

Waterfront/Downtown Master Plan

Bristol, Rhode Island

WATERFRONT/DOWNTOWN MASTER PLAN
BRISTOL, RHODE ISLAND

Prepared by
Sasaki Associates, Inc.
The Cross Group, Inc.

Prepared for
The Town of Bristol, Rhode Island

August 1982

Sasaki Associates, Inc.

Planning Architecture Landscape Architecture Urban Design
Civil Engineering Environmental Services

August 1, 1982

Mr. Leo Bandieri, Chairman
Bristol Economic Development Commission
Town Hall
Bristol, Rhode Island

Re: Bristol Waterfront/Downtown Master Plan
SA 1169

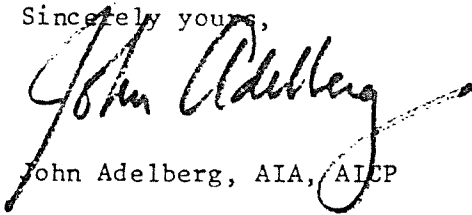
Dear Mr. Bandieri:

In accordance with our contract with the Town of Bristol, I am most pleased to submit our final report summarizing the proposed master plan for the Waterfront/Downtown area of the Town of Bristol.

This report culminates a planning effort of over six months which has had the benefit of extensive participation by both private citizens and public officials. It is rewarding to note that the planning process itself has been a stimulus for attracting potential development interest on the waterfront and that important initial steps toward implementing the plan have already been taken by Town government. For example, the Town has recently adopted an Amendment to the Zoning Ordinance to allow Waterfront Planned Unit Development, as recommended in this study. The momentum that is being generated augurs well for the future.

On behalf of Sasaki Associates, Inc., and the Cross Group, Inc., I would like to express our sincere pleasure in having had the opportunity to assist the Town in formulating a direction for the revitalization of downtown Bristol. We are enthusiastic about its potentials and look forward to the opportunity to help in carrying out this exciting program.

Sincerely yours,



John Adelberg, AIA, AICP

ma/1169

Enclosure

cc: Frank M. Cross

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INTRODUCTION

This report presents to the Town the Consultant's final recommendations for the revitalization of Bristol's waterfront and Central Business District area. The Waterfront/Downtown Master Plan is the culmination of a four-phase planning process designed to permit public participation as the plan evolved.

The phases of the process were arranged in a step-by-step sequence representing specific milestones which, when completed, were reviewed at public informational meetings conducted by the Town's Economic Development Commission. We have faithfully endeavored to reflect the needs and desires of the Community in the recommendations of the Master Plan and, at the same time, adhere to objective analysis and our best professional judgment.

It should be recognized that this report represents another step in the Town's ongoing process of public planning for its physical and economic development. This plan builds upon and is intended to conform with other planning and zoning proposals, policies and recommendations of the Town of Bristol and agencies of the State of Rhode Island, including the Department of Community Affairs, the Department of Environmental Management, the Historic Preservation Commission, the Department of Transportation and the Coastal Resources Council.

As an element in a continuing comprehensive planning process, this master plan is not "cast in concrete". It is intended to provide a set of flexible development guidelines for the Town. Also, its land use and implementation recommendations are subject to the Town's regular public review and approval processes and fiscal controls. As the Town carries out the Plan, various aspects of it properly may be adjusted to accommodate changed conditions or to take advantage of new opportunities which may arise. Indeed, the Town should initiate a review and updating of the Master Plan at the completion of each development phase to maintain its currency.

The next steps to be taken are those which move the plan ahead toward execution as described in the Immediate Action program (see page 58). Preparatory to implementing this program, we recommend the following actions be taken:

- 1 - Public dissemination and review of the Waterfront/Downtown Master Plan leading to resolutions of endorsement or adoption by Town Council.
- 2 - Amendment of the Town's Zoning Ordinance to designate a Waterfront District allowing mixed use under Planned Unit Development procedures.
- 3 - Agreements between the Town and local boat builders as to the scope of the immediate action program (Boat Yard/Sailaway Facility) and the respective financial commitments of the Town and the Private sector for its development.
- 4 - Secure necessary governmental approvals and permits for the initial stages of construction of the Boat Yard/Sailaway facility.
- 5 - Allocate Town funds to begin the land assembly necessary for the ultimate development of the Rockwell Park Boat Basin.

- 6 - Initiate actions to bring about the use of the vacant lots on Thames Street behind the Public Library as a shopper-oriented public parking lot with pedestrian connections to Hope Street.
- 7 - Formation of a public-private development organization whose function would be to marshal private sector development commitments in the downtown; seek outside sources of funds, arrange financing and provide centralized management facilities for the waterfront and retail district areas.
- 8 - Initiate discussions with the appropriate state agencies regarding the development of the ferry and tour boat terminal at Independence Park.

MARKET OVERVIEW

INTRODUCTION

This section of the Master Plan focuses on the market characteristics of the Bristol Waterfront and the Central Business District, particularly Hope Street, bounded by State Street and Church Street, as well as Thames Street directly adjacent to the waterfront. An overview of the market is necessary as a basis for establishing the Master Plan.

This analysis approaches the market from a general viewpoint to determine the essential characteristics of demand and supply occurring at the present time in the downtown. It is to be used as a guideline in assessing the future need for land uses. It is general in nature and deliberately not precise with relation to determining market supply and demand for specific sites. Additional, more detailed studies by developers will be necessary for the different market sectors, such as boating, retail, industrial, and residential, once specific projects are undertaken.

The following paragraphs address tourism; boating (both commercial and pleasure); the retail pattern along Hope Street; the industrial pattern along the waterfront; and finally, the residential characteristics of downtown Bristol.

TOURISM

One of the initial market opportunities investigated for the Bristol Waterfront was that of tourism and tourist spending. Bristol is located twenty minutes north of Newport, Rhode Island, making it an advantageous location for tourist attractions. The patterns of tourist travel has been to travel through Bristol en route to Newport by automobile. During the summer months, traffic from the Boston, New Bedford, Fall River areas goes south to Newport on Route 24, bypassing Bristol. The question was raised whether or not this nearby tourist traffic can be diverted to the benefit of the Town of Bristol.

Tourist spending must be divided into two categories, for purposes of analysis: day visitors and overnight tourists. Based on the State of Rhode Island Department of Tourism statistics, a daytime visitor spends approximately \$15-\$20 per person for each visit. The overnight visitor, on the other hand, spends between approximately \$50 and \$60 per person per visit. It can be seen that the overnight visitor spends far more, or approximately four times as much as, the daytime visitor. Much of the spending for the overnight visitor is for hotel and lodging.

The question of whether or not Bristol can capitalize on tourist spending must be addressed by looking at the personality and the space area available at the waterfront. The Bristol waterfront now has little space available for visitor parking. Tourism traffic that would visit the waterfront would have to be accommodated with additional parking immediately adjacent to the Waterfront. This would mean demolishing existing buildings for parking spaces. In addition, the majority of visitors would be day visitors only, with a minimum of overnight visitors, since there is no existing hotel or motel along the waterfront. Visitor spending would be limited to daytime visitors. Overnight

visitors would not stay at a hotel or motel located in Bristol, but would travel to the adjacent northern or southern communities, particularly Newport. If sufficient tourism demand were generated, hotel and motel would probably be developed in an adjacent town and Bristol would thus not realize the real estate taxes of this particular rateable.

Based on the space-fit constraints and the high probability of attracting only day visitors to the Town of Bristol, the Consultant Team and City officials decided that tourism as a major attraction to the Bristol waterfront would not have a high priority. For this reason, extensive research into the tourist characteristics and spending patterns was not pursued as part of this analysis.

The major thesis to be pursued, from a Master Plan point of view, is to develop the Bristol waterfront as a localized, personal, recreational/ industrial amenity, with the market being residents of the Bristol area rather than outside tourists.

BOATING

Commercial - Prudence Island Ferry

The Prudence Island Ferry was started in 1926 and operates one passenger boat on a year-round basis out of Bristol. It also has the mail contract and makes stops at Homestead and Sandy Point. From September through May, the boat operates five days a week, mostly because of the mail contract. However, there are some passengers on board during these months. June, July, and August make up the high season for the Prudence Island Ferry, and five trips a day are made to Homestead and Sandy Point with summer people. The ferry company owns a small parking lot in Bristol which can accommodate 60 cars. The parking at this lot during the summer is by permit only, and is generally occupied by summer residents at Homestead or Sandy Point who leave their cars in Bristol.

Ideally, the ferry company would like to have a second, smaller boat for use during the winter season when the passenger load is minimal but the mail has to be delivered. Fuel usage for a smaller boat would be much less than for the existing ferry.

In addition to the passenger and mail trips, the Prudence Island Ferry offers its boat for charter in the evenings during the summer months. Last year there were 18 such charters; however, the Bay Queen is an active competitor in this endeavor.

The development of the Bay Island Park system by the State of Rhode Island will require expanded ferry and cruise boat services. Present plans of the Rhode Island Department of Environment Management (DEM) do not include Bristol Harbor as an embarkation point because of a lack of space and parking for a new ferry at the existing Prudence Island Ferry slip. If these conditions could be overcome, the case for using Bristol as an embarkation terminal would be much stronger because of the advantages in terms of amenities and facilities that the Town already possesses.

Pleasure Boating

Rhode Island has 400 miles of shoreline and 300 square miles of coastal waters, which are an unparalleled resource for water recreation. The many harbors and inlets, ample and accessible bay passages, picturesque vistas, and generally favorable wind and wave conditions make Rhode Island waters an ideal place for the full range of boating activities. The Narragansett Bay, which includes Bristol Harbor, is world renowned as one of the finest sheltered bay sailing areas in the Eastern United States. In addition, the waters provide good swimming not available in much of New England's cold waters, while its varied shoreline and clear waters present an aesthetic environment not matched by estuaries further to the south along the Rhode Island and Connecticut shoreline.

Recreational boating is very popular in Rhode Island, and the boating industry is a healthy sector of the economy. Virtually all of Rhode Island's marinas operate at full capacity and many show profitable operating margins. Approximately 25% of the State's population participates in boating at one level or another.

The Rhode Island fleet numbers some 33,000 recreational boats, 63% of which are registered. Ninety percent of them are less than 26 feet in length. There are currently over 14,000 permanent slips and moorings in Rhode Island's coastal waters, which may be classified as follows:

7,800 in marina slips	55%
1,500 in yacht clubs	11%
4,500 in private storage	33%
300 in public slips	1%
	<u>100%</u>

Forty-two percent of the pleasure boats are kept at shoreline facilities; the remaining 58% of the fleet at home and trailered or carried on car tops. The number of recreational boats in the State of Rhode Island has increased at an overall rate of about 7% per year over the past few years. The wet stored fleet has been expanding at about 3.5 to 4% per year. The trailered fleet appears to have been increasing at about 8.6 to 9% a year.*

The large majority of the Rhode Island recreational boat fleet consists of smaller boats, with a trend toward the small boats that can be trailered to the site and launched by a launching ramp. Table #1 indicates that over 90% of the Rhode Island boat fleet is under 26 feet in length. The majority of this class are open boats with motor, sail, or manual power, with no overnight or head facilities. The two classes with the largest size boats, 26 to 45 feet and 45 feet and above, constitute 9.8% of the fleet. The Rhode Island shores contain nearly three times the national average (3.4%) for the larger size boats despite the low proportion of larger yachts illustrated in Table

* Collins, Clarkson and Stephen Sedgwick, Recreational Boating in Rhode Island's Coastal Water: A Look Forward. University of Rhode Island, Marine Technical Report 75 Coastal Resources Center, October, 1979.

#1. This relatively high percentage of larger boats in Rhode Island is probably due to the established yachting tradition of Rhode Island and the natural environment of coastal New England, which favors blue water yachting. Many of the yachts in the area are from out of state and are not registered in Rhode Island.

For purposes of the analysis of the Bristol waterfront potential, it is useful to make a distinction between the wet stored and the trailered components of the recreational fleet. If a launching dock is available for the quahoggers on the Bristol waterfront, recreational boaters will, no doubt, take the opportunity to launch their boats at this point. The wet stored fleet includes boats kept in the water at docks and moorings, while the trailered fleet includes those boats which are dry stored and transported by cartop or trailer for each use. The wet stored fleet accounts for over a third (42%) of the recreational fleet in Rhode Island, though its impact is substantially more important than the numbers themselves would suggest.

TABLE 1

Estimated Numbers and Classes of Rhode Island Recreational Fleet, 1978

Class	POWER		SAIL		NO POWER			TOTAL	%	
	Inboard*	Outboard	Inboard	Outboard	No Power Sail	Rowboat	Canoe			Other
Above 45'	70	--	35	--	--	--	--	105	0.3	
26-45'	1876	48	763	435	35	--	--	3,157	9.5	
16-25'	2050	5,584	87	826	894	216	1884	11,495	34.5	
less than 16'	111	10,331	--	660	2345	2458	1180	1399	18,493	55.6
TOTAL	4107	15,963	885	1921	3283	2674	3064	1399	33,247	100
% OF TOTAL	12.3	48.0	2.7	5.8	9.9	8.0	9.2	4.2	100	

* Includes Inboard-Outboard

Source: Collins, Clarkson and Stephen Sedgwick, Recreational Boating in Rhode Island's Coastal Water: A Look Forward. University of Rhode Island, Marine Technical Report 75, Coastal Resources Center, October, 1979.

Operationally, it is the most visible segment of recreational boating, since its support facilities occupy most accessible harbors and protected shoreline. In addition, wet stored boats are used more often, by more people, than the rest of the fleet. As much as 62% of retail sales for boating services and supplies are generated by the 25 foot and above class (Parker and Hazelhurst, 1976), which is typically wet stored.

TABLE 2
Numbers and Class of Wet Stored Boats

	Power		Sail	Canoes, Rowboats	Percentage of Total
	Inboard	Outboard			
45 and above	68	--	34	--	1%
25 - 45	1846	--	1149	--	27.9%
19 - 25	1920	901	1246	--	36.7%
18 and less	--	1679	676	1560	35.3%
Percent of Total	34.6%	23.3%	28.0%	14.1%	

The average length of the wet stored boat is usually larger than that of the fleet as a whole. Table #2 shows that the larger classes (25 feet and above) account for nearly 30% of the wet stored fleet, while this category accounts for less than 10% of the total fleet.

The average length of the wet stored fleet (25 feet) is significantly higher than the average 16-foot length of the fleet as a whole.

Sailboats represent a larger part of the wet stored fleet than they do of the entire fleet; 28% of the wet stored fleet are powered by sail, while this group comprises only 18% of the entire fleet.

The remaining 58% of the recreational fleet are trailered or cartopped to the water's edge. The trailered fleet is predominantly outboard motor-powered. In 1979, there were approximately 13,000 outboard motor boats, 3,000 sailboats, 3,000 canoes, and 2,500 other manually propelled craft which were trailered or otherwise carried to the water. The majority of these craft are under 18 feet in length, although larger boats, up to 30 feet, are being marketed as trailerable craft.*

Marina Survey: A preliminary survey of the marinas near Bristol was done to learn the summer rental rates, winter storage rates, and slip availability. Table #3 documents the marinas in Barrington/Warren, Bristol, and Newport, Rhode Island. The Barrington/Warren area has a much more sheltered harbor

* Ibid.

than Bristol. The largest marina at this location is the Striper Marina, with 115 slips. Summer rental rate per foot of boat was quoted at \$16.50, with the winter rental rate per foot at \$7.00.

In the Bristol area, the Town of Bristol Dock has 30 slips and charges \$12/foot for summer rental. There are no winter storage facilities available, either at the Bristol Marine Company or the Town of Bristol Dock area.

Newport Harbor has the largest concentration of marina facilities and is one of the most popular sail, as well as power boat, berthing areas along the East Coast. Most of the marinas in the Newport area, as shown on Table #3 rent their space on the basis of per day or per night basis, rather than seasonal per foot. The Treadway Marina on the Newport Harbor has 20-30 moorings and charges \$11.50/foot during the high season peak of May thru October. The Williams & Manchester Shipyard, with 2,500 feet of dockage, charges \$20/foot/season for summer slip rental.

The Bend Boat Basin in Melville charges \$26/foot for summer slip rental, with \$13/foot as a winter rental rate.

Because the Bristol Harbor lacks an adequate breakwater to protect boats from the wind and high waves during the summer season, there has been a lack of slip expansion and construction in Bristol. Barrington/Warren has benefited from the lack of expansion in the Bristol area; and at the present time, it is the most competitive location for any facilities to be constructed at the Bristol location.

TABLE 3

MARINA SURVEY -- BRISTOL, RHODE ISLAND

Marina & Location	# of Slips	Summer Rental Per Foot	# of Winter Storage	Winter Rental Per Foot	Transient Fees
<u>NEWPORT</u>					
Treadway Marina On the Harbor Newport	20 - 30 moorings + 20 transient	\$10/night Seasonal: (May-Oct) \$11.50/ft			\$.90/ft/night
Bannister's Wharf Bannister's Wharf Newport	25	\$1.00/day per foot	6	\$10/ft	
Newport Yachting Center America's Cup Avenue Newport	100 (long piers)	\$.75-\$1.00	100	\$9.00/ft /season	
Christie's Landing Thames Street Newport	15	\$1.50/ft \$15.00/day	0		
Newport Offshoot Ltd. 379 Thames Street Newport	6 moorings				\$.75/ft/night
R.I. State Pier #9 1 Washington Street Newport	40				
Williams & Manchester Shipyard, Inc. Lee's Wharfs Newport	2500 ft of dockage	\$20/ft/ season	40-50	\$.85/sq.ft.	
Bend Boat Basin 114 Mellville Newport	330	\$26.00	300	\$13.00	\$.60/ft/night
<u>BARRINGTON/WARREN</u>					
Barrington Yacht Club 32 Barton Avenue Barrington	35	\$ 12.00	0	0	\$.30/ft
Striper Marina, Inc. 24 Tyler Point Road Barrington	115	\$ 16.50	40	\$ 7.00	\$ 5.00 per day
<u>BRISTOL</u>					
Bristol Marine Company Poppasquash Road Bristol	26 moorings	\$ 250 ea.	180 inside storage-18	\$ 10.00 inside storage- \$ 14.00	
Bristol Yacht Club Poppasquash Road Bristol					
Town of Bristol Town Dock Thames Street Bristol (Ferry to Prudence Island)	30	\$ 12.00	0	0	

RETAIL

Most of the retail activity in Bristol is concentrated on State Street between Thames and Hope Streets and on two blocks of Hope Streets from Bradford to John/Court Streets. There are approximately 60,000 square feet devoted to commercial enterprises in this area. Of that amount, approximately 12,000 square feet is occupied by restaurants and food related establishments.

