

C. Special Guidelines for Specific Roadside Types

The 1980 Lincoln Roadside Study used the two visual images of Lincoln, wooded and agrarian, as the basis for categorizing the Town's roads into five different types. Their report describes how to maintain and restore the differing kinds of roadside edges. Those categories have been modified and updated for our report, with associated recommendations. The five roadside types that characterize Lincoln today are:

1. Natural
2. Agricultural
3. Historic
4. Suburban
5. Commercial/Lincoln Station

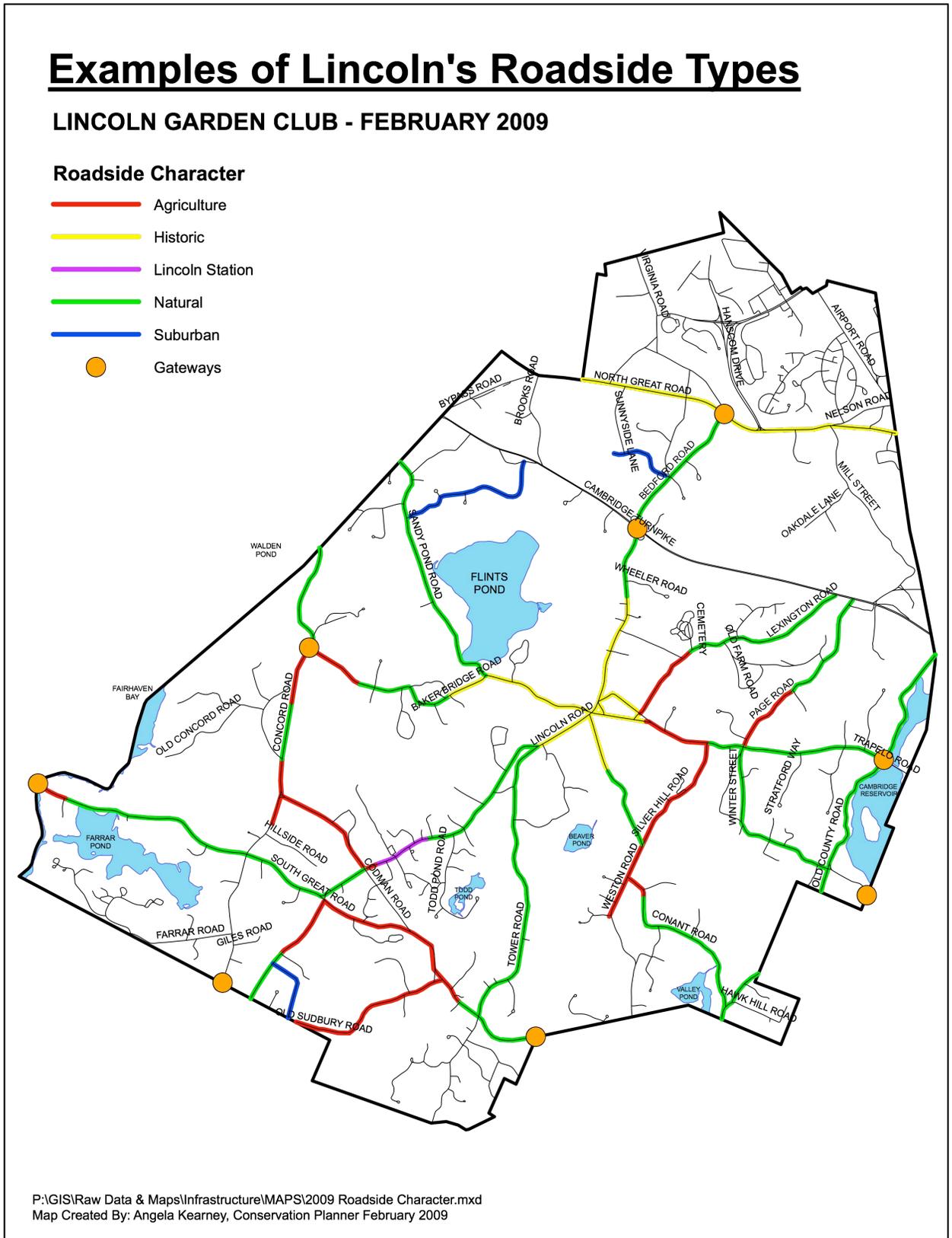
Of the five roadside types, three - Natural, Agricultural, and Historic - have overlaps with the roads shown on the Old Roads of Lincoln, Map 1 and the Scenic Roads, Map 2. Taken together these maps can guide the Town in focusing its efforts to preserve the rural character of key roads.

