residents to take advantage of existing off street parking to reduce bottlenecks in the street, one car accidents, road rage, and risk of injury to children and pets entering roadway between parked cars.

5) Parking
   a. Restrict on street parking to one side, in accordance with the seasonal snow parking ban.
   b. Recommend further parking restrictions based on safety and sight distance considerations at or near intersections.

6) Curbs, Berms and Edging
   a. Maintain the existing granite curbing
   b. In front of trees with roots at the curb, use either asphalt berms or new narrow granite strips.

7) Grass ribbons and planting strips
   a. Amend the existing soil with rich organic compost and sand if necessary
   b. Protect, maintain and respect minor encroachments by property oweners with placement of planters, edging, and plantings, as long as they are not interfering with the sidewalk requirements.
   c. Remove and replace hitching posts

8) Benches and trash receptacles
   a. Identify locations where benches and trash receptacles would be appropriate.
   b. Specify a certain appropriate style and design; durable but with character.

9) Signage
   a. Review need for and location of all existing signs
   b. Minimize sign pollution
   c. Replace worn out or improperly sized signs
   d. Develop a unique historic style street name sign
   e. Place signs at correct height and location

10) Lamps and lighting
   a. Place underground conduit in for future historic style lampposts
   b. Pursue grants or supplemental funds for replacing the existing cobra head street lights with the historic lampposts.
      i. Remove the overhead poles and wires at some future date

11) Cushman Park
   a. Create new landscaped island in Green Street to bring the streetscape literally into the park and calm the traffic down. Instead of removing a large shade tree at a dangerous location along Green Street, make it the focal point of the new landscaped island.
   b. Create additional off street parking
   c. Provide a new meandering sidewalk along Green Street
   d. Create a new planting area of shrubs and plants
   e. Develop a memorial plaque to Robert Cushman, who the park was named after
   f. Develop a new welcoming to Fairhaven sign for the new island