The types of shops in this area are generally convenience stores, including barber shops, tailors, beauty shops, hardware stores, and variety stores. These shops satisfy the daily needs and services required by a downtown community, but do not create an attraction for major shopping by local residences or visitors.

Rents for ground floor retail space in this area are currently between \$5 and \$7/SF/year. If the stores in the downtown area were to be renovated, the projected rents would be \$8 to \$10/SF/year. Rents for second story space downtown range from \$4 to \$5/SF and include heat. These spaces are from 500 to 1500 square feet in area and are generally leased as offices to attorneys, doctors, and other professionals.

Currently, only curb parking is available for shopping in downtown Bristol. New traffic patterns will be established based on the master plan and, therefore, renovation projects in this area should include off-street parking.

Bristol's waterfront revitalization can create a market for increased retail activity, both marina related and in the Central Business District. Furthermore, Roger Williams College provides a source of revenues for shops and restaurants in the downtown area. There are approximately 1,200 resident students at Roger Williams College, and half of these students have their own cars. According to Mr. William Rizzini, President of the College, a report was prepared last year which indicates that each resident student spent approximately \$500 in Bristol during the school year. By comparison, a student survey was conducted during that same period which indicates that each student spent about \$1,000 during the school year. The expenditures include such items as medical and dental services, food, supplies, and recreational activities.

In addition to the resident students, there are approximately 600 students who live off-campus, either in private residences or in apartments. It is estimated that these students pay approximately \$125 per month for their rent. The college itself spent \$240,000 in Bristol on food and supplies for the needs of the school. Students currently shop in Newport or at the Swansea Mall for clothing and gifts because those types of stores are not available in the downtown Bristol area.

Table 4, following, entitled "Downtown Retail Inventory", identifies the types of shops in the downtown area and indicates the amount of space devoted to the various services provided.

Table 4

DOWNTOWN RETAIL INVENTORYBRISTOL, RHODE ISLANDState Street - between Thames & Hope StreetsNorth Side - West to East

<u>Tenant</u>	<u>Type</u>	<u>Approximate Sq. Ft.</u>
Eliza's	restaurant	1,200 sq. ft.
Vacant	former bowling alley	3,500 sq. ft.
Vacant	former retail	1,000 sq. ft.
		Single building:
Sal's	bakery	1,925 sq. ft.
Torone Coffee Shop	restaurant	1,200 sq. ft.
		Single building
Brunelli's	plumbing supplies	1,500 sq. ft.
Raymond C. Dyer	dentist	1,500 sq. ft.
		Single building
House of Pizza	restaurant	3,025 sq. ft.
Bristol Shoes	shoe store	

South Side - West to East

Tijuana Taco	restaurant	600 sq. ft.
Falugo	furniture store	2,600 sq. ft.
Skip's	tailor shop	2,100 sq. ft.
Burke's	barber shop	1,000 sq. ft.

Hope Street - between Bradford & State Streets

West Side - North to South

<u>Tenant</u>	<u>Type</u>	<u>Approximate Sq. Ft.</u>
Balzano's Pizza	restaurant	600 sq. ft.
Perry A. Roberts	optometrist	Single building: with 2nd floor offices 3,600 sq. ft.
Ruth's	beauty shop	
Rego & Rego	law office	
Carey, Richmond	real estate	
Bristol Family Rest.	restaurant	1,200 sq. ft.
A. N. Nunes	insurance	Single building 2,625 sq. ft.
Fred E. Suzman	clothes	
Bristol Furniture	furniture store	7,200 sq. ft.
Rogers Free Library	institutional	N/A
Post Office	institutional	N/A
McClellan's	variety store	6,000 sq. ft.
Sunset Bakery	bakery	2,850 sq. ft.
Vacant	lot	N/A
Frenely's	barber shop	Single building with 2nd floor office 3,025 sq. ft.
Little Torone Shop	clothes	
Caron's	jewelry	
Duffy's	newstand	

Hope Street - between Bradford & State Streets

East Side - North to South

<u>Tenant</u>	<u>Type</u>	<u>Approximate Sq. Ft.</u>
Colt Memorial	school	N/A
House	vacant	N/A
House	Falugo residence	N/A

Hope Street - between State & John/Court Streets

West Side - North to South

<u>Tenant</u>	<u>Type</u>	<u>Approximate Sq. Ft.</u>
House/lot	residence	N/A
Fantasia	gift shop	
O. Thomas	real estate	2,925 sq. ft.
Photo World	camera shop	
King Phillip	lounge	
Hope Hardware	hardware store	Single building:
Harriety Bradford Inn	hotel	52 rooms
House	residence	N/A

Hope Street - between Bradford & State Streets

East Side - North to South

<u>Tenant</u>	<u>Type</u>	<u>Approximate Sq. Ft.</u>
Old Stone Bank	bank	2,250 sq. ft.
Buffington's	pharmacy	1,000 sq. ft.
Celone's	stationery/newstand	4,400 sq. ft.
Gibby's	TV repair	N/A
YMCA	institutional	Single building 3,300 sq. ft.
Nella's Kloset	clothes	
NPT	hairdressing school	

SUMMARY

Restaurant/Food	11,575 sf
Services	9,200 sf
Variety	32,100 sf
Vacant	<u>4,500 sf</u>
TOTAL	57,375 sf

INDUSTRIAL

Boat Building

Currently, there are seven major boat builders in Bristol, as detailed on Table 5, following. Boat building contributes substantially to the economic base of Bristol. In 1981, the retail value of the boats manufactured by the local companies was in excess of \$15,000,000.

Fiberglass boat building represents a large portion of the industry; however, wood-framed, custom boats are also being produced.

Most of the boat builders are located away from the waterfront and are satisfied with their locations because of the strong labor market and close proximity to suppliers. A major disadvantage is the fact that Bristol does not have a launching ramp that could accommodate large vessels up to 50 feet in length.

An indication of the rise in recreational boating can be seen from the sales at the Newport Boat Show, which is held annually. In 1980, the Show generated \$6,000,000 in sales of sailboats. In 1981, \$14,000,000 worth of sailboats were sold at the Newport Boat Show.

TABLE 5

BOAT BUILDING INDUSTRY
Bristol, Rhode Island

Name & Location	Started	1976	1976	1981	1981	Type and Size Boats	Comments	
		No. of Employees	No. of Boats	Retain Value	Retain Value			
Romarine Inc. 28 Burnside (401)253-2251	1977	1	25-30	\$ 75,000	9	300- 400	\$ 300,000	Small dinghys 30'-40' custom not help small 20' work boat businessman all fiberglass
Shannon Boat Co. 19 Broad Common Rd. (401)253-2441	1975	5	8-10	\$ 250,000	80	25	\$3,500,000	28', 38', & 50' Bristol does fiberglass, not have semi-custom launching pad- sailboats deliver boats to Portsmouth
Bristol Yacht Co. Franklin Street (401)253-2500	1965	75	125	\$3,000,000	125	175	\$5,000,000	24'-45' sailboats fiberglass semi-custom
C.E. Ryder 47 Gooding Road (401)253-8554	1969	25	43	\$ 358,000	70	200	\$4,000,000	23'-39' sailboats, fiberglass
Squadron Yachts 23 Broad Common Rd. (401)253-3300	1976	6	15	\$ 300,000	35	60	\$1,300,000	8 1/2' to 36' sail- boats, fiberglass
Eric Goetz Broad Common Rd. (401)253-2670	1975	3	3	\$60,000	15	5	\$1,000,000	Launching pad not important Boats shipped to other states
Halsey C. Herreshoff, Inc. 18 Burnside (401)253-6660	1976	N/A	N/A	N/A	3	3	N/A	Waterfront lo- cation provides hauling & storage also services Herreshoff Marine Museum

Commercial Fishing

Commercial fishing facilities at Galilee and Newport presently service 90% of all vessels landing in Rhode Island. Fishing is a vital sector of Rhode Island's economy. In 1979, it created \$125-150 million of economic activity, as well as employed 1,470 full-time plus 1,325 part-time people.

In a report titled "Commercial Fishing Facilities Needs in Rhode Island", published by the University of Rhode Island in 1980, it was recommended that these two ports be upgraded in order to increase the commercial fishing industry within the state. A viable commercial fishing port requires substantial berthing piers, loading and off-loading facilities, refrigeration, and a fish processing plant. This type of operation generally is not compatible with recreational boating activity.

Bristol was not recommended by the authors of the report as a commercial fishing port for a number of reasons. One is the lack of a breakwater. However, even if a breakwater were to be installed, there are other reasons that Bristol would not make a viable fishing port. It is too far away from the fishing grounds, the port is too small to accommodate a large fleet, landside support services are not available, and access to interstate highways is longer than at other locations.

In addition, a full services, commercial fishing industry creates problems of waste disposal and odors that most probably would not be acceptable to the Town.

Quahogging

Rhode Island's most abundant species of shellfish is the quahog. Depending upon their size, quahogs are known by three different names: Littlenecks, Cherrystones, and Chowders, which are the largest. They are generally found within the top three inches of the sandy bottom of the Narragansett Bay.

The quahog fishing industry in Rhode Island is characterized by independent fishermen known as handriggers. The quahogs are harvested with bullrakes and tongs from a relatively small boat.

The local catch is generally sold to the fish wholesalers in Bristol: Quito's Gilbert's, Cunard Shellfish, and Nick's Fish Market. The number of quahoggers increases as the unemployment rate increases because of the fact that quahogging can be done relatively inexpensively. All that is required is a small 16 to 21 foot boat and a bullrake. Licensing is required by the State to quahog in the Narragansett Bay.

The dollar value of the quahogging industry in the State of Rhode Island has been estimated at in excess of \$10 million per year. Since the industry is composed of a mixture of full-time and part-time fishermen, the dollar value of the catch harvested by the part-time fishermen varies from year to year depending on the economic conditions. During times of economic recessions, the local people supplement their income through quahogging on a part-time basis. In September, 1981, 4,300 licenses were issued in the State of Rhode Island to quahogging fishermen. It is estimated that the number of licenses will increase to 5,000 with the September, 1982 to September, 1983 quahogging season.

There are approximately 60 full-time local operators who harvest quahogs on the west shore of Bristol Harbor. During the summer months, these numbers tend to increase because of the out-of-town quahoggers who come to the Bristol area to launch their boats. It has been estimated that the number increases to in excess of 400 during the active summer months.*

In an article on December 14, 1981, in the New York Times, it was noted that the estimated catch between mid-July and October, when the quahoggers were allowed on the water only one day a week, was approximately six million pounds of quahogs. The value of that catch was slightly more than \$3 million. The Narragansett Bay is a fertile field for quahogs at this time and is creating strong competition for the quahoggers in Long Island.

Slip space is available on the Bristol waterfront for quahoggers to dock their boats. However, many quahoggers like to trailer their boats in on a day-by-day basis, so additional launching ramps would be appropriate in this area.

Other Industrial Uses

Premier Thread: The Premier Thread Building currently occupies a prime waterfront location. The building is actually in two sections, with a total of approximately 130,000 square feet. One section has two floors, with the lower floor having a ceiling height of 30 feet. The other section of the building has three floors.

At some future date, if Premier Thread relocates its operations or goes out of business, the building can be recycled to another use. The likelihood of a relocation of Premier Thread happening in the near future is remote because of the cost to relocated the existing equipment for this operation.

Magic Carpet/Robin Rug Co.: The Robin Rug Co. facility is built on four floors and consists of approximately 380,000 square feet of floor space. Some demolition would be required to make this particular site useable as it exists. Two sections of the building could be renovated for separate uses. The other section, of approximately 99,000 square feet, could be light industrial or residential. These sections would be divided by an open space which would provide additional light to the remaining structures. Magic Carpet owns a parking lot across Thames Street which accommodates between 70 and 75 cars for a renovated use of the structure.

* Source: Rhode Island Fishermen's Association, Donald Hall, April, 1982.

RESIDENTIAL

New residential construction over the past two years in the Bristol area has been relatively slow. Ferncliffe Farms has sold approximately 37 single family lots since their marketing program commenced in 1977. Bagy Wrinkle Cove in Warren, which began construction in early 1981, has seven out of 60 condominiums sold. Hanly Farm, which will have 24 condominiums at completion, started construction in 1976 and has 11 units sold to date. North Farm at the Bay built and sold 110 units by 1979 and then went into foreclosure. There are sites available at North Farm for an additional 350 units which have not been purchased by a developer at this time.

Downtown apartment rentals are generally in converted houses or on the second floor of retail stores. Rental rates range from \$180 to \$500 a month for one to three bedrooms units. There is very little vacancy in the downtown area. Tables 6 and 7 detail the "Downtown Rental Inventory" and the "For Sale Inventory" in Bristol.

Table 6

BRISTOL, RHODE ISLAND

Residential Rental Rates

Location	Size	Monthly Rent
North Farm at the Bay Bristol	1 bedroom	\$500
John & Hope Streets	7 rooms	\$325
	4 rooms	\$180
	3 rooms	\$160
562 Thames Street	3 rooms	\$325
	5 rooms	\$475
Hope Street	3 rooms	\$190
	5 rooms	\$325
Waterfront	3 rooms	\$300
	4 rooms	\$400

SUMMARY - PROGRAM POTENTIAL

New Construction

The best opportunity for new construction along the Bristol waterfront are the properties within the block bounded by Hope, State, Thames, and Church Streets, which are presently in a single ownership (Mr. Charles Falugo). This includes the Bradford Hotel, as well as the adjacent buildings in the block. This particular block is the physical core of the downtown and in many ways should be viewed as the super block for purposes of redevelopment in the future. New construction in the form of market rate housing to be sold in the condominium form of ownership, with a mixture of retail elements along State, Thames, and Hope Streets, provide an opportunity in the future. Attached townhouse residential units would be most appropriate for the site. Since this property is owned by one private owner, it provides the opportunity to move forward with one owner. The method to acquire and reconstruct this particular block is a subject which should be explored at the policy level of the Town Council.

Adaptive Reuse

The existing buildings along the waterfront, particularly the Rug Factory complex, the Armory building, and the Premier Thread factory, present opportunities in the future for adaptive reuse. The Rug complex should be viewed as an existing, industrial use and should be continued so in the future. Future tenant mixes should focus on those industries which are related to marine activity. These include high-tech companies presently located in the Quonsett, Rhode Island area and catering to defense contractors. The southernmost building of the Rug complex, adjacent to the Coast Guard station, presents an opportunity for residential redevelopment in the future. The mix of industrial and residential along the waterfront has been tested and used in other locations, such as Salem, Massachusetts. If the housing is buffered from industry with visual barriers and parking, the two mix well along a waterfront location.

It is recommended that selected existing buildings in the downtown area be converted to residential use. Certain of these buildings may include a retail commercial use on the ground floor. The Harriet Bradford Hotel would be a likely candidate for conversion to condominiums. Such units, with close proximity to shopping, could command \$70-\$75/SF of market value. Parking would have to be provided for the owners. If a building such as Premier Thread were to be converted, unit prices might be as high as \$95-\$100/SF, because of its waterfront location.

Rental rates in Bristol do not allow for new construction of apartment units. Most subsidy programs, such as HUD, Section 8 for the elderly, are being phased out by the new administration, making it economically infeasible for a developer to build new rental apartment units.

The Armory building should be adaptively reused as a retail/marina oriented operation. The marina and the Boatyard/Sail-way Center have space needs which the Armory building can satisfy. This includes repair, storage, display, as well as retail facilities. A restaurant and lounge would be good uses for the upper floors. Since the Armory building is owned by the Town, the building

should be leased to a developer on a long-term basis, with the developer providing leasehold mortgage financing for the building structure. Under the 1981 federal tax laws, the building will qualify for a 25% historic tax credit or in the least, a 20% non-historic tax credit.

The Premier Thread building has an adaptive reuse potential for residential or office use in the future after its industrial operations have ceased. Since this building is located to the north, away from the downtown core, it is not needed as part of the initial working waterfront development core. However, its eventual conversion to higher and better uses would contribute significantly to the sound redevelopment of the whole waterfront.

THE MASTER PLAN

OVERVIEW OF THE PLAN

LONG RANGE DEVELOPMENT STRATEGY

The Master Plan is based on the premise that the key to the revitalization of downtown Bristol lies in its most valuable asset, the waterfront. Historically, the waterfront has played an important role in Bristol's economy. However, its past role as an active port and a location for important industries is no longer valid. As these activities faded over time, the waterfront's contribution to the economic strength of the Community also declined. Today, although the waterfront is underused, its potential is still great.

The real estate market forces which now shape Bristol's land use patterns are vastly different than they were 100, 50 or even 25 years ago. Therefore, the role of the waterfront needs to be redefined to take advantage of these market forces and accommodate Bristol's present day development needs and opportunities. The investigations conducted in preparing this plan indicate that the contemporary waterfront would best function in the following capacities:

- 1 - As the location of activities which depend on direct access to and use of the water for their operations. Prime examples are pleasure boating, commercial fishing, marine sales and services boat building and repair, and marine oriented research and light industrial uses.
- 2 - As a unique, value-adding amenity for land uses which benefit from a downtown waterfront or near waterfront location. Characterized as "water-enhanced" uses, prime examples include residential, offices, specialty retailing, restaurants and parks (see following).
- 3 - As a significant public recreational resource providing access to the shoreline for both passive and active recreational purposes, including walking, picnicking, fishing, swimming, sailing, biking, etc.

The development strategy is aimed toward achieving a higher utilization of the waterfront with an appropriate balance among these functions. This will help to stabilize the downtown and justify additional investment and improvements to existing businesses there. Also, it will help to attract new economic activity both to the downtown and to other parts of Bristol.

GOALS AND OBJECTIVES

To elicit community input in formulating goals and objectives, the Consultant reviewed three alternative revitalization "scenarios" with the Town at the first public meeting. Based on existing activities and potential opportunities which appear open to Bristol, the "Scenarios" included:

- . A "Marine Industrial" alternative, maximizing the downtown waterfront for full service marina and commercial fishing port facilities.