Map 3 shows examples of Lincoln roadside types. Appendix E1 and E2 are in list form.



Codman Road, an agricultural road type

Map 3 Examples of Lincoln's Roadside Types



P:\GIS\Raw Data & Maps\Infrastructure\MAPS\2009 Roadside Character.mxd
Map Created By: Angela Kearney, Conservation Planner February 2009

1. Natural Roadsides

This type reflects those stretches of the roads bordered by woods. The growth, for the most part, consists of mixed trees and shrubs with few large specimen quality trees. Much of the wooded land is wetland too low for development. An occasional stand of mature trees or evergreens sets a section apart and is a welcome contrast to the rather scruffy overgrown character of the majority of the woods seen from the sampled roads.¹¹

This category includes areas of older residences that are interspersed in the woodlands and well integrated into the natural landscape.

Recommendations for Natural Roadsides:

- a. This roadway type's visual quality depends in part on management of the adjacent woodland, which occurs outside the public right-of-way in the bordering landscape. Owners of adjacent land can manage the woodlands to foster the growth of selected trees and control invasive species. Planting of new trees by the Town within the road right-of-way should be of native species and should be limited to zones where trees can be at least 6 ft. from the roadway edge and not directly under utility wires.
- b. Stone walls reinforce the natural appearance of this roadway type and enhance the roadside when they are maintained, or in some cases reconstructed, in a manner consistent with the historic "farm" wall character, that is, loosely laid, dry stones free of mortar. Vines or invasive plants should be removed where present. Trees that have been allowed to grow within the wall structure may need to be removed to prevent further disfigurement of the wall. Large trees should be removed by cutting at the base, and allowing the stump to deteriorate. Pulling large vegetation and small trees by the roots can damage the wall.
- c. Overhead power lines often conflict with the woodlands associated with this roadway type and utility company pruning practices can leave badly disfigured trees. The Town's communications with the utility companies need to emphasize the requirement for pruning practices that deal with the overall shape of the tree, rather than strictly meeting minimal clearance standards.

¹¹ Lincoln Roadside Study, Prepared for the Lincoln Roadside Committee, 1980. Page 3

Lincoln's Roadsides



Natural roadside, trees behind wall



Natural roadside



This 1912 photo taken near the Donaldson's home on the old "Road to Lincoln Station" shows a wooded natural roadside with informal stone walls.

2. Agricultural Roadsides

Throughout much of the Town extensive fields have been preserved either for continued farm use or as part of the conservation efforts of individuals and the Town. These fields provide outstanding visual contrast to the wooded areas. The roads separating these fields are often lined with mature trees whose rhythmic placement gives the road a canopied allee of memorable scenic charm. The basic landforms associated with farming tend to be level thus allowing for impressive vistas. Rock walls along these fields tend to be better built, higher and well maintained compared with those of the natural areas.¹²

Recommendations for Agricultural Roadsides:

- a. Due to the open nature of the agricultural landscape, mature native shade trees have a remarkable presence creating a visual effect that distinguishes Lincoln from other adjacent communities. The recommendations from the 1980 report remain valid and relevant:

The fundamental question regarding these stretches has to do with the relationship of trees to walls. Replacement policy has balanced existing visual quality (trees on the road side of the walls) with the safety and micro-environment health of the trees (trees behind the walls). The result has been to plant replacement trees behind the walls where road salts will not adversely affect growth. On reflection this policy seems appropriate. The important value to maintain is the rhythm of mature trees and the view to the fields seen over the walls. To sustain this pattern it is essential that well spaced trees of the same or compatible species be planted behind the walls so that as the older roadside trees die out visual order is maintained. In most places the scruffy underbrush should be yearly thinned out or removed to keep the view open.¹³

It should be noted that this recommendation may in some cases involve the cooperation of owners of the adjacent agricultural fields where the fields are not owned by the Town, LLCT or other conservation organization.

- b. As with the shade trees, the stone walls separating the roadway from the open fields are highly visible and in most cases are quite continuous. Attention should be focused on maintaining these walls in their historic form, with invasive trees and vines removed to prevent disfigurement of the walls and conflict with adjacent shade trees.
- c. Almost without exception utility lines border the roadways passing through agricultural landscapes. If new trees are to be planted, they should be located further into the field to allow their growth without disfigurement by utility company pruning

¹² Lincoln Roadside Study, Prepared for the Lincoln Roadside Committee, 1980. Page 3

¹³ Lincoln Roadside Study, Prepared for the Lincoln Roadside Committee, 1980. Page 3

Lincoln's Roadsides

practices. While in some cases this recommendation may appear to conflict with agricultural operations, cooperation by all parties can substantially benefit the Town's appearance.



Flint's fields with trees planted at edge of field adjacent to stone walls



Baker Bridge Road is seen here in winter. The double row of maple trees was planted by the Bakers in the 1890s. (Photograph by David Webster, courtesy of the Lincoln Public Library.)

Baker Bridge Road with Sugar Maples planted in 1890s before utility lines



Baker Bridge Road in 2009. Trees on left are located in the field behind stone walls. The right-of-way and stone walls have been cleared to remove invasives and maintain views of fields.

3. Historic Roadsides (primarily at Lincoln's historic center)

Complementary to the agricultural lands are those associated with or dominated by notable architecture. The mutually supportive interaction of the land and these houses and farm buildings has enriched the visual scene and provides a series of articulated lawns edged with well built walls, mature specimen trees and other attributes of the rural gentry.¹⁴

Recommendations for Historic Roadsides:

- a. The landscape of Lincoln's historic roadway segments is a partnership between the shade trees bordering the roadway and the domestic landscape of adjacent properties, be they older/ historic houses, churches, or civic buildings. Fortunately this shared landscape has evolved over the centuries with minimal intrusion of "suburban" qualities such as screen fences, non-native plant materials, or overly-crafted stone walls. As a general rule, maintenance of a landscape simplicity characterized by modest lawns, native shade and flowering trees, and well-placed perennial gardens should be the guide for the future in this area.
- b. Overhead utility lines create the same dilemmas for the historic roadway segments as they do in other categories. However, the conflict between utility lines and the visual quality of the historic roadways is the most pronounced of any category given both the openness of the landscape and the presence of significant historic buildings. Placing overhead utilities underground within the historic roadway segments should remain a long-term goal of the Town as roads are rebuilt or renovated. In such projects, trees and stone walls need to be protected during and after construction.
- c. Roadways associated with the Town's historic center are more likely to be accompanied by walkway/bike paths, curbs, crosswalks, and traffic control signage. While these appurtenances are unavoidable given the increased traffic volumes, their frequency and detailed design should be subject to the same review as that associated with historic building maintenance or modification.



Five Corners historic home



Five Corners, showing overhead wires

¹⁴ Lincoln Roadside Study, Prepared for the Lincoln Roadside Committee, 1980. Page 4

4. Suburban Roadsides

In determining this type two factors were considered: newness (i.e. roads not found on maps of the last century) and the scale, lawn treatment and architecture associated with these newer houses. It is easy to see that these suburban sections have a different visual order, which is non-typical of the rest of the Town. This difference is primarily a product of the character of the houses and tended lawns which often “bleed” into the road. It is also ... the lack of mature trees and the absence of walls and other fixtures of past use of the land. The appearance is more fragmented ... when compared with areas of natural norm. Certain stretches of the older roads have come very close to taking on the same character due to the extent of suburban development along them.¹⁵

Recommendations for Suburban Roadsides:

The “newness” factor associated with this roadway type mellows as newly planted landscapes mature with the attendant effect of balancing landscape and architecture. The tendency for individual owner’s design treatments for walls, exterior lighting, and other appurtenances at the roadway edge can lead to discontinuity of the roadway scene.

Given that most of these roadway segments have underground utility systems, the opportunity exists to “smooth” the discontinuities with a continuous planting of informally spaced native shade trees. The resultant effect will be to more clearly define the roadway corridor while providing an attractive foreground for what are often larger residential structures. Where possible, portions of large lawns fronting on the roadway can transition toward the road to a more natural landscape as part of the addition of a continuous native shade tree planting.