- . A "Commercial/Recreational" alternative reducing the industrial aspects of waterfront development and providing instead for balanced development of marine industrial, recreational, boating, shellfishing, residential and commercial facilities adjacent to the waterfront and in the business district.
- . A "Mixed-Use" alternative which emphasized retention of and modest improvement to the existing mix of uses in the downtown and waterfront areas plus the possible use of Independence Park as a full-service marina site.

From the public response and the evaluation of these scenarios by Town officials, a number of conclusions emerged which reflected the Town's objectives and clarified the nature of the preferred plan.

- 1- The strongly industrial orientation of Scenario 1 was felt to be neither desirable or practical for the downtown waterfront particularly with respect to a commercial fishing port. At the same time, a heavily tourist oriented development was also seen as out of character with Bristol.
- 2- The needs of local boat builders for launching and fitting out and display of new yachts should be accommodated on Bristol's waterfront, and is desirable water-dependent industrial use. This would also help to strengthen Bristol's own industrial base and enhance its long-standing reputation as an important yachting center.
- 3- A public recreational boat basin, (as suggested in Scenario 2), would provide a significant new economic activity in the downtown and would strengthen the marketability of waterfront sites for related development.
- 4- The quahog fishing fleet is an important water-dependent use in Bristol which must be retained and whose special needs for launching, trailering and docking must be recognized and provided for.
- 5- Waterfront revitalization should maximize benefits to the downtown business district and the financial base of the Town as a whole. Therefore, as in Scenario 2 and 3, projects should be planned which,
 - . provide year-round as well as seasonal activity;
 - . generate increased land values and tax revenues;
 - . attract additional people to the downtown as residents, visitors, shoppers and employees; and
 - . physically link the business district with the waterfront and generate active pedestrian flows between them.
- 6- The use of Independence Park for marina development is not possible due to state ownership of the land. Furthermore, this location would not benefit Hope and State Street businesses.
- 7- Opportunities for public access to the water, should be further expanded and the visual attractiveness of the waterfront should be enhanced. Completed waterfront revitalization projects such as in Salem,

Massachusetts and Newport, Rhode Island demonstrate that adequate separation of private docks and working areas can be accomplished while permitting extensive walkway systems along wharfs and piers.

- 8- Business district issues including inadequate parking, traffic congestion and facade/signage improvement need to be addressed as priorities and should be coordinated with the waterfront aspects of the development strategy.
- 9- The historic character and cultural heritage of Bristol must be protected and preserved.
- 10- The scope of planned development must be in keeping with the Town's capacity to carry it out. It should be capable of being carried out in small, incremental stages.

The overall goal is an enhanced environment, one which will benefit all residents of Bristol by providing jobs, increased tax base and public access to the unique beauty of Bristol Harbor.

PROPOSED DEVELOPMENT

Based on the goals and objectives described above, a refined master plan concept was prepared by the Consultant. It includes the following development proposals. Detailed program accommodation and site planning criteria for the proposed projects are found in the following section of the report, beginning on page 33.

Central Waterfront

The core of the downtown waterfront area extends from State Street to the Town Dock at Church. In this area the plan recommends an intensive use of the shoreline for a mixture of water-dependent and water-enhanced uses, including pleasure boat slips and marine services, fishing boat docks, housing, retailing and public open space. Specific development proposals include:

Boat Basin/Sailaway Center: Analysis of existing development and ownership patterns led to the conclusion that the Rockwell Park - State Street Pier area provides the best and most immediate opportunity for waterfront revitalization. The reasons are that:

- . there is a substantial amount of land already in public ownership;
- . the existing sea walls and bulkheads are in reasonably good condition;
- . the configuration of the existing piers and Town Dock affords a fairly protected area for boat slips; and,
- . the area centrally located is close to the core of the business district on State and Hope Street. Revitalization, therefore, would be of maximum benefit to local merchants.

This development would consist of a publicly owned, privately operated recreational boat basin centered in the vicinity of Rockwell Park, extending from the Town Dock and Armory on the south, to the State Street Pier on the north. The boat basin would be multi-purpose in nature, accommodating some 200 pleasure boat slips; a boat yard and "Sailaway" center providing launching, hauling and rigging facilities geared to local boat builder's needs; plus supporting facilities and services in the Armory, including boat sales, repairs, chandlery and a restaurant. These are uses typically found in full-service marina facilities. Parking for up to 200 cars can be accommodated in surface lots which would be located along Thames Street and on the State Street Pier. These lots could be used for outdoor boat storage during the winter.

Prior to the development of the boat basin, the quahog fishermen now using the Rockwell Park would be relocated to proposed new facilities further to the north behind the Premier Thread Factory. Also, the Prudence Island Ferry would be relocated to a new and more adequate terminal at Independence Park (see description of these proposals below). Construction of the boat basin is also contingent on a harbor breakwater or localized wave baffle.

The existing line of buildings on the west side of Thames Street between State and John Street reflect the historic character of the waterfront and should be retained. Their rehabilitation and incorporation as design elements in the overall marina project is encouraged.

Waterfront Housing: Completion of the Boat Basin and Sailaway Center will provide the impetus for private investment in the immediately adjacent areas. Underutilized properties on Thames Street, across from Rockwell Park, represent a redevelopment opportunity for which we recommend new waterfront residential use overlooking the public boat basin.

Approximately 60 to 70 dwelling units could be accommodated in the two blocks fronting on Thames Street, from State Street to John Street, and from John Street to Church Street. Of the 87,700 sq. ft. of land comprising the site nearly half is now vacant lots. While redevelopment will require the demolition of some buildings, the active businesses and significant buildings on the site such as the taverns, the furniture store, and the carriage house can be retained.

A low-rise, townhouse apartment complex which fits the scale and character of surrounding development is recommended. Because Federal regulations* require that the first habitable floors of new construction be above the 100-year flood level, parking for the dwelling units may be provided below the buildings, at grade.

Although described as two separate projects in the plan, the waterfront housing and boat basin projects could be part of a single development package.

State Street Waterfront Park: Although planned to occur in the last stages of the development program, this proposal is an integral element of the core area waterfront design. Intended to provide an attractive public open space and focal point at the foot of State Street, it would act as the pedestrian gateway to the waterfront and the visual terminus of State Street.

* Federal Emergency Management Agency (FEMA).

The major prerequisite to the implementation of the State Street Waterfront Park is the elimination of the car and boat trailer parking which now clutters the area. This can be done only after alternative parking and/or launching ramps are developed for quahog fishermen nearby. The continued use of the ramp for launching need not be precluded, however. Also, slip space at State Street for fishing boats would remain.

Conceptually, the design would create a landscaped pedestrian space with areas for outdoor vendors, temporary displays and a visitor information center. Also envisioned is a permanent interpretive exhibit of Bristol's heritage as an industrial and boating center, possibly located in an adjacent building. The concept is similar to the urban heritage parks being developed in Massachusetts and New York under federal and state funding programs. With an interpretive center of Bristol's history, the Park would make a logical starting point for tours and walking trails of downtown historic landmarks.

North Waterfront

The north waterfront area extends from Gilbert Seafood north to the limit of the downtown study area boundary at Washington Street. For this area, the plan recommends non-intensive, water-dependent uses which need shoreline access, but not central location. Specific development proposals include:

Quahog Fishermen's Wharf: The vacant shoreline area behind the Premier Thread Company Complex provides a resource for development of docking, launching and parking facilities for Bristol's quahog fishing fleet. Consisting now of several old boat slips which would require some minor restoration work and a stretch of rubble stone shoreline, the area could accommodate slips for a minimum of some 40 small boats and a launch ramp. Map measurement of the landside area indicates there may be room for parking of 40 cars and 40 trailers. The location has the advantage of being situated between two of the major seafood distributors in Bristol, providing the potential of a self-contained total facility for shellfishermen.

Vehicular access to the area can be obtained from two points. One from the north near Quito's seafood and another, from Thames Street between the Premier Thread and the J.T. O'Connell buildings. Lease arrangements and access easements with the Premier Thread Co. and J.T. O'Connell Co. are required to implement this proposal.

Independence Park Ferry Terminal: Historically, the Independence Park area was the terminal location for both railroad and water transportation in Bristol. This proposal would return the area to its traditional use. Because the site is leased to the Town by the State Department of Transportation, the old railroad right-of-way must remain intact. Uses for the site other than public open space or transportation are precluded.

A 540' long mooring pier built along the existing stone bulkhead could accommodate the Prudence Island Ferry and several additional ferry and/or cruise boats. A 300+-space parking lot would provide adequate parking for the boat operations, and the relocation of the Prudence Ferry from the central area of downtown removes a major source of parking congestion there. With these substantially expanded parking and terminal facilities, a strong case can be made for selecting Bristol as an embarkation port for ferry and cruise boats to the Bay Island Park system.

North of the proposed terminal area, we recommend improvement of the public open space for additional small boat landing, fishing, sail boat moorings and other recreational uses.

South Waterfront

The south waterfront extends from the Town Dock and Church Street south to Constitution Street, the southerly boundary of the downtown study area. It includes the Robin Rug Co. buildings and the Elks Club property. For this area the plan recommends intensive mixed use redevelopment and expansion capability for the central waterfront development, as follows:

Rug Factory Complex: The recycling concept proposed for these industrial buildings calls for a mixed use approach, combining office or marine related light industrial use and multi-family housing. To arrive at an architecturally efficient and usable building grouping, some portions of the existing structures would be removed. The resulting building configuration would have optimum exterior wall exposure and orientation to views. This would also allow additional land area around the buildings for site amenities, parking, and waterfront access. An important benefit of the proposed configuration would be to create an 150 foot wide open space break in the monolithic and forbidding 570 foot long, 60 foot high solid brick mass that this complex now presents to Thames Street. New light, air and views to the water would be opened up to residents across the street for the first time, undoubtedly enhancing the environmental quality and property values of the entire block.

The irregularly shaped northerly building now occupied by the Robin Rug Co. and Magic Carpet is about 99,000 square feet in area and would logically house office and industrial tenants because of its proximity to the Sailway Center.

The southerly rectangular building is about 115,000 square feet in area and could easily be converted to some 90 apartments, perhaps surrounding a central atrium space.

Parking for this complex would be accommodated both on the site and in an adjacent lot across Thames Street.

Inclusion of the Elks Club property in the project would permit development under proposed Waterfront Planned Unit Zoning (See Zoning Guidelines).

Boat Basin Expansion: A future expansion of boat slips could occur as part of the Rug Factory project or at a subsequent time. Additional filling to create adequate on-shore land area may be required, and the previously built wave baffle would be extended southward to the Elks Club pier. An additional 100-150 slips could be accommodated. The need for expansion would depend on the future demand for pleasure boat berthing in the area and the operational success of the initial boat basin development.

Central Business District

Recommendations for improvements in the CBD emphasize sidewalk beautification, facade and storefront rehabilitation on Hope Street and State Street, and additional parking.

Sidewalk improvements are proposed to strengthen the pedestrian connections between the business district and the waterfront and improve the visual appearance of the area. Better street lighting is also needed to enhance nighttime activity. Pedestrian lighting using a "historic" light standard is proposed as part of a package of public sidewalk improvements which would also include new sidewalk paving, street trees and other pedestrian amenities.

Recommendations for facade rehabilitation are aimed at low cost improvements in awnings, signs and colors as a priority program to create a visually more unified shopping area.

Opportunities for adaptive reuse projects in the Central Business District include the Harriet Bradford Hotel and the YMCA building. The Town should also give special "landmark" status to the block containing the Colt Memorial School, Linden Place (De Wolf Mansion) and Norris House through zoning and other means, and explore the possibility of making an adaptive reuse of the latter two buildings, in combination, as an historic inn.

Increased private investment in the business district is seen as an outgrowth of development activity which would first take place on the waterfront. As business improvement occurs, the Town should be careful to control commercial use beyond the present limits of the core area, and to insure that new development or rehabilitation of facades is harmonious with the existing historic character. The historic residential character of upper Hope Street and the small scale mixed residential/commercial character of upper Thames Street should be preserved.

CONSTRAINTS AFFECTING WATERFRONT DEVELOPMENT

The degree to which Bristol can revitalize its downtown waterfront as a recreational boating center and attract private investment depends on its ability to furnish adequate wave protection for boats and dock facilities. The Federal Government has had a long-standing commitment to construct a Harbor Breakwater for the Town, and the Corps of Engineers has recently completed a favorable feasibility and environmental report on this project.* However, because of the uncertainty surrounding the funding of the proposed Harbor Breakwater, design concepts for the Rockwell Park Marina have suggested a smaller and substantially less costly timber waver baffle as a contingency alternative.

As shown in the Illustrative Master Plan, following, the wave baffle would enclose and protect only the Rockwell Park Marina area rather than the more extensive waterfront protection afforded by the larger Federal breakwater. Constructed in a fashion similar to that of the existing Town Dock, the wave baffle would consist of timber piles and planks, engineered to effectively disperse the wave forces involved. The estimated cost of about \$1.5 million is about half or less of the possible local share of the proposed Federal

* U.S. Army Corps of Engineers. Plan Formulation and Environmental Assessment. Bristol Harbor Navigation Improvements Phase I AE & D November 1981.

breakwater. Preliminary investigation of various breakwater and wave barrier designs, including floating types, indicate that the fixed timber design is probably the lowest capital cost method to provide wave protection for a large Rockwell Park boat basin. Without any breakwater or wave baffle, the scale of development in the Rockwell Park area for boating activities would be more limited. The Sailway Center and Armory Conversion can be accomplished within the existing Town Dock configuration. As an alternative to the 200-slip boat basin, a smaller set of slips could be built within the more protected confines of the Rockwell Park basin area (i.e., between the State Street Pier and the Prudence Island Ferry Pier). However, much sturdier pier and slip construction would be called for and annual maintenance would result in high capital costs and operational costs. Accommodating perhaps 50-100 boats, these slips could be developed in connection with the proposed waterfront housing project directly across Thames Street or built and operated solely by the Town. This approach would substantially reduce parking requirements because of the much smaller number of slips involved. In this case it may be possible to retain a greater amount of the Park as green space.

When funding for the breakwater or wave baffle becomes available, expansion to the full 200 slips can be accomplished.

PROGRAM ACCOMMODATION AND SITE PLANNING CRITERIA

I. ROCKWELL PARK BOAT BASIN/SAILAWAY CENTER

A. Land Area Available:

State Street Pier	43,153
Leviten (rear portion)	3,500
Azvedo (rear portion)	9,959
Rockwell Park	43,473
Prudence Is. Nav. Co.	19,183
Church St. R.O.W.	18,900
Town Dock	14,400
Armory	<u>12,905</u>
TOTAL	165,473 sq. ft. (3.8 acre)

B. Program Accommodation for 200 boat slips (landside)

1. Parking @ 1 space/slip - 200 spaces 200 sp x 350 s.f./space:	70,000 s.f.
2. Outdoor Boat Storage: use parking areas	N.A.
3. Indoor Storage: none on-site	-
4. Marine Sales, Repair & Ancillary Facilities (In Armory Building)	7,000 s.f.
5. Boat Hauling and Fitting-Out Area 100 x 200	<u>20,000 s.f.</u>
TOTAL AREA	92,000 s.f.
6. If the Prudence Island Ferry were to remain in the Rockwell Park area and provided with adequate dock space and parking, additional land area would be required, i.e.:	
a. Parking: 100 spaces @ 350 s.f./space	35,000 s.f.
b. Dockside: 200 people @ 10 s.f. ea.	<u>2,000 s.f.</u>
	37,000 s.f.
7. Dockside pedestrian areas, landscaping, etc.	<u>31,473 s.f.</u>
TOTAL AREA w/FERRY DOCK	165,473 s.f.

C. Site Planning Criteria

- Ferry dock could be relocated to edge of State Street Pier with parking and terminal space on an interim basis, if necessary. When ferry is relocated to an Independence Park Terminal, the parking and dock area here would be fully available for Marina use.

2. Pedestrian access and a continuous wateredge walkway should be provided in order to maximize the public recreational aspects of the boat basin. A wide, landscaped strip park along Thames Street should provide screening of parking areas.

3. Armory Building contains about 7,000 gross sq. ft. on first floor, possibly 9,000 s.f. + total. Could accommodate all marine sales, services, administrative and ancillary facilities.

II. STATE STREET WATERFRONT PARK

- A. Land Area Available: 18,000 s.f.
(Parking area
and boat launch)
- B. Program Accommodation:
1. Auto pull off 4-5 cars 2,000 s.f.+
 2. Visitor Info Kiosk 200 s.f.
 3. Landscaped Open Space &
Activity Area including
water edge promenade,
seating, display 15,800 s.f.
- TOTAL AREA 18,000 s.f.
- C. Site Planning Criteria:
1. Suggest deemphasis or removal of existing trailer launching
and parking - relocate to new area behind Premier Thread or
Independence Park.
 2. Retain existing fishing boat slips and activities.
 3. Possible permanent display depicting Bristol's industrial
and boating heritage.
 4. Possible vehicular access to State Street Pier.

III. QUAHOG FISHERMEN'S WHARF (BEHIND PREMIER THREAD)

A. Land Area Available:

Rear, Premier Thread 64,400 s.f.

B. Program Accommodation:

Relocate 40 slips from Rockwell Park and Town Dock, for quahog fishing fleet. Allow parking for 40 trailered boats.

1. Parking @ 1 space/slip = 40 spaces
40 spaces x 350 s.f./space: 14,000 s.f.
 2. Transient Parking 40 x 350 s.f./sp. 14,000 s.f.
 3. Launch Ramp @ 30' x 70' 2,100 s.f.
 4. Trailer parking 40 @ 580 s.f. 23,200 s.f.
- TOTAL AREA REQUIREMENT, SAY 53,300 s.f.

C. Site Planning Criteria:

1. Vehicular access to site to occur between Premier Thread and Lumber Yard-requires acquisition or easement over J.T. O'Connell land.
2. Repair work on shoreline including minimal filling to improve utilization of site. Clean out of existing slips.
3. Provision for public access along edge.
4. Provision for security for Premier Thread and J.T. O'Connell properties, incl. tanks and watertower.

IV. INDEPENDENCE PARK FERRY, CHARTER AND TOUR BOAT TERMINAL

A. Land Area Available: 248,974 s.f. (5.7 acres)

B. Program Accommodation:

1. Parking:

Prudence Ferry	100 spaces
Charter & Tour Boats	<u>200 spaces</u>
	300 spaces

Assume 300 spaces - long term need.