A new subdivision with new shade trees



An older subdivision with mature shade trees

¹⁵ Lincoln Roadside Study, Prepared for the Lincoln Roadside Committee, 1980, page 4

5. Commercial Roadside: Lincoln Station

The 1980 Report identifies a separate road category for the old Town Center at Five Corners. We have included that area in our definition of historic roadsides. In its place we have added commercial as a roadside category, specifically the Lincoln Station commercial area that borders Lincoln Road as the railroad tracks.

The commercial area on the north side of Lincoln Road from Lincoln Woods to the railroad tracks is characterized by well kept stone walls, a roadside path, and mature trees and plantings that buffer the parking from the road. The new configuration of entries, plantings and walks has changed with renovations to the retail area, but maintains a similar planting, path and stone wall edge.



Stonewall, lighting, trees, sidewalk, drainage are designed for pedestrian safety.



Cross walk along north side, but no crosswalk over to south side.

On the south side, the roadside is more fragmented, with entries to several parking lots and side streets but no continuous pedestrian path or unifying feature like a stone wall. Plantings at several properties are well maintained, and parking is set back from the street edge in most places. The small park maintained by the Lincoln Garden Club provides a destination, but the lack of a pedestrian path from the Ryan Estates and the absence of crosswalks discourage pedestrian use of the south side of the road.

The west end of the commercial area, beyond the railroad tracks, fades from retail to agricultural on the north and residential on the south. The north side is bordered by the stone walls in front of Doherty's and the Codman Farm magnolias inside the stone walls.

Recommendations for Lincoln Station:

- a. The Town and property owners could work together on a plan to provide pedestrian access and a more unified design for Lincoln Road from Lincoln Woods to Doherty's. A study of the area was done for the Town in March 2007 that could form the basis of a planning process, including reconfiguring the road to make it more pedestrian

friendly.¹⁶ This work could be done in conjunction with road re-configuration that may be planned as part of the 2009-2010 road reconstruction project.

- b. Installing several painted and signed crosswalks would encourage walking in the retail areas. Standard or more pedestrian scale lighting at the crosswalks would also be advisable. Some of these improvements might be included in the mall renovation.
- c. The unpaved commuter parking lot could use an improved face to the road, including cleaning out the stone wall.
- d. On the north side of Lincoln Road west of the railroad tracks a sidewalk would allow pedestrians to move safely between the retail area and the gas station without walking in the road, or crossing to the south side.
- e. The stone walls along the Codman gardens could be cleared out as part of farm maintenance.



Path through Station Park on south side of Lincoln Road. No cross walk exists here or in front of the bank for pedestrians to cross to the retail area.

¹⁶ Memo on Existing Conditions, Traffic Review and Lincoln Road Recommendations-The Mall at Lincoln Station Redevelopment, Vanasse Hangen Brustlin Inc. to Timothy Higgins Town Administrator, March 22, 2007

D. Gateways and Important Intersections

At some entrance points to Lincoln, visitors and residents are welcomed with wonderful views that highlight Lincoln's rural character. The roads leading up to and the intersection of Baker Bridge Road and Route 126/Concord Road are a good example. This particular gateway combines the rural landscape features of stone walls, vistas to agricultural fields, and bordering native shade trees. At other entry points, overgrown, neglected roadside edges obscure views of conservation fields and historic homes. These gateways are an important aspect of the roadway experience, and are an opportunity to create a favorable impression as residents and visitors come to Town. The goal is to highlight and improve those vistas, stretches of road or points along the road that contribute to a gateway setting. Other Town entry points that have no striking features along the road need not be managed to create an artificial entry.

Eight major gateways are identified with comments about the condition and needs of each.

1. Northwest Gateway: Bedford Road and Route 2A/North Great Road

This intersection is within the boundaries of Minute Man National Historical Park (MNHP). A plan for the area could address the abrupt termination of the roadside path on the southwest corner, and potential connection to the Minuteman bike path directly across the road, as well as the need to re-grade and replant the area now used frequently for temporary parking. Signage identifying the entry into Minuteman National Park would explain the area to tourists. MNHP has restored the historic rural character along the 2A roadsides by extensive removal of invasives and overgrowth, the repair of stonewalls, and the clearing of fields. MNHP is currently working on a management plan for the Battle Road Scenic Byway, designated by the Commonwealth in 2006.

2. North Gateway: Bedford Road and Route 2

Improvement of this intersection continues to be in abeyance while Route 2 improvements are on hold. However, a plan for the area inside the jug handle could be developed that would include some plantings that could be done immediately, and be protected during construction. Going south on Bedford Road crabapples were recently planted by the Town across from Wheeler Road to enhance the approach toward the historic center.

3. East Gateway : Route 117 fork from railroad tracks, at old Johnny's Fudge site

The east gateway along Route 117/South Great Road near the old Johnny's Fudge site was renovated in 2007. The Cambridge Water Department removed the old buildings and constructed a new parking lot with landscaping for users of the trail at that location.

The sign "Entering Lincoln" is located across the road from the lot, and could be moved to the north side near the lot for better visibility on entering Lincoln.

4. East Gateway: Trapelo and Old County Roads

The east gateway along Trapelo Road just west of the Old County Road intersection was improved in 2007. The Lincoln DPW has replaced dead white ash with swamp white oak trees on the south side, rebuilt a stone retaining wall along the bike path, and seeded the newly graded areas between the path and the road with no-mow grass. This work is part of a planning process with the neighbors, the Cambridge Water Department, the Tree Warden and the Garden Club with a goal of improving the public and private roadside edges surrounding the intersection. This public/private cooperation could be a model for neighborhoods working with the Town on gateways and roadsides. Further improvements to this gateway area are planned as part of the 2009 roadway repaving project.



Trapelo and Old County Roads: Swamp white oak and no-mow grass being planted

5. East Gateway: Winter Street and Old County Road

The poor roadside condition of this intersection, particularly on Winter Street, is a result of turning this section of Winter Street into one way out of Waltham. The large earthen berm partially blocks the view of the broken pavement. The guardrails are deteriorating, and the signage is makeshift.

6. South Gateway: Wayland Town line on Route 126/ Concord Road

The Lincoln Town line is difficult to spot at this entry, and this may be an example of a Town border that due to space constraints has limited potential as a gateway.

7. West Gateway : Route 117 west at Concord Town line

This is another town entry that needs a plan and possibly a sign, now that the bridge reconstruction is complete.

8. West Gateway: Baker Bridge Road and Route 126/Concord Road

This intersection is a wonderful example of Lincoln's rural roadsides, with the views of fields and stone walls, and a sign marking Lincoln Conservation land. Although the Town line sign is back 3/4 mile on Rt. 126 at Walden Pond, the wooded roadsides of Walden Pond State Reservation transition well to this beautiful gateway. Further enhancement of this gateway area would result from brush and invasives removal along the edge of the field that lies within the State Reservation.



Gateway from Concord: Baker Bridge Road at 126

9. Other Important Intersections

Other intersections are important to be reviewed for roadside maintenance and improvement either because they have ongoing safety and visibility issues, or because they are important to residents' image of the Lincoln. A list of these intersections is in Appendix F.

E. Relevant Regulations

Many local and state regulations are factors in the maintenance and regulation of Lincoln's roadsides. In general, state regulations address traffic and utility safety, and laws provide enabling statutes for local regulations and oversight. The state Public Shade Tree Act guides the Lincoln tree warden's activities related to roadsides. The Lincoln Scenic Roadway Bylaw designations, Historic District regulations, the Fence Bylaw, and Dark Sky guidelines regulate Lincoln's roadsides in limited ways. Town planning efforts such as the recently revised Open Space and Recreation Plan and the 1997 Roadway Management Study and Roadway Design Guidelines also provide a framework for Town staff and officials to protect the roadsides.

Appendix G provides information on the most relevant regulations. The Proposed Public and Institutional Action Plans in Chapter IV identify the roles of these various regulations and Town boards in maintaining the roadsides.



Codman Road, one of Lincoln's designated Scenic Roads and an agricultural road type

IV. PROPOSED ACTION PLANS

A. Public/Private Cooperation

Working together, the Town, its institutional partners, and property owners can accomplish much to restore, improve and maintain our rural roadsides. Offered here are suggested action plans for the Town, institutions, private property owners and neighborhoods. The Garden Club offers to continue to work on education, review of design proposals, and, as appropriate, on specific projects.