300 x 350 s.f./space 105,000 s.f.

2. Waterfront Promenade &
Terminal Area 20,000 s.f.

3. Expanded and improved public
small boat launching area 52,000 s.f.

TOTAL REQUIREMENT 177,000 s.f.

C. Site Planning Criteria:

1. Additional area of 72,000 s.f. to remain as open space and landscaped buffer areas.
2. Old railroad R.O.W. to be preserved per RI-DOT agreement.
3. Possibly relocate & reconfigure existing street parking of approximately 60 spaces to eliminate hazardous traffic conditions.
4. Improve pedestrian access from Thames Street.

V. WATERFRONT HOUSING (Opposite Rockwell Park Boat Basin)

A. Land Area Available:

North Block (John to State	57,100 s.f.
South Block (Church to John)	30,592 s.f.
TOTAL	<u>87,692 s.f.</u>

B. Program Accommodation: 60 unit Townhouse Apartment Use

1. North Block: Mixed Use - Residential/Business

At FAR of 1.0, max new development =	57,100 g.s.f.
- assume 30 du @ 1000 gross s.f./du	= 30,000 g.s.f.
- assume 80' retail frontage along State Street and 50' depth	= <u>4,000 g.s.f.</u>
	<u>34,000 g.s.f.</u>

Parking

- residential parking @ 1.5 spaces/du	45 spaces
- retail parking @ 3 spaces/1000 s.f.	<u>12 spaces</u>
Total Parking	57 spaces

Land Utilization Recap:

- footprint @ 2.75 floors	18,250 s.f.
- parking: 57 sp. @ 350 sf/sp.	20,000 s.f.
- existing bldgs. to remain	4,700 s.f.
- area available for open space:	<u>14,150 s.f.</u>
TOTAL SITE =	57,100 s.f.

2. South Block: Residential

At FAR of 1.0 max. development =	30,592 s.f.
- assume 26 du @ 1000 gross sf/du	= 26,000 g.s.f.
- Residential parking @ 1.5 spaces/du	= 39 spaces

Land Utilization Recap:

- footprint @ 2 floors	13,000 s.f.
- parking: 33 sp. @ 350 sf/sp	13,650 s.f.
- area available for open space	<u>3,942 s.f.</u>
	<u>30,592 s.f.</u>

C. Site Planning Criteria:

1. New buildings to be raised on columns or fill so as to elevate first habitable floors above 100-year flood level (approx 8'-10' above grade @ waterfront). Sloping site affords opportunity for stepped grade levels.
2. Space below raised portions of buildings may be used for parking for residences above, thus increasing parking capacity, or enabling more landscaped area on site.
3. Orientation and massing of housing units should capitalize on waterfront views.

4. In north block development, housing units with balconies could occur above ground floor retail space along State Street.
5. Measures for raising floor level of retail space and/or floodproofing must be taken.
6. New buildings should be in keeping with the scale and architectural character of Thames Street, providing continuity of facades and use of traditional forms and materials - height limited to 2-3 stories - Solar access.
7. Retain and restore existing furniture store and carriage house; incorporate in development plan for project area.
8. Maintain retail use along State Street frontage.

RUG FACTORY/ELKS CLUB ADAPTIVE REUSE

A. Land Area Available:

Rug Factory	158,625 sf	
Elks Club	<u>33,040 sf</u>	
	191,665 sf	(4.4 acres)

B. Total Existing Building Area

Rug Factory	376,400 gsf	
Elks Club	<u>10,000 gsf</u>	
	386,400 gsf	

C. Program Accommodation

Adaptive Reuse for mixed, office/light industrial/residential uses.

1. Office/Light Industrial (Building A)
 - 4 fl @ 24,800 gsf/fl. 99,200 gsf

2. Residential (Building C)
 - assume 1300 gsf/du.
 - 28,000 gsf/fl. @ 1300 = 22 du/fl.
 - 4 fl @ 22 du/f = 90 du 115,200 gsf

3. Parking
 - Office/L. Ind @ 2.5 spaces/1000 gla 210 spaces
 - Residential @ 1.0 spaces/du 90 spaces
 - TOTAL PARKING 300 spaces

D. Site Planning Criteria

1. Provide light and air penetration to Thames Street to reduce long solid wall of building complex.
2. Investigate possibility of parking on 1st floors of buildings.
3. Demolish certain buildings to create workable architectural modules and increase site area along waterfront.
4. Provide for future boat basin use of waterfront.
5. Possible retail use in first floor of northerly building near Sailway Center.

VEHICULAR CIRCULATION AND PARKING

VEHICULAR CIRCULATION

Opportunities for improving the circulation network in the Bristol area without major disruptions are very limited. Land use and transportation (i.e., parking, traffic and pedestrian access) are interrelated and, therefore, must be balanced to achieve greater efficiency in the existing network yet preserve the fabric and character of the Town.

Traffic Alternatives

As a designated state route (RI 114) and the main downtown business street, Hope Street accommodates high traffic volumes and curb parking on both sides within a narrow pavement width of 31 feet. During peak hours delays are caused to the through traffic movement while a vehicle is in the process of parking and unparking. Anticipated increases in both vehicular and pedestrian volumes will aggravate this problem and, if not corrected, would undermine the efforts to revitalize the business district. Two alternatives have been explored to accommodate existing and future traffic demands while controlling congestion.

Alternative One: If, (as proposed in this plan), the off-street parking supply were sufficiently increased in the business district, (see Parking Analysis, below) the parking lane along the east curb of Hope Street could be eliminated, thus providing an additional lane of moving traffic. If this were done, a change in traffic circulation would not be necessary and commercial establishments on Hope Street would continue to be exposed to both north and southbound traffic on Route 114. Pedestrian linkage from parking to shopping areas should be provided to insure that the removal of on-street parking will not be detrimental to shopping convenience.

Alternative Two: A second alternative which was considered would permit the continuance of parking on both sides of Hope Street by the institution of a one-way couplet using Hope Street and Thames Street between Washington Street and Constitution Street. This operation would minimize turning conflicts and reduce delay time. Hope Street would operate northbound and Thames Street would operate southbound. The southbound movement from Thames to Hope Street could be accommodated initially on Constitution Street. A direct connection of Thames Street to Hope Street in the vicinity of Union Street would depend upon the level of development achieved in the plan.

This one-way alternative would minimize conflicts since the left turn movements crossing on-coming traffic will be eliminated. In addition to the increase in capacity normally attributed to a one-way system, the reduction in delay and increase in safety could facilitate peak traffic and parking demands which occur in July. The main disadvantages of the one way alternative include the possibility of driver confusion and inconvenience when long-standing patterns of flow are changed, the loss of some flexibility in traffic movements, and an increase in traffic volume on Thames Street.

Either alternative would improve existing traffic capacity. Increases in vehicle registrations, as well as historical traffic volumes, indicate that vehicle useage will continue to grow. This situation suggests that even if new development does not occur in the downtown area, traffic congestion will increase and future improvements will be necessary.

The proposed waterfront development will generate the highest traffic volume on Sundays in the summer when the recreational trips are at a peak and work trips are minimal. It is estimated for example, that a 200 slip marina will generate approximately 300 trips to the site on the summer Sundays. This volume can easily be accommodated in the existing roadway network. Weekday marina trips will occur both during the normal weekday traffic peak and off-peak periods. However, it should be noted that the marina is not expected to generate a high degree of trips during the normal weekday peak community period.

After assessing the pros and cons of each alternative with the Town, the judgement of the Consultant Team is to recommend, as the short term solution, the retention of a two-way traffic system and the removal of curb parking on the east side of Hope Street, between Church and Bradford Street. This would keep open the option of going to a one-way system in the future should it be necessary, while improving the system with minimal changes in the short run. Implementation of this change should not occur until adequate off-street replacement spaces are made available (i.e., the proposed Thames Street lot). Timing should also coincide with proposed streetscape improvements on Hope Street so that all street and sidewalk reconstruction can be accomplished during a single period of construction.

Long Range Traffic Considerations

Of major concern is the future functioning of Thames Street, which, since it terminates at Constitution Street, now serves as a localized waterfront service street rather than an arterial carrier. Adding a through traffic carrying function to Thames Street by making it part of a one-way pair in the long run could create conflicts with its waterfront service functions and increasingly interfere with pedestrian flows to the waterfront. The present congestion on Hope Street can be viewed as an example of the result of mixing through traffic and local service traffic. In many communities waterfront streets have been widened beyond recognition in order to accommodate arterial flows and "improved access". This should not happen in Bristol. Consideration should be given to greater use of High Street and/or Wood Street as arterial traffic carriers and feeder routes to the downtown core. Both are wide streets, and, with minor signage adjustments, could be added to the north and south traffic flow system through town. The Town's Comprehensive Community Plan of 1964 proposed the extension of Wood Street northward to Chestnut Street or Gooding Avenue where it could tie back into Route 114 (Hope St.). This proposal will gain in importance as the revitalization of downtown Bristol goes forward, and should be given priority for construction as part of the implementation of the master plan.

PARKING

Existing Supply

Most public parking currently is accommodated at metered curb spaces within the downtown commercial area, with very few off-street lots. At the same time, off-street parking along the waterfront is not available to the general public. The major restricted parking areas include employee parking at the Premier Thread Company and Robin Rug Co; parking for Gilbert seafood customers fisherman and for vehicles with town stickers at the State Street Pier area; parking for boat owners only at the Armory; parking for Prudence Island ferry users; and parking for members only at the Elks. On-street parking is controlled through the use of parking meters to assure an adequate parking space turnover for customers in the commercial area. Diagonal parking is accommodated on both State Street and Bradford between Hope Street and Thames Street. Approximately 660 curb side parking spaces are available within the total project area. However, it is roughly estimated that only about 230 of the curb spaces are sufficiently convenient to serve for shopping and business parking purposes. About 140 off-street spaces are estimated to be available for similar purposes, exclusive of the restricted parking spaces mentioned above.

Problems of the existing parking situation include the following:

- . Several off-street parking areas are often unmarked and/or unpaved, reducing actual capacity and causing under utilization.
- . The off-street parking lots are small, scattered throughout the area and are not public.
- . There is a little off-street parking convenient to Hope Street. The competition for the most convenient curb spaces on Hope Street causes double parking and congestion. Curb spaces a block away are not heavily used.

Projected Parking Needs

Business District - In the project area as a whole between Washington Street and Costitution Street there is roughly 154,000 square feet of building area devoted to commercial use. Of this amount, some 98,000 square feet are located in the core area from just north of Bradford Street to Church Street, along Thames Street and Hope Street. Nearly 60,000 square feet of this floor area is in retail use, according to the retail inventory compiled as part of this study. The rest is in other business uses or is vacant.

Standards for calculating parking demand for commercial uses vary according to the location and type of facilities. For example, for large regional shopping centers, 5.5 parking spaces per 1,000 gross square feet of leasable area (gla) is the norm. In downtown business districts where public transit is available and a highly varied mix of uses is present, 3 to 3.5 spaces per 1,000 square feet gla may be used. For Bristol, a small downtown with limited public transit service, a standard of 4 spaces per 1,000 square feet gla is reasonable. Using 98,000 sq. ft. as a conservative figure for gross leasable area, there is a projected need for about 390 spaces. With an existing supply

of 370 spaces (both curb parking and off-street lots) a relatively small 20 space deficit is indicated for business district uses. However, because of the scattered and unimproved nature of existing lots, this deficit is probably understated with respect to the core area, along State and Hope Streets where retail and restaurant uses are concentrated.

To overcome this 20 space deficit and to provide replacement spaces for the 50 curb spaces proposed to be removed from Hope Street, a new public parking lot is proposed for the large vacant property on Thames Street behind the Public Library and Bristol Furniture Company. Properly paved, this lot could accommodate 90+ parking spaces and have sufficient space for landscaped buffers and screening. Provision of a pedestrian walk from this new lot to Hope Street is necessary to maximize the convenience of this lot for shoppers. Such a walk can easily be accomplished along the rear garden area of the Public Library and through the space between the Library and Post Office buildings.

Waterfront Development Areas - Parking needs for waterfront uses have been estimated based on the size of planned development. These include:

- . Marina and Sailaway Facilities: The recommended industry parking standard for full-service marinas is 1 space per boat slip. This standard would be sufficient to provide adequate parking for all the operations within a marina. A 200 slip Rockwell Park Marina and Boat Yard/Sail-Away project requires 200 parking spaces. This is a very conservative standard, however, not accounting for boat owners who are nearby residents, as an example.
- . Quahog Fishing Facilities: The indeterminate number of quahog fishermen operating out of the Bristol downtown waterfront makes estimating needs difficult. Parking is needed both for boat slips and for trailered boats. The 40 slip fishing area proposed behind Premier Thread would require 40 parking spaces. Additionally, parking for 40 transient car and boat trailers is assumed to be needed. Existing parking at Gilberts and Quito's would remain.
- . Waterfront Housing: Parking for new waterfront housing should be provided at a standard of 1.5 spaces per dwelling unit to be competitive in the marketplace. The proposed 60 unit residential redevelopment project on Thames Street would require about 100 parking spaces.
- . Ferry Terminal: The 60+ parking spaces that the Prudence Island Ferry now has at its existing dock is not deemed adequate for current summer operations. At least 100 spaces are felt to be needed. At the proposed Independence Park Terminal 300 parking spaces are projected for the relocated Ferry plus one or two additional cruise boats. Some of these spaces could also be used by quahoggers and recreational boaters who will be launching their boats at the nearby ramp.
- . Adaptive Reuse Projects: Parking requirements for recycling of existing industrial complexes such as the Robin Rug Complex can take account of the multi-purpose nature of the proposed reuse, so as to reduce total parking requirements. For example, the residential parking standard can be reduced from 1.5 spaces per dwelling unit to 1.0 spaces per dwelling unit

since visitor parking could use employee parking spaces during non-working hours. Similarly, the total parking needs of a mix of general office, light industrial and commercial uses can be less than if the requirements of each use were calculated separately. A standard of 2.5 spaces per 1,000 square feet gla represents an average for a mix of such uses.

PEDESTRIAN CIRCULATION AND STREETScape GUIDELINES

PLANNING OBJECTIVES FOR PEDESTRIAN CIRCULATION

Because of its relatively small size and compactness, downtown Bristol is an eminently walkable district. Recommended improvements to the pedestrian system therefore are aimed toward a heightened imageability of certain key paths of movement in the downtown core and toward higher standards of streetscape design in order to provide an even more pleasing pedestrian ambience. A network of paths is proposed which should be emphasized through public streetscape improvements. The system takes advantage of existing streets or rights-of-way wherever possible and incorporates new rights-of-way which can be implemented in the process of redevelopment. It complements and reinforces the major land use and development proposals of the Master Plan.

The important planning and design features that are recommended are as follows:

Design Proposals

1. Pedestrian connections between Hope Street and the waterfront in the core area should be strengthened. In addition to Bradford, State, John and Church which exist, a new mid-block pedestrian path should link the proposed Thames Street parking lot to Hope Street between the library and the Post Office. Ultimately this path would serve as a link to the waterfront in the vicinity of the lumber yard and Thread Factory.
2. Improvement of State Street as the main pedestrian link to the waterfront from Hope Street should be undertaken. State and Hope are the crossroads of the downtown and State Street commands an imposing vista of the Harbor from the intersection. The waterfront public park proposed at the foot of State Street would be a suitable termination for the State Street axis and would be the major public focal point of the waterfront. New street trees, pedestrian lighting, paving and sidewalk extensions would give State Street the characteristics of a semi-mall, and would enable the street to be closed to traffic and function as a full pedestrian mall during special promotions and festival days.
3. A continuous waterfront walkway system, permitting public access to the shoreline should be developed over time. From State Street south, the system substantially could be put in place with the development of the Rockwell Park recreational marina. North of State Street, accomplishment of the link to Independence Park, would require negotiated easements with current land owners. On a longer term basis, changed use and/or ownership status would allow the Town to exercise mandatory provision of a public waterfront walkway through zoning. Where crossing private properties, the walkway configuration would have to take account of the security requirements and operational constraints of the property owners.
4. Hope Street is the main shopping street of the downtown and as such has the heaviest pedestrian volumes. This activity needs to be supported with improved physical facilities. Since the narrow 31 foot street width of Hope Street precludes sidewalk widenings in the downtown area, improvements should be directed toward upgrading the quality of existing

facilities, such as sidewalk paving and pedestrian street lighting rather than adding street trees which would tend to crowd the existing sidewalks, and interfere with storefront awnings and facade signage. The Town should establish a vehicle for matching private contributions to a historic street light fund.

5. As the waterfront is redeveloped Thames Street will have increased activity and it will become a major element of the downtown pedestrian circulation system. Its visual quality and design standards need to be substantially improved from present levels.

The roadway of Thames Street which, like Hope Street is quite narrow, would remain at its present 30 width in order to preserve its traffic handling capacity. New sidewalks, pedestrian scale lighting and street trees are recommended. A landscaped park strip of over 30 feet in width is recommended to act as a buffer between Thames Street and the Rockwell Park marina parking area.

The sketch sections illustrate the proposed dimensional standards and streetscape elements of the major streets, and design character of major waterfront public spaces.

FACADE, SIGNAGE AND STREETScape GUIDELINES

Visual Character of the Business District

While the architecture of Hope Street and State Street within the Central Business District does not reflect a single historic period or strong design style, there is a distinctively traditional character and strong "sense of place". There are several period buildings of architectural distinction whose original facades are intact, but most others either have been substantially altered or are not architecturally significant. State and Bradford Streets contain more continuous groupings of historic facades than Hope Street. What design unity Hope Street has derives from the fairly uniform massing and intimate scale of the buildings, as well as the consistent height of the first floor display windows. The pleasant scale of Hope Street is reinforced by the relatively narrow width of the right-of-way which helps bring the two sides of the street together. Also contributing is a consistency in the size and proportioning of fenestration, and the use of some traditional architectural details in shutters, cornice treatments, arches, pediments and the like.

The most detrimental aspects of the visual character of the business district are generally cluttered and uncoordinated projecting signs, and spotty building maintenance. Better window displays and merchandising are also needed.

Suggested Facade/Signage Improvement Strategy

Fortunately, these kinds of defects lend themselves to remedial treatments which are relatively easy and inexpensive to accomplish. In some cases, where more extensive repair and rehabilitation of deteriorated facades is required or where restoration of original architectural design is undertaken, costs will be greater.

Priorities: Signs, Awnings and Paint

Three areas are recommended as priorities for a facade/signage improvement program. These would have a major impact on the visual appearance of the business district with minimal cost.

1. Removal of projecting signs and replacement with signs applied to facades
2. Replacement of existing awnings with a new, color coordinated awning system
3. Repainting of storefronts in accordance with a coordinated color palette

Design Criteria for Facade & Signage Improvements

Facades:

- Radical design modification of existing building facades should be avoided in order to preserve the traditional architectural character of the community. Original materials and design details should be preserved whenever possible. If the facades have been covered by layers of new materials or signs, a successful facelift can be done economically by removing these layers and refurbishing the original surface. Examination

of the covered original facade should be made prior to attempting removal of the covering, however.

- . New buildings should reflect the existing architectural design character through use of compatible forms and materials, and consistency of scale, height and proportion of openings. However, reproductions of historic architectural styles should not be required.
- . The essential structural and architectural elements of buildings should be clear. Obscuring or removing columns, pilasters, or party walls destroys the appearance of stability of the buildings. Storefronts should be contained between these structural elements which also serves to express the individuality of each store.
- . When new facade or storefront materials are installed, they should be the same as or compatible with original materials and architectural character. The use of metal facings, metal awnings, artificial cast stone or brick, cedar shakes, barnboard siding or other inharmonious materials should be avoided.

Signage

- . Poorly designed and oversized projecting or overhanging signs contribute to a cluttered appearance of the storefronts in Bristol. Existing signs of this type should be phased out over a reasonable time period. When used, this type of sign should project no more than 6 feet beyond the building face, be oriented to pedestrian viewing (thus relatively small) and display logos or symbols of the store rather than brand name advertising.
- . Free-standing signs should be prohibited by ordinance and removed.
- . Store identification signs should be limited one per establishment and whenever possible be flat signs or individual letters applied to facade
- . Paper signs affixed to display windows should be discouraged.
- . Signs should be integrated architecturally with the building or on an awning and should not cover architectural details on the facade. Signs should be proportioned in size to that of the storefront, individualized in design yet related to neighboring signs in terms of location, size color and letter style.

Color

- . Color schemes for painting of facade, streetfronts and trim should be in keeping with the architectural style of the building, if known. An excellent guide for relating colors to architectural styles and historic periods is found in Fixing Up - A bilingual Handbook for Older Homes (see Bibliography). The palette of colors illustrated in this book would be well suited to downtown buildings.
- . Awnings and signage are opportunities for bright and sparkling colors to be introduced as accents, but must be carefully controlled and coordinated with other facade colors.

SUMMARY EVALUATION OF BUSINESS DISTRICT
FACADE CONDITIONS

WEST SIDE OF HOPE STREET, JOHN ST. TO STATE ST.

BUILDING/USE	EXISTING CONDITIONS	POSSIBLE IMPROVEMENTS
Residence	2 story brick - historic character	Minor maintenance. Possible future reuse as specialty shop or office.
Harriet Bradford Inn	4 story brick - Unattractive storefronts and entrance; excessive projecting signs.	Restore storefronts. Remove projecting signs, improve window displays. Potential for major adaptive re-use.
Thomas Building	1 story brick w/small shops. Projecting signs.	Remove projecting signs, replace with coordinated signage affixed to facade.
Residence	2 story white clapboard & picket fence. Well maintained.	Remove large sign in front yard. Possible future use as specialty shop or restaurant.

WEST SIDE OF HOPE STREET, STATE ST. TO BRADFORD ST.

Duffy's-Caron's	2 story brick-painted business block. Strong architectural character, good condition. Cluttered window displays.	Update window display and remove window signs. Coordinate awnings. Use applied signage on sign band.
Barber Shop	1 story, wood. Vertical siding incompatible.	Building is out of scale. The use should be incorporated into a new bldg. on adjacent vacant site.

BUILDING/USE	EXISTING CONDITIONS	POSSIBLE IMPROVEMENTS
Vacant Parcel	Plywood fence unsuitable.	Commercial infill site.
McClellan's	1 story. Corrugated metal facing above store windows. Sign incompatible and is dilapidated.	Remove existing signage. Redesign facade for compatibility with adjacent building. Improve merchandise display.
Sunset Bakery Bld.	2 story wood clapboard, poor projecting sign, inappropriate storefront materials.	Remove projecting sign. Redo storefront. Retain upper portion of facade, repaint. Improve window display.
U.S. Post Office	1 story wood clapboard traditional architectural details.	None
Rogers Free Library	1 story, brownstone-strong romanesque architectural style.	None
Makowsky's Building (Bristol Furniture, Singer Sewing Center)	2 story brick business block. Oversized and incompatible projecting sign. Upper floor windows show lack of maintenance.	Remove projecting sign. Refurbish and improve maintenance of facade and storefronts. Improve display windows. Coordinate awnings.
A.N. Nunes Agency Building	3 story wood clapboard; gable roofed colonial style. Unattractive window displays.	Repaint with traditional colors. Upgrade window displays and window sign.
Restaurant	1-1/2 story wood. Storefront design out of character, projecting sign too large for building.	Replace projecting sign with flat signage affixed to facade or transom. Coordinate color scheme with adjacent building.
Mello Building	2 story brick business block. Large lighted sign obscures roof cornice. Conflicting storefront and awning designs. Metal awning and restaurant storefront out of character.	Replace signage using existing sign bands. Coordinate signs, awnings and storefront design and color schemes for the entire building.

BUILDING/USE	EXISTING CONDITIONS	POSSIBLE IMPROVEMENTS
567 Hope Street	2 story brick, historic. Projecting sign, incompatible storefront and window treatment	Remove projecting sign. Restore original character of first floor fenestration and entrance.

WEST SIDE OF HOPE STREET, BRADFORD ST., NORTH

Dutchland Farms Building	3-1/2 story wood clapboard; gable roofed. Some alteration of original fenestration and first floor evident	Remove projecting sign. Improve window displays. Repaint.
Shop (?)	1 story brick.	None
Boutique/ Florist	1 story masonry & glass contemporary storefront, materials somewhat out of traditional character	Remove roof signs, replace with more compatible designs or use windows.
Industrial National Bank	2 story brick, contemporary Colonial	None

HOPE STREET, EAST SIDE: STATE TO COURT

Old Slone Bank	1 story masonry and glass. Contemporary style. Design incompatible with traditional character.	Building in good condition. Major redesign of facade not economically feasible. Removal of wall sculpture and pointing in subdued color suggested.
Day Care Center	2 story wood clapboard, Colonial. Previous alteration of original first floor. Storefront out of character. Better maintenance indicated.	Repair and repaint facade. Redesign storefront. Remove projecting sign.
YMCA Offices	3 story brick & wood Old English style, strong architectural character. Shops at ground level, YMCA use above.	Potential for major adaptive reuse. Repair and restore facade, improve window displays.

BUILDING/USE	EXISTING CONDITIONS	POSSIBLE IMPROVEMENTS
YMCA Building (Old Post Office and Custom House)	2-1/2 story brick - historic strong architectural character. First floor fenestration altered.	Replace large YMCA sign. Restore land- scape plaza character.
Hairdressing/ Apparel shop	1 story wood and masonry commercial building. Tastefully done storefronts and signage.	Possibly repaint according to overall color scheme.

IMPLEMENTATION

ZONING GUIDELINES

EXISTING DISTRICTS AND REGULATIONS

The draft zoning ordinance prepared for the Town of Bristol by the Planning Division of the Rhode Island Department of Community Development creates a basic framework for guiding land use and development along the waterfront. A zoning district regulating waterfront use is designated in the ordinance, extending along the eastern shore of Bristol Harbor, approximately from Poppasquash Road and Hope Street on the north to the intersection of Hope Street and High Street on the south. Within the boundaries of the Waterfront/Downtown project, the Waterfront District (W) encompasses all land from the shoreline eastward to a line which approximately follows the rear lot lines of properties fronting on Hope Street. Additionally, the entire Waterfront/Downtown project area is within an overlay Historic District as designated by the National Register of Historic Places. Other zoning districts within the project area include:

- . The Historic Business District (HB) generally on the west side of Hope Street from north of Bradford Street to Johnson/Court Street, but including the east side of Hope Street between State Street and Court Street.
- . The General Business District (GB) on Hope Street from Johnson Street to Constitution Street.
- . The Historic Residential District (RH-6) encompassing the remaining areas, generally along Hope Street between Oliver Street and State Street.

Use Regulations

Due to the regulations of the proposed ordinance with respect to the overlay Historic District, no uses within the W, HB or RH-6 Districts are permitted "as-of-right". Certain uses, however, are permitted as special exceptions. While these are considered to be conforming uses in the district, all special exceptions must be applied for through the Zoning Board of Review. This has the effect of giving the Town strong review and approval powers over all proposed development on the waterfront as well as over a substantial portion of the remainder of the project area. Incorporation of the proposed Waterfront/Downtown Plan in the Town's Comprehensive Community Plan, and adopting the Waterfront District Zone as part of the official zoning ordinance would provide the necessary legal authority to effectuate land use controls comprehensively in the project area.

Dimensional Regulations

Some increase in maximum Floor Area Ratio (FAR) will be necessary in specific cases to achieve appropriate development intensity. In order to receive variance from any dimensioned regulations, including FAR, developers must demonstrate that the resulting development would be consistent with the environmental, aesthetic and social values of the community and would be in conformance with the objectives and concepts of the Waterfront/Downtown Master Plan.

RECOMMENDED PLANNED UNIT DEVELOPMENT PROVISIONS

The purpose of PD zoning is to permit modification of the strict application of zoning provisions in order to:

1. allow harmonious development of large tracts of land consistent with an adopted comprehensive master plan.
2. permit or encourage mixed use or particular uses that may not be permitted under the terms of the existing ordinances but which would be beneficial for the community,
3. permit or encourage the design and construction of structures and site facilities of superior design quality in conformance with an overall development plan.

Developers seeking site plan approval under PD provisions would submit a detailed development plan of his project to the Town following procedures described in the proposed ordinance for shopping center development. These development plans differ from those submitted for normal zoning approval in that they commit the developer to a phased development program involving several buildings or uses to be carried out over a stipulated period of years. The developer also commits to specific land use and design controls which are spelled out in the application, and are made a part of the approval. In return for these commitments, the developer is given blanket approval of his development plan and no further reviews and approvals for individual buildings are required (other than perhaps architectural and/or historic) so long as the development is carried out in conformance with the approved development plan.

The development agreement usually allows the flexibility for minor variations from the approved plan without Town approval, however, should the developer want a major departure from the original plan, a new PD application process would be required. A PD agreement should allow the developer sufficient flexibility to adjust to market conditions over time without degradation of those essential elements of his plan which made it desirable in the first case. Among these elements should be the following:

1. Conformance with the general objectives and concepts of the Waterfront/Downtown Master Plan
2. Provision of open space and public waterfront access
3. Wherever appropriate, recycling and preservation of certain designated existing buildings in keeping with their original architectural character
4. Provision of waterfront views and visual corridors to the waterfront
5. Provision of mixed uses, and, for those developments on waterfront sites, provision of at least one water-dependent use representing a significant portion of the total development program.
6. Provision of adequate off-street parking and equal replacement of any existing parking removed through re-construction of the site.
7. Superior planning and design.

The Waterfront/Downtown Plan identifies several sub-areas or parcels which would be suitable for PD Zoning at such time as these properties were being considered for re-use.

Project Area	Size	Possible Use Mix
Rockwell Park Boat Basin & Armory	3.8 acres	Boat slips, Marine sales; Restaurant; Boat repair
Robin Rug Complex/ Elks Club	4.4 acres	Residential; Gen'l Office; Marine-oriented research & light industrial; Retail; Boat slips.
Waterfront Residential	2 acres	Residential, Retail, Professional Office
Premier Thread	6.6 acres	Residential; Gen'l office, Retail; Boat Slips, Marine sales & service, Restaurant

In addition, another potential PD parcel might be created if the JT O'Connell and Gilbert Sea Food properties were to be consolidated for development purposes. Together, the land area of these properties total about 1-1/2 acres. Although still a small area, the mixed use possibilities inherent in the redevelopment of this parcel as well as its key location suggests a PD approach.

(Ed. Note: This section was written prior to the Town adopting an amendment to the Zoning Ordinance to allow Waterfront Planned Unit Development. The amendment implements the concepts of this section. The discussion herein has been retained to provide an explanation of the intent of the Waterfront P.U.D. zone).

DEVELOPMENT COSTS AND FINANCING

PHASED DEVELOPMENT PROGRAM

The implementation for the development program for the Waterfront/Downtown Plan has been divided into four stages, for a total of ten years. The time period for Phase I is 1982-1984, Phase II is 1985-87, Phase III is 1988-90, and Phase IV/V is 1991+. The focus of the development program should be concentrated on the first two phases, encompassing a five year period, as the Immediate Action Program. Table 8 outlines the phasing of development for the ten year period and is established on the basis of private and public elements.

Once these have been developed, the attraction back to the Bristol waterfront will have a positive economic benefit on the retail and housing sectors along Hope, Thames, and State Streets, which form the core of Bristol's Central Business District.

Phasing of Private Elements

The private elements include the Sailaway Center, which will be used primarily by the boatbuilding industry to rig and launch their boats. The marina or boat basin is a recreational marina to be used by both Bristol residents and outside boat owners. The Armory building, which is owned by the Town of Bristol, is an essential element for the operation of the marina. The Armory building would be rehabilitated for use as a retail/restaurant operation complementing the recreational marina.

The waterfront housing is divided into northern and southern parcels. The site includes the Hotel and much of the property owned by Mr. Falugo. We recommend that this development be based on a public policy of encouraging private construction through zoning and financing incentives. The Town should encourage current owners to consolidate and redevelop their properties. If this fails, the Town should assemble the land through urban renewal powers and then solicit development proposals. Preference should be given to development proposals which will most benefit the long run tax base and appearance of the area.

The Quahog Fishermen's Wharf is projected during Phase I (1982-84). Lastly, the Robin Rug building, Hotel, and the YMCA building have been targeted for adaptive reuse or rehabilitation. Since each of these buildings is privately owned, the eventual process by which these properties will be upgraded, again, will be based on policy decisions by Bristol's Town Council. The housing elements have been projected to occur in Phases III and IV, which will occur after 1988.

Phasing of Public Elements

The public elements include the breakwater or wave baffle; the beautification of State, Hope, and Thames; and the Thames Street parking lot.

The streetscape elements for Thames, State, and Hope Streets have been included as part of the public elements in the development schedule. Facade and signage elements are part of the overall Master Plan in the eventual revitalization of the Hope Street/downtown retail area. The streetscape and

TABLE 8

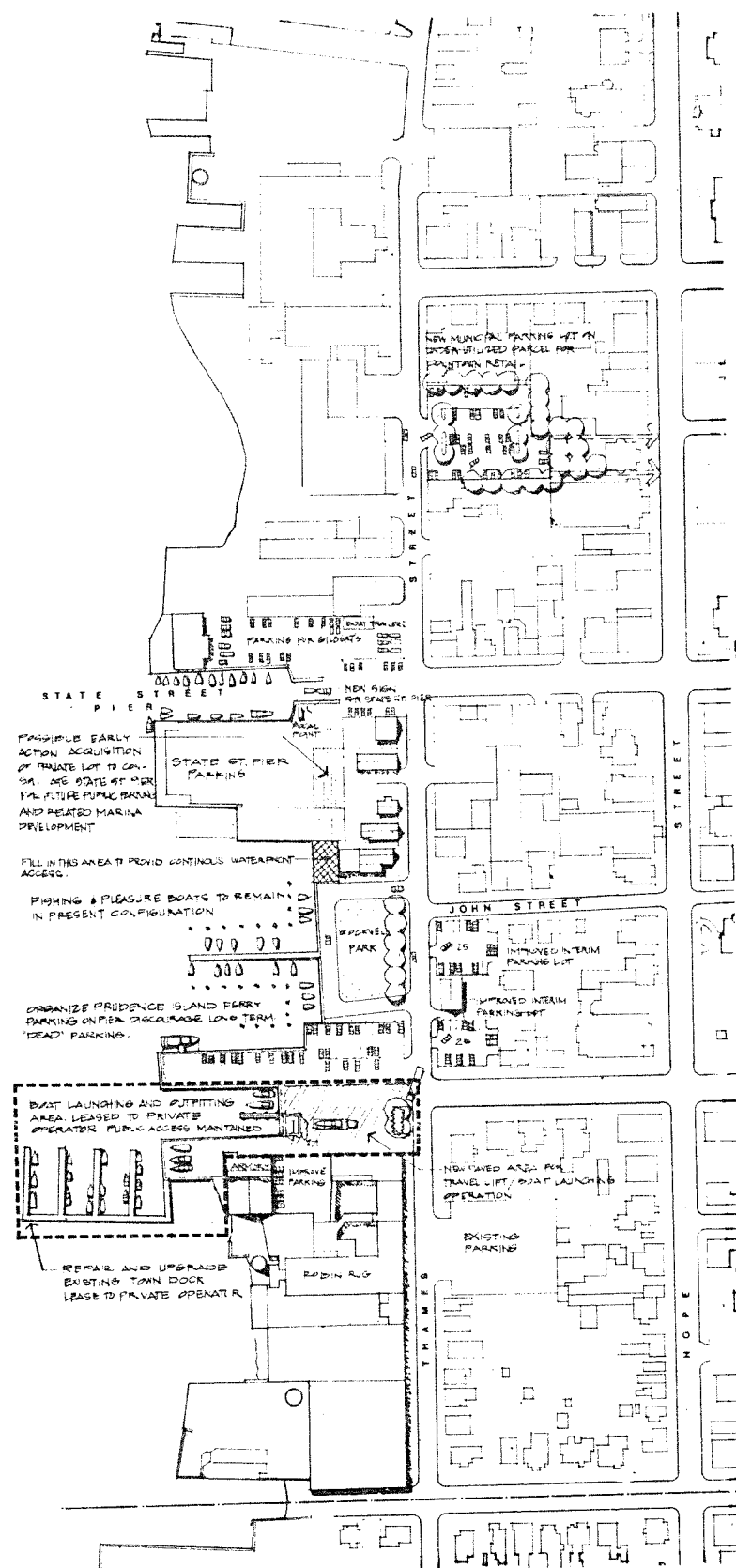
DEVELOPMENT SCHEDULE

	PHASE I 82-84	PHASE II 85-87	PHASE III 88-90	PHASE IV 91+
<u>PRIVATE</u>				
1. Boatyard/Sailaway Center	●			
2. Marina		●		
3. Armory		●		
4. Housing North			●	
South				●
5. Quahog Facility	●			
6. Robin Rug			→	
7. Hotel			→	→
8. YMCA				→
<u>PUBLIC</u>				
1. Breakwater		●		
2. Streetscape State			●	
Hope			●	
Thames			●	
3. Thames Street Parking Lot		●		