The Department of Public Works (DPW) is responsible for the maintenance of the Town's road surfaces and the adjacent public right-of-way or roadsides. The Conservation Department also works to maintain the roadsides along Town conservation land. In the autumn of 2007, the Conservation Department and the DPW cleared out along the stone walls and bike path on Codman Road across from Codman Farm. Other conservation groups such as LLCT, Codman Community Farm, and Mass Audubon also work to maintain the roadsides along their properties. The Proposed Public and Institutional Action Plan is offered as a starting point for discussion and planning among these groups.



Codman Rd. bike path/stone walls near Codman Farm, recently cleaned out by Conservation Department and DPW



Trapelo Rd. bike path recently repaired by DPW

Lincoln's homeowners and institutions all have a role to play in protection and maintenance of the roadsides. Property owners can contribute to maintenance of the right-of-way in front of their property, according to the guidelines suggested above. They also can enhance roadside appearance and views by maintaining that portion of their property just beyond the right-of-way, referred to as the bordering landscape. The

Proposed Property Owner and Neighborhood Action Plan is offered as a starting point for Lincoln residents interested in tackling their roadsides.

B. Proposed Public & Institutional Action Plans

Proposed Projects

The recommendations included in this report can be linked to and reinforce the work of several town efforts related to roadway design guidelines. The 1997 VHB report on roadway improvements outlined design standards which have been supplemented by further work by the Ad Hoc Roadway and Traffic Committee (AHRTC) for the 2009-2010 roadway repaving project. Efforts by the 2009 Long Range Planning Committee include a proposal to develop a design standards manual which can be used for both buildings as well as site/landscape improvements. Recommendations in this Roadsides report relative to plantings, stone wall maintenance, and other design features of the roadway corridor are in the Town's design standards by reference. Specific project opportunities which could be incorporated into the Town's agenda include:

1. Link roadside improvements to 2009- 2010 road improvement project :

The AHRTC and the Selectmen have included roadside restoration as an integral part of the roadway improvements. They could also consider the following specific projects as elements of the upcoming road improvements.

- a. Roadside plan for Lincoln Road at Lincoln Station, from Lincoln Woods to Doherty's (noted above under Commercial: Lincoln Station.) The timing for this effort is opportune due to Lincoln Station retail area completion of improvements and crosswalks. South side abutters have expressed interest in improved pedestrian access. Recommended actions:
 - i. Coordinate roadside improvements with road paving project
 - ii. Create safe pedestrian access on the south side, including crosswalks and clear paths
 - iii. Provide lighting and signage improvements
- b. Guardrail guidelines and improvement plan
 - i. Review and update 1997 Roadway Guidelines re guardrail standards
 - ii. Consider steel backed wooden rails in historic and scenic road areas
 - iii. Develop plan for replacement and maintenance and coordinate with roadway improvements
- c. Intersection safety improvements
 - i. Review intersections with visibility and safety concerns, noted in Appendix F
 - ii. Determine priorities and coordinate with roadway work

2. Plan Improvements to Gateways:

The following two gateway projects have neighborhood residents interested in improvements, with the DPW already working on the Trapelo Road at Old County Road gateway. These two gateway projects might also be linked to the roadway improvements.

- a. East Gateway: Trapelo Road at Old County Road
 - i. Implement landscape plan developed as part of Trapelo road repaving plan,
 - ii. Develop plan for completing the roadside path to Old County Road, and possibly adding entering Lincoln sign
 - iii. Work with Cambridge Reservoir on cleaning up hillside and causeway edges
 - iv. Work with neighbors on clean up and planting in the bordering landscape
- b. Northwest Gateway: Route 2 and Route 2A
Minute Man National Historical Park (MNHP) is currently studying roadway improvements along Route 2A, which could address gateway needs.
 - i. Work with MNHP on plan for crosswalk at Rt. 2A and completion of roadside path
 - ii. Working with MNHP, create signage for entering Lincoln & MNHP
 - iii. Clean out bordering landscape

3. Plan and coordinate demonstration roadside cleanup project with conservation groups and institutions:

Using the guidelines in this report, the Town could work with conservation groups such as LLCT and Codman Community Farm, and with other institutions, to encourage clean up and maintenance of roadsides adjacent to their properties. Demonstration projects and clean up days could be jointly organized and advertised, such as the LLCT Field Day along Trapelo Road in October 2008. The recent tree planting and grading along Trapelo Road near Tabor Hill Road includes the planting of no-mow grass, as demonstration test by the DPW.