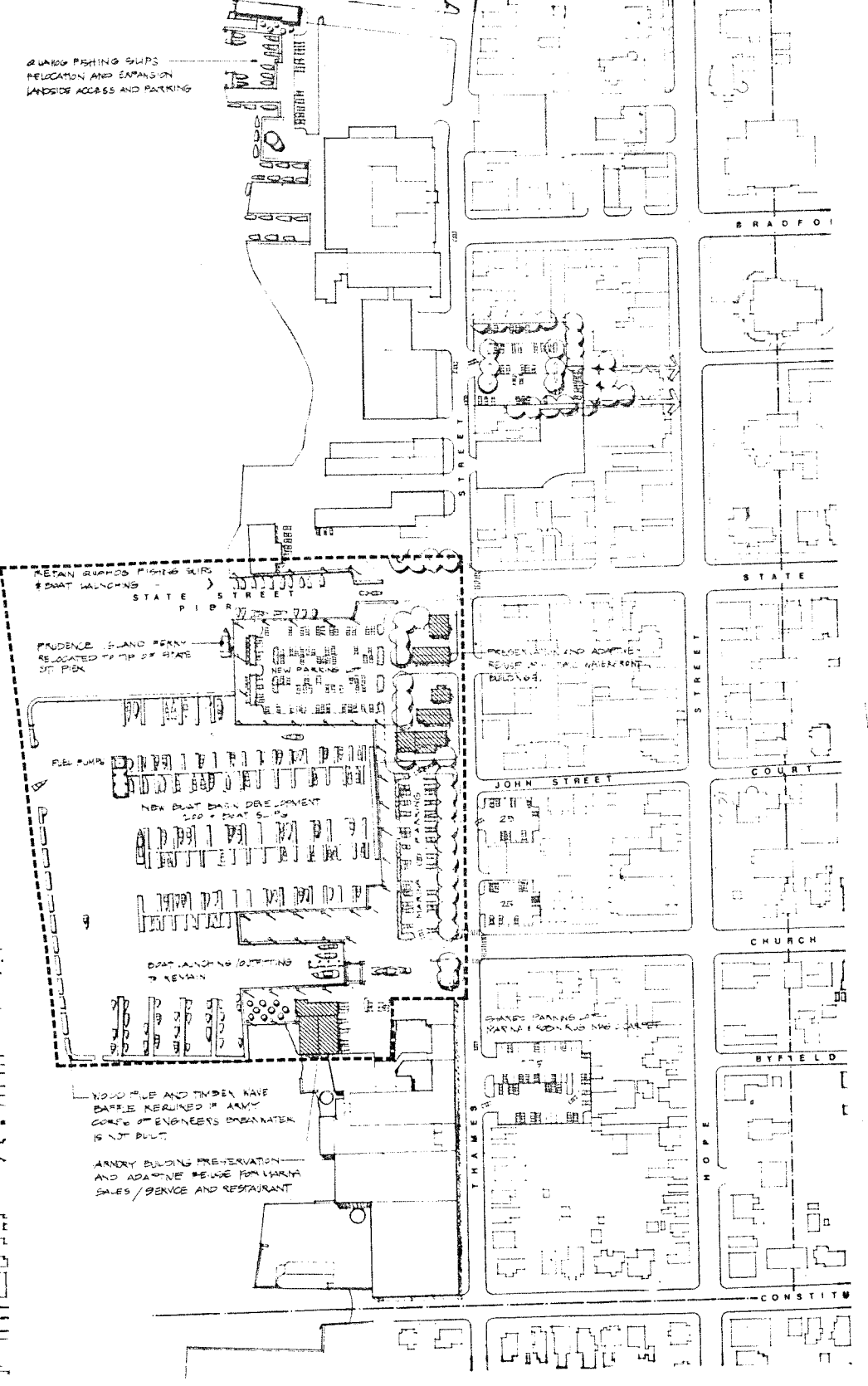
facade elements should be regarded as an ongoing process of private rehabilitation encouraged by public guidelines and subsidies.

The proposed ten year development involves carrying out a revitalization program for the Bristol waterfront and downtown area. This program reflects a consensus of the residents, public officials of Bristol, and the consultant team as achieved over the past months of this study, through numerous public participation meetings.

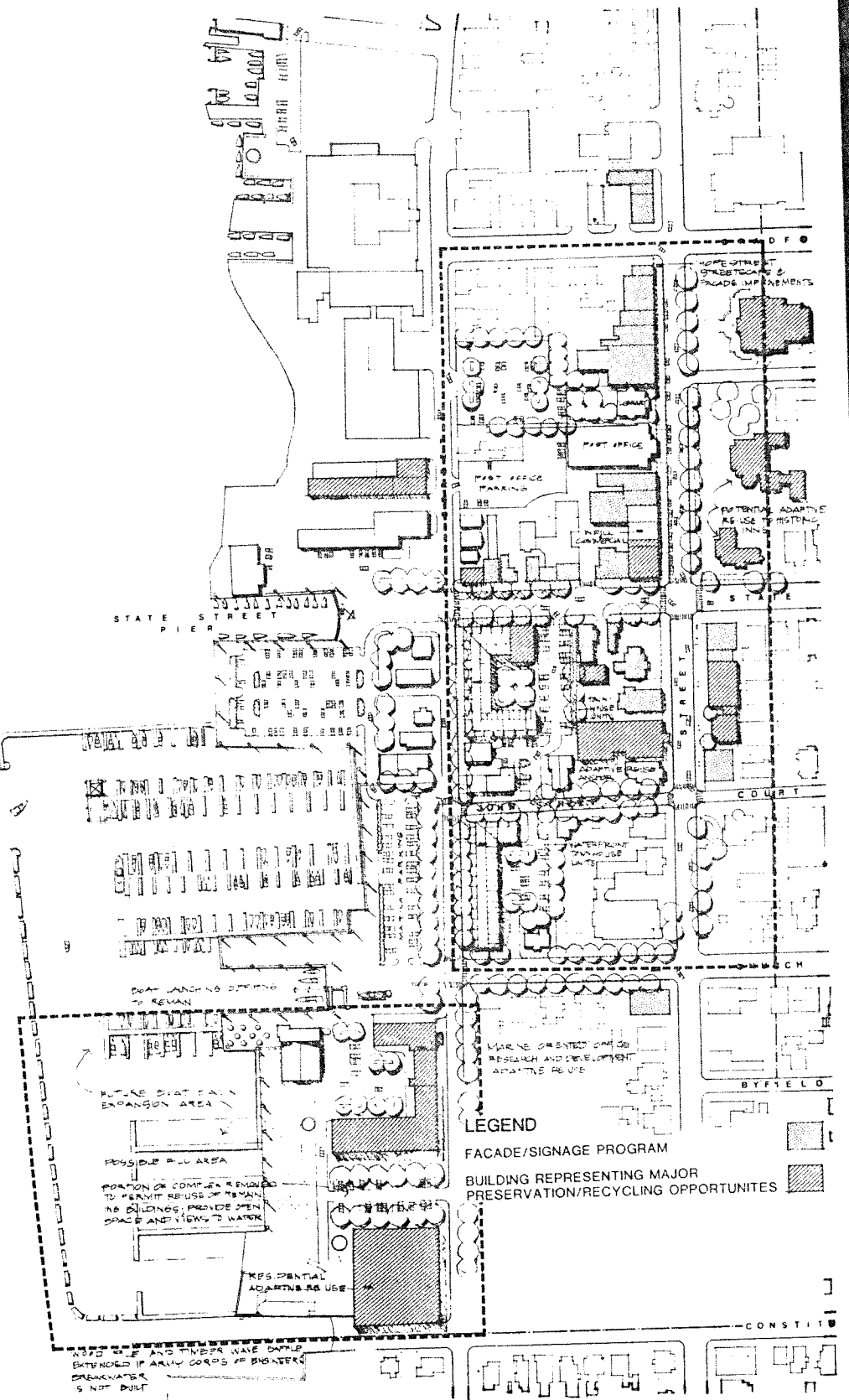
The following Phasing Plans illustrated the sequential steps in the development of the central waterfront and business district areas.



PHASE I: BOAT YARD/SAIL AWAY CENTER



PHASE II: ROCKWELL RECREATIONAL MARINA DEVELOPMENT
1984-1986



PHASES III & IV NEW WATERFRONT HOUSING STATE & HOPE STREET
REVITALIZATION, ADAPTIVE REUSE ROBIN RUG COMPLEX, FUTURE
BOAT BASIN EXPANSION.
1986-1988 1988-1990

Bristol, Rhode Island
a downtown waterfront revitalization plan

DEVELOPMENT COSTS

The total development including both public and private elements, has been projected at a total cost in current 1982 dollars of \$7,021,000. Table 9 outlines the private elements by project component over the phases and Table 10 addresses the public elements and their implementation by phase. Table 11 summarizes the development phasing and funding by funding source. The development costs are the result of a conceptual but thorough construction budget estimate for each project element. These are fully documented in Appendix A.

Costs of Private Project Elements (Table 9)

The elements implemented by the private sector in Phase I are the Sailaway Center and the Quahog facility, for a total cost of about \$500,000. The Boatyard/Sailaway Center has a total cost of \$236,000, which includes \$80,000 for site improvements and \$156,000 for pier and bulkhead improvement and repairs. It is projected that the Boatyard/Sailaway Center will be constructed, operated, and financed largely by private entities, on land owned by the Town. The land can be then leased to the operator of this facility.

The Quahog facility is projected to cost \$265,00, and will provide the necessary boatlaunch, docking, and parking needed for the quahog fishermen at the Bristol waterfront. This new facility could ultimately replace the existing State Street boat ramp. Initially, it provides additional docking as well as parking for boat trailers for fishermen.

The Phase II portion (1985-1987) focuses largely on the Rockwell Park Recreational Marina. Site improvements are projected to cost \$460,000, and the boat slips will cost \$900,000. Site improvement estimates for the marina are conservatively high and may be less depending on existing conditions.

Phase III is largely devoted to the site improvements at the Rockwell Park Recreational Marina, recycling of the Armory and the housing elements in the Falugo block. No public acquisition and clearance costs have been estimated, assuming the project would be implemented by the private sector.

The final elements of private sector investment will occur in the latter stages of the development program (Phase IV/V 1991+). These include the Rug Complex, the Hotel and the YMCA. Development cost projections, based on specific plans, must be done in detail once a developer or the present property owner has finalized a development plan. This project, the Hotel and the YMCA, which are also adaptive reuse projects, have not been included as part of the development budget, due to the uncertainty of their specific reuse schemes, however, conceptual cost budgets are given in Appendix A.

Costs of Public Project Elements (Table 10)

The largest single cost element in the public sector component is the breakwater to protect the boatyard and the recreational marina. Current cost estimates, are projected between \$1,400,000 for the wave baffle alternative and \$2,400,000 for the Town's share of the Federal breakwater. It must be emphasized at this point that this will be the most difficult element to

TABLE 9

PRIVATE DEVELOPMENT FUNDING BY PHASE.

PROJECT COMPONENT.	ESTIMATED BUDGET BY PHASE				TOTAL	IMPLEMENTATION RESPONSIBILITY	\$ AMOUNTS BY SOURCE	SOURCE OF FUNDS
	PHASE I	PHASE II	PHASE III	PHASE IV/V				
	82-84	85-87	88-90	91+				
<u>PRIVATE</u>								
1. Boatyard/Sailaway Cntr. ^{1/} Site Improvements Piers	\$ 80,000 \$156,000				\$ 236,000	Town Pvt.	\$ 80,000 \$ 156,000	CDBG IRB (Indiv)
2. Rockwell Park Recreational Marina ^{1/} Site Improvements Boat Slips		\$ 460,000 \$ 900,000	\$ 164,000		\$ 624,000 \$ 900,000	Town Pvt.	\$ 434,000 \$ 900,000	CDBG IRB
3. Armory: sales, service, ^{1/} (Historic) & restr.			\$ 390,000		\$ 390,000	Pvt.	\$ 390,000	LDC
4. New Waterfront Housing								
Redevelopment North South			\$ 2,400,000	\$ 1,700,000	\$ 2,400,000 \$ 1,700,000	Pvt. Pvt.	\$ 2,400,000 \$ 1,700,000	Leeway J.V. Indiv Eq.
5. Quaylog Facility	\$265,000				\$ 265,000	Town	\$ 265,000	Town Bond
6. Robin Rug ^{2/}				Not Included				
7. Hotel ^{2/}				Not Included				
8. YMCA ^{2/}				Not Included				
TOTAL	\$501,000	\$1,160,000	\$2,964,000+	\$1,700,000+	\$6,325,000		\$6,325,000	

^{1/} Land leased by Town

^{2/} Adaptive Reuse

TABLE 10

PUBLIC DEVELOPMENT FUNDING BY PHASE

PROJECT COMPONENT	ESTIMATED BUDGET BY PHASE				TOTAL	IMPLEMENTATION RESPONSIBILITY	SOURCE OF FUNDS
	PHASE I	PHASE II	PHASE III	PHASE IV			
	82-84	85-87	88-90	91+			
<u>PUBLIC</u>							
1. Breakwater		\$1.4 - 2.4M ±			\$1.4 - 2.4M	Fed/Town	Fed/State/Town
2. Hope/State St. Streetscape							
State Street			\$100,000		\$100,000	Town	CDBG*/C.B.**
Hope Street			\$122,500	\$122,500	\$245,000	Town	CDBG/Bond
Thames Street		\$122,500	\$122,500		\$245,000	Town	CDBG/Bond
3. Thames Street Parking Lot		\$106,000			\$106,000	Town	CDBG/C.B./Other
TOTAL		\$1.4 - 2.4M ± \$228,500	\$345,000	\$122,500	\$1.4 - 2.4M \$696,000		

* CDBG - Community Development Block Grant

** C.B. - Capital Budget

finance in the future. The breakwater is essential for the protection of the recreational marina as well as other proposed dock facilities.

Streetscape improvements on State, Hope, and Thames Streets are projected largely in Phases II and III. Thames streetscape improvements are budgeted at \$122,500 and will occur in Phase II. The Thames Street parking lot is also a part of Phase II and is estimated at \$106,000.

The Phase III portion of the public project component is largely devoted to streetscape improvements on Hope, State, and Thames Streets. A total of \$345,000 is projected for these streetscape improvements. Phase IV includes the continuing streetscape improvement program for Hope Street, projected at an additional \$122,500. The total public cost over the phased program is projected at \$696,000, plus breakwater costs. Since the breakwater is such an expensive element and will be difficult to finance, this item has been separated as a public cost from the streetscape and parking lot improvements.

FINANCING PROGRAMS

A total investment of \$7,021,000 is estimated over the four phase development program (refer to Table 11 which outlines a phasing and funding summary by funding source). A breakdown of the private/public elements are as follows:

	<u>Private</u>	
	\$6,325,000	90%
	<u>Public</u>	
	\$ 696,000	10%
	<hr/>	<hr/>
Total	\$7,021,000	100%

For every dollar spent on the Bristol waterfront, it is projected that 90% will come from private funding sources, with the remaining 10% being funded by public sources. Again, the breakwater costs, again, have not been included in this total because of the magnitude of this particular element.

Private Sector Financing Strategy

The private sector total of \$6,325,000 consists roughly of \$4.1 million of new housing. The balance of private costs, or approximately \$1.7 million, will be taken up by the marina, and other waterfront improvements. It must be emphasized at this point that the majority of future capital to be invested in the Bristol waterfront will largely come from private sources, with specific emphasis on housing. The housing element provides an opportunity for people to live on the waterfront, providing a critical mass of users for the marina, recreational and retail facilities of the downtown. The development of residential units along the waterfront will encourage additional private investment as the housing trend and price levels are established. Adaptive reuse of the Rug Factory and other buildings could involve an additional private investment of more than 12 million dollars.

The capital sources projected in Table 11 for the private elements includes Industrial Revenue Bonds, funds from the LDC, and Leeway Joint Ventures with thrift institutions. The piers for the Sailaway Center and the slips for the recreational marina, for a total of \$1,600,000, are projected to be financed through the State of Rhode Island Port Authority Industrial Revenue Bonds (IRB). These bonds are endorsed by the necessary State agencies and are issued to private individuals who operate the facilities. The current interest rate for an IRB is approximately 75% of prime rate, and is adjusted for changes in the prime rate. Payout terms of between 15 and 25 years are available, depending on the specific project and borrower.

Use of an IRB to finance these elements will largely be determined by the willingness of the local banks to purchase these bonds once they have been endorsed by the Port Authority. The bonds are issued to private individuals who then pay back the principal and interest over time, based on the cash flow of the marina and the Sailaway Center. It must be emphasized that it will be important that the same management entity operate both the recreational marina and Sailaway Center. This will be a requirement of the lender if the two elements are to be combined in one financing package.

The improvements to the Armory Building are projected to be financed in an adaptive reuse plan through the LDC. This type of funding can be in the form of SBA 503 funds or IRB's. Since the building is owned by the Town, it is anticipated that the Town will lease the land and the LDC will be the leaseholder mortgagor for the rehabilitated facility. Again, it is important that the Armory management be combined with the marina and the Boatyard/Sailaway Center from the point of view of financing security.

The housing elements in Phases III and IV, for a total of \$4.1 million, are projected to be financed through a Leeway Joint Venture with a financial institution. A Leeway Joint Venture consists of a developer and a thrift institution as a financial partner. Under Rhode Island State banking law, a thrift institution (Savings and Loan or Savings Bank) can form a wholly-owned subsidiary in which it can invest funds other than the debt mortgages normally allowed. Leeways have become an increasingly popular vehicle for financing real estate development. They offer the Bank, as financial partner, participation in the tax advantages and capital gains of the project.

Public Sector Financing Strategy

The public portion of the development plan is to be funded by of the Town of Bristol and federal and state funds. The Town has four sources of funds: the Capital Budget, Town Bonds, Revenue Sharing and Community Development Block Grant (CDBG). In Phase I, the capital budget will fund \$80,000 for the site improvements adjacent to the Boatyard/Sailaway Center. An additional \$265,000 will be required for the Quahog Fishermen's Wharf from Town bonding sources. The plan anticipates that the quahog facility will be operated by a private entity (e.g., Fishermen's Cooperative). Costs can be minimized by the Town financing and building the facility. Lease payments by the operator should be set so as to amortize the Town bond. A subsidy to offset part of the lease payments, if needed, should be provided by the State, which receives sales and income taxes from the economic activity generated by the quahoggers. In Phase II, Town CDBG sources of funds are projected to fund a total of \$688,500. This consists of \$460,000 for site improvements on the Rockwell Park Marina

and an additional \$228,500 for streetscape and parking lot improvements in Phase II.

The Federal breakwater will require a huge amount of public capital to be invested in the project if the waterfront is to be successful on a year-round basis. Estimated to cost \$6.1 million, it must be funded by a combination of federal, state, and town sources. A UDAG grant to fund the Town's portion should be investigated as a possible, source for this particular item. The present Corps of Engineers cost sharing requires the Town to pay 64% of the total cost of the breakwater. This would be an estimated cost of \$3.9 million. Obtaining this Town portion will be the most difficult part of the financing plan for the entire waterfront in the future.

UDAG might fund a portion of the Town's 64% share. It must be kept in mind, however, that Bristol may, in the future, also seek to fill its share of the funding for the breakwater through other programs at the state and federal level as these funding programs become more finalized under the Reagan economic program. The State should contribute a portion, since it will receive increased sales and income taxes from the economic activity generated by the breakwater.

The implementation of the waterfront development plan will depend heavily in the future on the availability of substantial assistance from other levels of government. In other words, it will have to be a successful exercise in "grantsmanship". The comparatively modest financial resources of the Town of Bristol, the unwillingness to bear future bond debt service costs on the part of the public, current national attitudes toward government spending, and other factors, make it impossible for local government to defray all of the public costs involved. Nor does it seem logical to look toward shifting any part of this cost back to the waterfront property owners by the establishment of an assessment district or other taxing vehicle, since the waterfront district is already afflicted by severe financial anemia.

There are several federal grant and loan programs which appear to have potential in the future for providing significant financial assistance. These include the Community Development Block Grant (CDBG) and the Urban Development Action Grant (UDAG). The recent policy on the part of the federal government regarding the UDAG program has been to fund those projects which have an income source that can gradually repay the grant over time. The monies remain in the community in a loan pool after repayment, which form in effect "seed money" for economic development projects. The recreational marina, the sailaway center and the Armory building are income generating assets which can be used in the future to fund a portion of the loan payments on a UDAG grant.

For example, the Town should request that the Corps of Engineers and the State design the breakwater for multiple use by fishing boats. This would diminish the need for fishing boat dock space in Newport. With this benefit in mind, Newport should seek a UDAG in partnership with Bristol, the proceeds to be used to help finance the Breakwater. Repayments of the low-interest loan by Bristol would accrue to Newport, which could then use this cash flow to finance either waterfront improvements of its own or a fish unloading/treatment facility in Middletown or Portsmouth. As a joint project benefitting Newport, Bristol, and perhaps Middletown, this project would stand

a better chance of approval by HUD than any other project benefitting only Newport. An argument can be made that Bristol's loan repayments should in part be reimbursed by the State, considering that it is now subsidizing dock space for fishing boats in Newport and considering the State's collection of sales and income tax from this fishing activity.

An alternative financing vehicle would be Town bonds. Increased tax base on the waterfront would finance at least a part of the local share, without imposing any burden on Bristol's current taxpayers. The increase in the tax base (\$10-\$12 million) should be regarded as a strong justification for construction of a breakwater protecting the entire harbor. It will also provide the additional revenues to amortize a Town bond issue for the local share of the cost without requiring any increase in the tax rate.

Of course, nothing is "engraved" in stone" about this financing plan; it very likely will be changed in many respects as a revitalization proceeds for a variety of reasons which emerge during the implementation of the plan. The plan as presented should be regarded as a "first cut", subject to change as future events indicate it to be in the best interests of the Town to do so.

Timing of Public Financing Actions

At the time of this particular study, the economic climate, both on a national and local level, is extremely unfavorable for financing a waterfront development project. The sustained period of high interest rates and the unavailability of private funds act to discourage any development along the waterfront or the Central Business District. Timing of the financing in the future will be essential to capitalize on what may be periods of availability of funding and perhaps lower interest rates than exist today. The master plan and development funding schedule proposed here must be viewed as an action plan whose timing of implementation will be based on the financing climate both to the private individual developers as well as the Town of Bristol itself.

High interest rates may stifle private investment, and make it risky to assume future rent increases or capital gains, especially when the future of the economy or inflation are uncertain. However, a municipality, in deciding to finance improvements with borrowing at tax-exempt interest rates, should be guided by different economic criteria than the private sector. Even if interest rates are higher than yesteryear, as long as the Town's rate is lower than the rate of inflation; or, if the impact on the tax rate in the year following the borrowing is minimal compared to the increase in taxpayer's income during that year, then the Town should consider making the investments it needs to improve its economy and tax base. Furthermore, the Town should keep in mind the lesson learned by other cities and states sophisticated in the art of development: the best time to invest in the Town's future is when the economy looks the worst. That is the time when local businessmen and contractors need a helping hand to avoid going under. That is the time when the cost of acquiring property and constructing public improvements are at their lowest. By the time land finally has been acquired and the public facilities have been built, the economy usually improves and private investors will be most eager to build upon the foundation provided by the Town with their own funds.

TABLE II
DEVELOPMENT PHASING & FUNDING - SUMMARY

FUNDING SOURCE	ESTIMATED BUDGET BY PHASE				TOTAL	FUNDING SOURCE
	PHASE I	PHASE II	PHASE III	PHASE IV		
	82-84	85-87	88-89	91+		
A. PRIVATE						
IRB (Individual)	\$156,000	\$900,000			\$1,056,000	IRB
LDC			\$ 390,000		390,000	LDC
Leeway J.V.			2,400,000	1,700,000	4,100,000	Leeway J.V.
B. PUBLIC						
Town Capital Budget	80,000				80,000	Cap Budget
CDBG		460,000 228,500	174,000 345,000	122,500	1,130,000	CDBG
Bond	265,000				265,000	Bond
Fed/State/Town		\$1.4-2.4M			\$1.4-2.4M	
TOTAL	\$501,000	\$ 1,388,500 +	\$3,309,000	\$1,822,500	\$ 7,021,000 +	\$1.4-2.4 M

Proposed 200 Slip Marina Financial Projections

The recreational marina at Rockwell Park is projected to have a total of 200 slips to be used for recreational boaters. As a basis for determining land lease income once this 200 slip marina is in operation, a series of financial pro-forma projections have been formulated and are contained in a separate technical supplement to this report. The projections include the revenue and expense items typical of a 200 slip marina in the Bristol area. These items have been detailed for a fully operational, full service marina and include the income available for land lease income, should the Town decide to lease the marina operation to an independent marina operator.

Financial projections for the 200 slip marina operation are to be visualized as a first cut, preliminary analysis of the financial characteristics of a marina. Each marina is run differently, based on the operating experience and characteristics of a particular operator. It would be unsafe to generalize that the financial characteristics projected could be met by all marina operators. The financial operating characteristics of the proposed 200 slip marina should be refined, based on the assumptions and operating experience of the particular marina operator selected by the City. His operating practices, employees hired, boat repair income, and ability to service his customers are important elements of the financial income and expense items.

FISCAL IMPACT ESTIMATE

Introduction

The tables which are part of this section set forth a step-by-step analysis of the estimated costs and income that may be expected to result from the carrying out the Bristol Waterfront Downtown Master Plan. A consistent endeavor has been made throughout this analysis, not only to present clearly the methodology pursued so that it may be readily replicated in the future on the basis of different data, but also to employ assumptions which, if anything, are on a conservative side in order that the results will understate the situation when the Master Plan has been implemented. Because the findings are based on estimates and assumptions, not on a completed development, they are obviously not final and conclusive in any sense. In addition, these results are the product of the application of a comparatively imprecise technique. Nevertheless, it is felt the conclusions provide useful "order of magnitude" information of a readily understandable nature that should help the Town of Bristol as it proceeds with this critical endeavor.

Real Estate Taxes

The proposed mixed-use development along the waterfront normally would not generate large amounts of real estate taxes because much of the land areas are owned and maintained by the city. In addition, the sailway center, is an adjunct to the industrial operations of the boatbuilders which are located in other parts of town. However, the recreational marina and Armory building, in addition to the Sailway Center when they are fully developed, will generate both real estate taxes and land lease income if the land is leased by the City. In this particular analysis, land lease income for the sailway center

has not been included. However, land lease income from the recreational marina and the Armory building is included. The reason for not including lease income from the Sailaway Center is an assumption based on minimizing the cost to this industrial operation which is both germane and essential to the City of Bristol.

Table 12

Real Estate Taxes Generated
(\$000's omitted)
Current 1982 Dollars

<u>Project Component</u>	<u>Total Cost</u>	<u>Less Land</u>	<u>Net Cost</u>	<u>Assessed^{1/} Valuation</u>	<u>Local^{2/} Property Taxes</u>
1. Sailaway Center	\$ 236	---	\$ 236	\$ 236	\$ 4,248
2. Rockwell Park Marina Slips Only	900	---	900	900	16,200
3. Armory Building Only	390	---	390	390	7,020
4. Waterfront Housing North	2,400	600 ^{3/}	1,800	1,800	32,900
South	1,700	425 ^{3/}	1,275	<u>1,275</u>	<u>22,950</u>
TOTAL				\$4,601	\$82,818
					say \$83,000

^{1/} Assumes January, 1983 revaluation - all properties assessed at 100% of market value.

^{2/} New tax rate based on 1983 revaluation estimated at \$18/\$1,000 of assessed value. Source: Town of Bristol Tax Assessor.

^{3/} Land value estimated @ 25% of project value. Source: Cross Group, Inc. Land value is deducted so that tax impact will reflect net increase to the Town. These values may be less than actually assessed in 1983, after reevaluation.

Real estate tax projections are based on the assumptions for the reevaluation of all properties in the Town of Bristol, scheduled to be implemented in January of 1983. At that time, all properties should be reassessed at 100% of market value. The present tax rate for 1981-1982 is \$77.16/\$1,000 of valuation. Valuations are based on a 1956 reevaluation, and the current practice is to assess at 70% of the 1956 valuation. Nevertheless, the 1983 valuation is expected to bring properties up to 100% of market value. The projected tax rate, as supplied by the Town Tax Assessor, will be between \$17-\$20/\$1,000 of assessed valuation. An average of \$18/\$1,000 of assessed valuation has been used in the tax projections.

Total taxes expected to be generated are \$83,000 per year.* It must be emphasized, however, that 66% of these taxes are generated by the waterfront housing, both the north and south blocks. This is a significant amount of taxes in the future, compared to the 33% of the remaining balance generated by the recreational and industrial elements. It can be seen from the real estate tax projections that the Boatyard/Sailaway Center, Rockwell Marina, and Armory building generate a total of \$27,500 per year in taxes. The waterfront housing is an essential element of the economic viability of the Bristol waterfront and downtown revitalization. Not only does it provide additional real estate taxes, but it also adds the critical mass of people to the area to provide the attraction, activity, and inherent security that is needed. Without the housing element, real estate taxes are substantially reduced.

The Robin Rug, Hotel, YMCA, and eventually, the Premier Thread Building and J. T. O'Connell's will be adaptively reused and at some point, generate real estate taxes. These elements have not been included in this analysis to remain on the conservative side in the projections.

Net Fiscal Impact

The bottom line to the Town of Bristol for the mixed use recreational/industrial development of the waterfront is the sum of the cost versus the income related to the tax rate. Table 12, following, entitled "Summary - Estimated City Incremental Cost and Income," outlines and summarizes the estimated costs and expenses from the waterfront development plan throughout the four stages.

* Since land values used in our calculations may be less than those assessed in 1983, actual tax revenues to be expected could, to that extent, exceed \$83,000.

Table 13

Summary - Estimated City Incremental Cost & Income

Phase	Estimated Town Incremental Cost and Income (1982 Current Dollars)			
	I 82-84	II 85-87	III 88-90	IV 91
<u>I. Costs</u>				
A. Average Capital Costs ^{1/}				
Capital Budget	\$ 8,800	\$ 8,800	\$ 8,800	\$ 8,800
Bonds	29,150	29,150	29,150	29,150
TOTAL	<u>37,950</u>	<u>37,950</u>	<u>37,950</u>	<u>37,950</u>
<u>II. Incomes</u>				
A. Property Taxes				
Sailaway Center	4,200	4,200	4,200	4,200
Marina		16,200	16,200	16,200
Armory Building				
Housing				
North			32,400	32,400
South				23,000
B. Land Lease Income				
Armory Building ^{2/}			22,500	22,500
Marina ^{3/}		60,000	60,000	60,000
TOTAL	4,200	80,400	142,300	165,300
III. Net (Cost) Surplus To Town	(\$33,750)	\$42,450	\$104,350	\$127,350

^{1/} Average Capital Cost is projected at the Town bond rate in the future - 11%

^{2/} Land Lease Income is projected @ \$.75/SF based on 30,000 SF.

^{3/} Land Lease Income is projected @ \$300/slip/year - 200 slips total.

Costs included are Average Capital Cost from the capital budget and bonding projected in Phase I (82-84). Capital Costs are based on the average bond rate for the Town of Bristol, projected in the future to be 11%. Operating and maintenance costs have not been included as expenses since a portion of these costs, hopefully, can be borne by the private sector as part of a Waterfront Association, similar to a Condominium Association funding plan. Administrative costs have also not been included on the assumption that the administration of the waterfront area could be borne by a private sector revitalization vehicle, described below, rather than by the Town.

The only income to be derived from the waterfront development is from property taxes and land leases. Property taxes are spread over four phases with the housing elements representing the largest amount. Land lease income from the Armory Building has been projected at \$.75/sf, based on 30,000 square feet, starting in Phase III. Marina income is based on \$300/slip/year, with 200 slips, starting in Phase II (85-87).

The net cost to the Town is projected at \$33,750 in Phase I. A surplus begins to occur in Phases II, III, and IV. Phase II has a projected surplus of \$42,450, with an increase to \$104,350 in Stage III, and a final increase to \$127,350/year in Stage IV. Again, it must be emphasized that much of this increase in surplus in Stages III and IV emanates from the housing real estate taxes.

The capital costs for the breakwater have not been included as a cost to the Town for the purposes of this analysis. Since this item is the largest financial obligation on the part of the Town, it must be separated and viewed as an independent stage of the financing plan. Other sources of financing, must be explored in detail to determine the reality of obtaining funds from them. Following this, capital costs to the City can be estimated. It can be seen from the above that the net cash flow of \$127,350 will support a Town bond of about \$1 million (11%, 20 yrs.). Adaptive reuse of the two mill complexes and the J. T. O'Connell property would support additional bonding with needing tax rate increases.

PRIVATE SECTOR REVITALIZATION VEHICLE

Background

The initial work on the Bristol Waterfront Downtown Master Plan included a series of meetings between the Consultant Team, the City officials, various community organizations concerned with the waterfront, and property owners, as well as the boatbuilding industry in Bristol. One of the interesting points which evolved from these discussions is the apparent absence of any on-going private power structure group or internal business leadership able to provide the necessary personal and financial commitments required on a continuing, long-term basis to overcome major community obstacles in the waterfront, retail industrial and financial sectors of the community.

This situation leads to the necessity for a heightened involvement on the part of the Town government; but there are, at best, limitations on how much the public sector may be expected to do for the revitalization of this critical portion of the community. Even if there were concentrated effort and commitment on the part of the Town of Bristol to turn the waterfront and downtown area around, public initiatives implemented as appropriate by public dollars could only accomplish a part of this task - no matter how important that part might be. An effective, continuing private sector vehicle is required through which public commitment can be matched on a dependable and consistent basis. The Economic Development Commission, as presently constituted, appears to have the beginning leadership structure to successfully carry out such a partnership role with the Town government.

Functions of the Revitalization Vehicle

The most important function for a private sector vehicle needed in Bristol at this time is that of providing centralized management for existing waterfront development and downtown retailing activities and those which may be attracted over both the short and long-term future. This is a fundamental concept which is taken for granted by merchants in a suburban shopping center or industrial tenants in a well planned office/industrial park. This management and financial centralization effort must be achieved in Bristol by a voluntary merging of the interests of a substantial majority of the property owners, boat builders, fishermen and merchants along the waterfront and the Central Business District. This must be done at a very early date if the necessary turnaround and the fortunes of these individuals is to be realized through any comprehensive revitalization program.

Among the specific functions of the private sector vehicle, the following appear to be necessary in light of the existing situation, if it is to carry out successfully the central management and financing task:

1. Become the primary point of contact between the private sector, on the waterfront and in the CBD, and the Town, County and State governments, in all matters pertaining to the interests of that area, with the ability to make the private sector commitments necessary for successful joint public and private projects.
2. Act as the focal point for arranging the financing necessary for the private sector improvement programs, including establishment and operation of a revolving fund and negotiations necessary to take advantage of any available federally subsidized program - such as the existing Section 502 or 503 Programs of the Small Business Administration, the loan and grant programs potentially available under the Community Development Block Grant Legislation or UDAG administered by HUD; and tax-free Industrial Bonds endorsed by the Rhode Island Port Authority.
3. Establish and administer uniform operating rules and regulations concerning all aspects of the waterfront area and eventually the retail sector along the main retail streets of the Central Business District.
4. Establish a point of contact and source of information for the most current financing programs and financing experience of other economic development efforts in the State of Rhode Island, as well as the northeastern United States.
5. Develop and carry out continuing advertising, publicity, and event programs on behalf of its members, designed to attract people to the waterfront/downtown areas of Bristol.
6. As the Central Business District evolves in its revitalization, a recruitment campaign for new CBD merchants should be established in order to maintain the desired merchant mix. If necessary, this should be accomplished by a payment of subsidies to the extent and for as long as necessary to achieve and maintain a desired mix.