4. Consider incorporating the Roadside Guidelines into current Town planning projects.

- a. The Town could consider revising the 1997 Roadway Design Guidelines, by incorporating elements of the Roadside Guidelines.
- b. The DPW is working with the Conservation Department on a Roadside Vegetation Management Plan that is reflected in the Roadside Guidelines.
- c. The Long Range Planning Committee (LRPC) proposes a design standards manual for buildings and site/landscape, which could include elements of the Roadside Guidelines.
- d. The Planning Board could study expanding the Scenic Road bylaw to include oversight of the bordering landscape through a corridor protection overlay district, as has been done in Brewster, and a more detailed scenic road layout in Wellesley.
- d. The Transportation and Circulation Committee of the LRPC has addressed roadsides as important elements of safe bicycle and pedestrian access.

Roles of Town Departments

1. Selectmen:

The oversight roles of the Selectmen in protecting our rural roadsides include setting priorities for Town staff, funding allocations, and enforcement. The Selectmen can continue their support of town departments in implementing Roadside Guidelines, and can encourage residents and institutions to work together.

Several Town departments have ongoing roles to play in roadside maintenance.

2. Department of Public Works:

- a. Maintenance of roadways according to 1997 Roadway Design Guidelines and Garden Club Roadside Guidelines
- b. Stone wall repair
- c. Guard rail maintenance and replacement
- d. Intersection maintenance with Public Safety
- e. Roadside mowing and brush clearing
- f. Protection of appropriate ROW plantings

3. Public Safety

- a. Identification of potentially unsafe intersections and clearing needs
- b. Coordination maintenance with DPW

4. Conservation Department and Lincoln Land Conservation Trust

- a. Property maintenance using Roadside Guidelines for Town and trust property
- b. Support of educational and demonstration projects
- c. Continued support for roadside protection as key element of Open Space Plan
- d. On-call support for property owners relative to wetlands, species identification, and invasives removal

5. Tree Warden

- a. Continued work with utility companies re pruning policies
- b. Work with Planning Board on Scenic Road Bylaw enforcement
- c. Work with Garden Club on planting recommendations
- d. Work with DPW on new plantings, gateways, and maintenance

6. Planning Board

- a. Enforce Scenic Roadway Bylaw; consider expansion of Scenic Road bylaw to include corridor protection overlay district, as done in Wellesley and Brewster
- b. Include these Roadside Guidelines concepts and recommendations in Long Range Plan for Lincoln

7. Institutions (DeCordova Museum, Mass Audubon, Minute Man National Park, Codman Farm, Carroll School, Garden Club, Churches)

- a. Use Roadside Guidelines to plan demo projects with neighbors and the Town
- b. Share resources and plans for roadside maintenance

C. Proposed Private Property Owner and Neighborhood Action Plan

Property owners interested in improving Lincoln's roadsides can begin by looking first at the roadside edge, and also looking at the property beyond the approximately 10 -15 ft. of Town land in the right-of-way. In that area referred to as the bordering landscape, look at plantings and walls that go back as far as 20 or 30 feet from the road, and consider how they fit with the character of the roadside type. This broader edge can impact the rural character also. The following are suggestions for planning and working on roadsides.

1. Review the Guidelines in Chapter III.

- a. Review the general guidelines for all roads, III B.
- b. Identify which type of roadside property owners live on and review recommendations; See III C, Map 3; App. E.
- c. Review suggested planting list in Appendix A.

2. Start with winter clean up and invasives removal along your roadside edge, stone walls, and bordering landscape

3. Reseed and plant hardy grass and other recommended plants in areas disturbed by clean up

4. If you have questions, contact the following Town departments:

- a. Right-of-way and tree ownership: Department of Public Works (259-8999)
- b. Removing invasives: Lincoln Land Conservation Trust (259-0199) or Conservation Department (259-2612); also see references in Appendix B.
- c. Wetlands: Conservation Commission (259-2612)
- d. Plantings: Roadside Plantings of Merit Appendix A
- e. Fences, lighting: Planning Board (259-2610)

5. Discuss with landscape and other home contractors the roadside appearance desired, to be sure they understand these guidelines and the goals of the property owner for roadside maintenance.

6. Consider a Neighborhood Effort

The property owner can talk with neighbors about the neighborhood roadside type and maintenance needs. Neighbors could create a neighborhood roadside group that works together on an overall approach to clean up and possible projects like repairing stone walls or removing invasives. Perhaps the group can start with a winter clean up. The group can also approach the Town or the Lincoln Garden Club for information and resources for an individual property and/or neighborhood roadside action plan. Neighbors may not always agree on the details of how to maintain the roadside edge, but talking together helps everyone to understand goals and guidelines. Neighbors near conservation land can also reach out to Lincoln Land Conservation Trust and the Conservation Department, and offer to work together to maintain the roadside edges along those properties.

Lincoln's Roadsides

A wonderful example of neighborhood effort, in cooperation with the Town, is Morningside Park in North Lincoln where the intersection of Bedford Road and Morningside Lane was realigned in 2000. This project is a good example of cooperation over many years between the neighbors and the Town to build a safer intersection, the bike path, and Morningside Park. Planted and maintained by residents, with help from the DPW and the Tree Warden, Morningside Park serves as the mini-gateway for their neighborhood. Similarly, in April 2008 neighbors and Garden Club members helped LLCT in their fields along Trapelo and Page Road to remove invasives, clean out stone walls, and rebuild fencing for the Red Devon herd.



*Morningside Park, Bedford Road
A good example of neighborhood/Town cooperation*



Pruning Workshop with Jonathan Bransfield, sponsored by Lincoln Garden Club, October 2008



Page Road Field Day April 2008: Neighbors, Codman Community Farm, Lincoln Land Conservation Trust, and Lincoln Garden Club worked to clean out invasives along the roadside, stone walls, and in the fields, and repaired barbed wire farm fences.



APPENDICES

A. Roadside Plantings of Merit

- A1. Deciduous Shade Trees
- A2. Evergreen Trees
- A3. Understory Trees
- A4. Understory Shrubs
- A5. Native Perennial Groundcovers
- A6. Native Wildflowers
- A7. Native Ferns
- A8. Native Perennial Grasses
- A9. Native Sedges
- A10. Local Nurseries

B. Invasive Identification and Removal: Lincoln Conservation Commission April 2008

C. Stone Wall Maintenance : *Lincoln's Stone Walls*, Lincoln Garden Club May 2009

D. Tree Planting Guidelines : "The Right Tree in the Right Place", by Ann Koenig Missouri Conservationist, March 2008, Missouri Department of Conservation

E. Examples of Lincoln's Roadside Types

- E 1. Examples of Lincoln's Roadside Types, by road name
- E 2. Examples of Lincoln's Roadside Types, by type of road
- E 3. Scenic Roads of Lincoln

F. Intersections with Visibility and Safety Concerns

G. Relevant Regulations and Reports

Available as downloads on the Town Website: <http://www.lincolntown.org/bylaw.htm>

1. Lincoln Fence Bylaw: Lincoln Zoning Bylaw Section 18.5
2. Lincoln Scenic Road Bylaw: Lincoln General Laws Article XVII
3. Lincoln Reconnaissance Report, June 2006 (Landscape Inventory)
<http://www.lincolntown.org/depts/planning.htm>
4. Open Space and Recreation Plan, Lincoln, Ma. March 2008
<http://www.lincolntown.org/depts/conserves.htm>
5. Lincoln Comprehensive Long Range Plan Aug. 2009 Draft (CLRP Draft)
<http://www.lincolntown.org/index.htm>

Available through Town Clerk and Planning Board

6. Lincoln Roadside Study 1980
7. Tree Planting Guidelines from 1980 Report
8. Roadway Design Guidelines 1997 Report
9. Lincoln Dark Sky Guidelines: Lincoln Planning Board

Available on line

10. Massachusetts Public Shade Tree Act General Laws Chapter 87
<http://www.mass.gov/legis/laws/mgl/gl-87-toc.htm>