7. Establish and implement, by all appropriate means, design and development standards which will ensure increasing compatibility between building exteriors, signs, and other external components and structures owned by the members.
8. Own or lease properties in the area as required to achieve its program.
9. Enter into contractual arrangements on behalf of its members for any type of improvements, programs, services, etc. that will benefit their interests and downtown Bristol.
10. Leverage income through borrowing if necessary to maximize waterfront and CBD revitalization opportunities.
11. Engage in such other activities as are approved by the organization's membership which are designed to benefit the interest of its members and downtown Bristol.

Organizational Alternatives

Regardless of the name given to the revitalization vehicle established to coordinate the private sector with the downtown and waterfront revitalization effort, the critical element will be the degree to which that organization has the power to determine and to carry out, over a period of many years, a wide-ranging program of activities, similar to those set forth above. It will become increasingly important that the property owners received the necessary long-term support and financial leverage opportunities through the revitalization vehicle. Without this, property owners will not have sufficient incentive to upgrade and rehabilitate their properties should they have to depend on the private market and its high interest rates as a financing source. The revitalization vehicle must have an ability internally to agree on policies and programs to receive continuing membership support, as well as the requisite funds from the membership for carrying out such policies and programs. The interaction between the revitalization vehicle and the Town government is an absolutely essential element.

There are three principal types of organization which should be considered for the purpose of this revitalization vehicle, though the ability of each to do so effectively probably varies with the degree of commitment required on the part of its members. The first and least demanding of these would be one in which membership and continuing participation are, at all times, entirely voluntary. This would take the form of a businessman's organization, similar to the Bristol Chamber of Commerce. In other words, the current situation only, perhaps, reorganized and somewhat more sharply focused. This sort of voluntary agency might inspire the achievement of a substantially expanded program of activities focused on the waterfront and the Central Business District, backed up by multi-year pledges of funds to carry out each program.

The second type of vehicle envisions membership to a greater degree than the voluntary agency just discussed. A typical example of the second alternative is the Homeowner's Association or the Condominium Association which exists today in many suburban residential developments. In such associations, the maintenance and operation of the common amenities and facilities are assured

through provisions in the deed to each property, which require the payment of annual assessments by the property owners. The payment of such annual assessments is enforceable through the right of the Homeowners' Association to lien each property in the event of nonpayment.

The third and last alternative envisions an organization structure that is totally different from the voluntary type of vehicle first mentioned. It consists of the establishment of a development corporation. This would take the form of a Local Development Corporation, which could be under the auspices of the Economic Development Commission. The Small Business Administration, Section 502, Urban Neighborhood Revitalization Program (UNRP) prefers this approach since an eligible business can receive a loan up to 100% of its financing needs, for up to a 25-year period from a Local Development Company (LDC) which is funded by a SBA loan or loan guarantee.

At the present time, the Bristol County Chamber of Commerce has established a Section 502 SBA Corporation as an LDC oriented to the County as a whole.

As to the SBA rules for such organizations: Such an LDC can be incorporated as a non-profit or for-profit corporation organized for promoting economic development in a specific loan area. Seventy-five percent of the corporation's voting power (minimum 25 shareholders) must be controlled by persons residing or doing business in the target area. The LDC may finance its 10-20% equity share out of stock sales proceeds, donations, subordinated loans, or state or federal grants. No more than 25% of the LDC share for a particular project may be donated by the business to be assisted. Finally, SBA participation is limited to \$500,000 for each small business to be assisted.

Under the UNRP, an LDC formed in an older commercial area can operate under slightly relaxed regulations. Control of the LDC by persons having pecuniary interest in the businesses to be assisted may be as high as 75%, (compared to 25% normally). Also, the LDC's equity share may be as low as 10% of the total assistance to the small businesses.

Advantages of a Private Sector Management Entity

This report focuses on the master plan approach to the waterfront and can not do more than set forth the general nature of the various alternatives and other aspects of an organizational structure to implement a plan. The approach which is eventually adopted, including its financing and other details, inevitably has to be the product of detailed discussions on the part of downtown property owners, the merchants, the boatbuilding industry, the quahoggers, and the residents of Bristol. The result could very well be substantially different from anything suggested herein.

The overall Master Plan thesis for the Bristol waterfront is to provide a working waterfront that has both industrial as well as recreational opportunities. After that, housing redevelopment will occur. It will be essential that the revitalization vehicle focus on providing the cooperative attitude and financing opportunities amongst all the different interests along the waterfront. The most attractive element of the revitalization vehicle to the private sector would be the financing opportunities offered through the

umbrella financing structure it provides. Mention has already been made of the possibilities inherent in the use of CD&E funds for exterior store improvements, SBA loans for property improvement purposes, and tax-free Industrial Bonds. In addition to these sources of financing, the possibility of UDAG funding also exists, despite the present status which makes Bristol ineligible for this program.

Other possible sources of outside financial assistance, not yet existing, will emerge in the years ahead and will be similarly beneficial in assisting the private sector in meeting its cost of the overall program. One of the purposes of the revitalization vehicle is to research and to make available as well as qualify for the evolving financial programs at both the state and federal level. Without this type of research and qualification effort, the private sector can neither qualify for these programs nor realize their potential financial leverage benefits. The possibility of tax abatement in the future should also be explored. Since most waterfront property owners already pay the usual local property taxes, the maintenance and operating cost of an effective private sector revitalization vehicle will very likely involve a necessity for substantial financial participation in the support of such an organization by its members. This additional cost for a downtown improvement district assessment could prove to be the proverbial "straw that broke the camel's back."

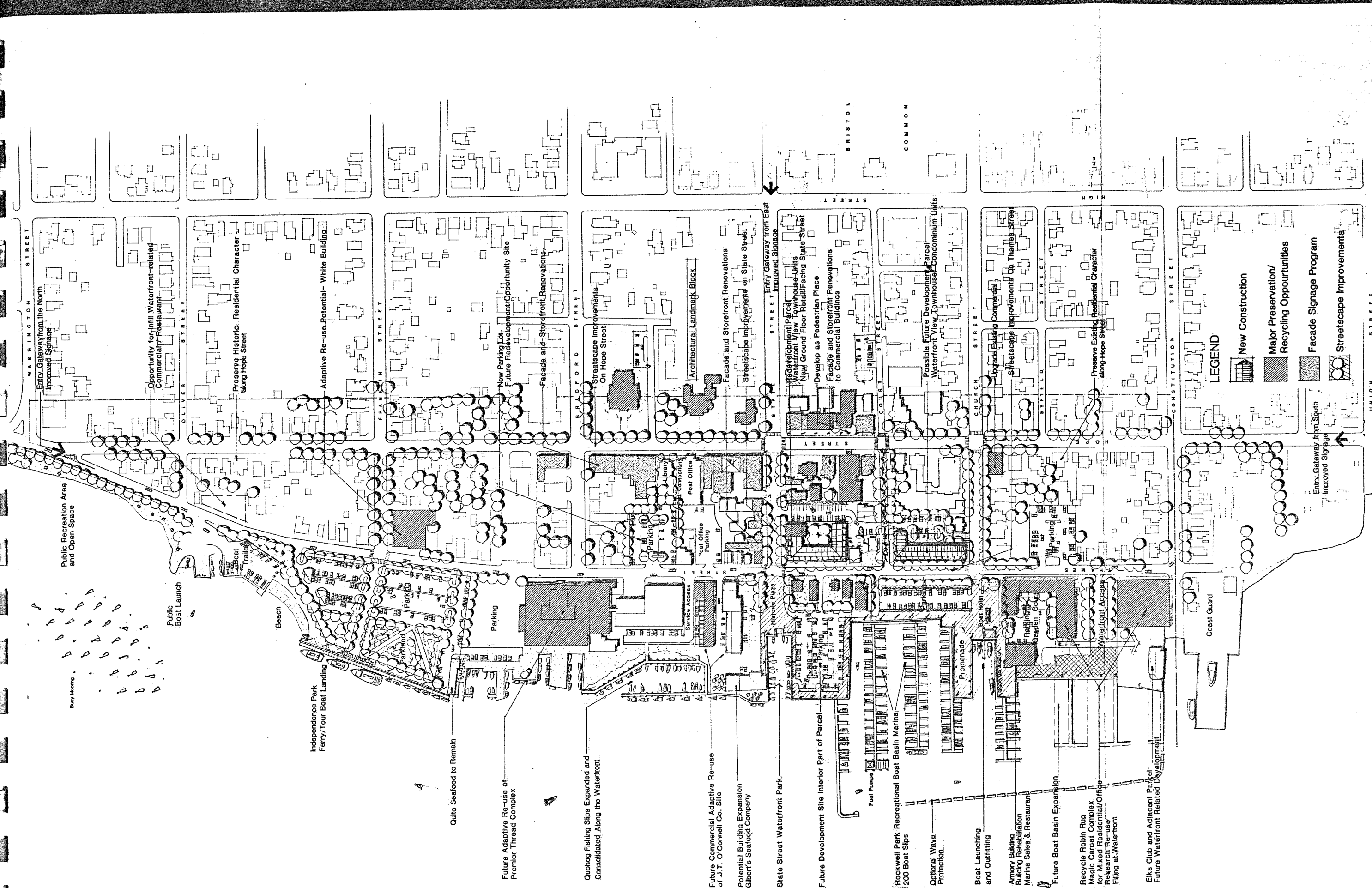
Conclusions and Recommendations

The waterfront area and Central Business District of Bristol are at the turning point in terms of initiating a revitalization effort. Despite the fact that the area has, at best, deteriorated, it will remain stable. The recent restaurant activity along the waterfront indicates definite private sector interest in the area.

There is no doubt that the financing of the breakwater will remain the largest single obstacle facing the Town of Bristol over the next 5-10 years. Without the breakwater to protect the marina, much of the recreational aspects of the waterfront will not exist. This leaves the remaining portion to be used for industrial uses in a small protected area near the Armory building. Each passing year makes the task of financing the breakwater more difficult and more costly, with its success being less certain. Perhaps at some point in the future, it will become impossible because of the constantly increasing cost.

The boatbuilding industry, waterfront property owners, fishermen, and the property owners adjacent to the waterfront face the situation where the revitalization effort will not only increase the value of their property, but will benefit the Town of Bristol as well. In our view, the present circumstances require the early establishment of a Local Development Corporation, the third alternative presented in this paper. A Local Development Corporation should operate under the aegis of the Economic Development Commission as the public/private participation arm to implement an economic development program. The LDC would provide the financial leverage opportunity as well as the centralized management capability for the waterfront and the CBD revitalization efforts.

Finally, the approach selected has the functional and financial capabilities adequate to meet the private sector responsibilities in carrying out the implementation program. The details of this vehicle are less important than the determination of the waterfront property owners, the downtown merchants, the boatbuilding industry and the fishermen to move forward and implement the initial stages of this program as soon as possible. It is essential that some construction be started within the next twelve months so that the citizens of Bristol see that something is happening. A grand plan stretched out over time does nothing to promote the perception that something is happening and improving. Construction activity, no matter how small, within the next twelve months along the waterfront, is essential creating momentum. This activity can act to coalesce the various elements along the waterfront, as well as Town government, for a cooperative effort which would have substantial economic and social benefits for the long-term future of the Town of Bristol.



WASHINGTON STREET

OLIVER STREET

FRANK STREET

OXFORD STREET

COURT STREET

CHURCH STREET

BYFIELD STREET

CONSTITUTION STREET

UNION STREET

WASHINGTON STREET

OLIVER STREET

FRANK STREET

OXFORD STREET

COURT STREET

CHURCH STREET

BYFIELD STREET

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WASHINGTON STREET

OLIVER STREET

FRANK STREET

OXFORD STREET

COURT STREET

CHURCH STREET

BYFIELD STREET

CONSTITUTION STREET

UNION STREET

LEGEND

- New Construction
- Major Preservation/ Recycling Opportunities
- Facade Signage Program
- Streetscape Improvements

Public Recreation Area and Open Space

Public Boat Launch

Beach

Independence Park Ferry/Tour Boat Landing

Quitto Seafood to Remain

Future Adaptive Re-use of Premier Thread Complex

Quohog Fishing Slips Expanded and Consolidated Along the Waterfront

Future Commercial Adaptive Re-use of J.T. O'Connell Co. Site

Potential Building Expansion Gilbert's Seafood Company

State Street Waterfront Park

Future Development Site Interior Part of Parcel

Fuel Pump

Rockwell Park Recreational Boat Basin Marina: 1200 Boat Slips

Optional Wave Protection

Boat Launching and Outfitting

Armory Building Building Rehabilitation Marina Sales & Restaurant

Future Boat Basin Expansion

Recycle Robin Rug Magic Carpet Complex for Mixed Residential/Office Research Re-use Filling at Waterfront

Elks Club and Adjacent Parcel Future Waterfront Related Development

Coast Guard

Entry Gateway from the North Improved Signage

Opportunity for In-fill Waterfront-Related Commercial/Restaurant

Preserve Historic Residential Character along Hope Street

Adaptive Re-use Potential- White Building

New Parking Lot Future Redevelopment Opportunity Site

Facade and Storefront Renovations

Streetscape Improvements On Hope Street

Architectural Landmark Block

Facade and Storefront Renovations

Streetscape Improvements on State Street

Entry Gateway from East Improved Signage

Recreation Parcel Waterfront View Townhouse-Units New Ground Floor Retail-Facing State Street

Develop as Pedestrian Place

Facade and Storefront Renovations to Commercial Buildings

Possible Future Development Parcel Waterfront View Townhouse Condominium Units

Upgrade Existing Commercial

Streetscape Improvements On Thames Street

Preserve Existing Residential Character along Hope Street

Entry Gateway from South Improved Signage

Bristol, Rhode Island

a downtown waterfront revitalization plan

APPENDICES

APPENDIX A

ESTIMATED CONSTRUCTION BUDGETS FOR PROPOSED DEVELOPMENT

PROJECT		Public	Private
BOAT YARD/SAILAWAY CENTER			
1. Pier: 50 LF @ \$1,500/LF	=	\$ 75,000	
2. Travelift: (30 ton) L.S.	=	55,000	
		<u>\$130,000</u>	
Contingency @ 20%		26,000	
		<u>\$156,000</u>	\$156,000
3. Paving, lighting			
22,000 sf @ \$3.00/sf	=	\$ 66,000	
Contingency @ 20%	=	13,200	
		<u>\$ 79,200</u>	\$ 80,000
Subtotal		\$ 80,000	\$156,000
ROCKWELL PARK BOAT BASIN			
1. <u>Site Improvements(1)</u>			
. 200 parking spaces @ \$1,100/sp.	=	\$220,000	
. Bulkheading & filling	=	200,000	
. Paving lighting:			
16,700 sf @ \$6.00/sf	=	100,300	
		<u>\$520,300</u>	
Contingency @ 20%	=	104,000	
		<u>\$624,300</u>	\$624,000
2. <u>Boat Basin - 200 slips</u>			
. Floats, piles			
26,238 sf @ \$25/sf	=	665,950	
. Fuel Dock			
3,000 sf @ \$30/sf	=	90,000	
		<u>755,950</u>	
Contingency @ 20%	=	151,190	
		<u>907,140</u>	900,000
Subtotal		\$624,000	\$900,000

PROJECT	Public	Private
<u>ARMORY CONVERSION & REHAB</u>		
1. <u>Construction</u> (Int. & Ext. Rehab)		
. 9,000 sf @ \$30/sf	= \$261,000	
2. <u>Flood-Proofing</u>		
. 7,000 sf @ \$3/sf	= 21,000	
	<u>\$282,000</u>	
Contingency @ 20%	= 56,400	
	<u>\$338,400</u>	\$350,000
<hr/> Subtotal		<hr/> \$350,000 <hr/>
<u>STATE STREET WATERFRONT PARK</u>		
. 18,000 sf @ \$30/sf	= \$540,000	
. Bulkhead 50 lf @ 2,000/lf	= 100,000	
	<u>\$640,000</u>	
Contingency @ 20%	= 128,000	
	<u>\$768,000</u>	\$770,000
<hr/> Subtotal		<hr/> \$770,000 <hr/>
<u>WATERFRONT RESIDENTIAL</u>		
1. <u>North Block</u> (John to State)		
. Land Area 57,100 sf		
. Construction (incl. demol.)		
- Residential: 30,000 sf		
@ \$55/sf =	\$1,650,000	
- Retail: 7,200 sf @ \$40/sf	= 288,000	
- Parking: 65 sp @ \$1,100/sp	= 71,500	
	<u>\$2,009,500</u>	
Contingency @ 20% =	401,900	
	<u>\$2,411,400</u>	\$2,410,000
2. <u>South Block</u> (Church to John)		
. Land Area: 26,250 sf		
. Construction (incl. demol.)		
- Residential: 25,000 sf		
@ \$55/sf =	\$1,375,000	
- Parking Area		
44 space @ \$1,100/sp	= \$ 48,400	
	<u>\$1,423,400</u>	
Contingency @ 20%	= 284,680	
	<u>\$1,708,080</u>	\$1,710,000
<hr/> Subtotal		<hr/> \$4,120,000 <hr/>

PROJECT	Public	Private
<u>QUAHOG FISHERMEN'S WHARF</u>		
(Rear, Premier Thread)		
. Fixed mooring pier 6'x400' @ \$42/sf	= \$100,000	
. Boat Launch (Lump Sum)	= 75,000	
. Parking-90 spaces @ \$500/sp	= 45,000	
	<u>\$220,800</u>	
Contingency @ 20%	= 44,160	
	<u>\$264,960</u>	\$265,000
<hr/> Subtotal		<hr/> \$265,000

<u>NEW THAMES STREET PARKING LOT</u>		
(Between Bradford & State)		
. Land Area 21,800 sf		
. 80 spaces @ \$1,100/sp	= \$ 88,000	
Contingency @ 20%	= 17,600	
	<u>\$105,600</u>	\$106,000
<hr/> Subtotal		<hr/> \$106,000

STREETSCAPE IMPROVEMENT PROGRAM

1. <u>State Street</u> (both sides between Thames & Hope)		
. Incidental street furniture		
. Repave conc. sidewalks; add nubbins		
. new granite curbs		
. special masonry insets		
. reset drainage structures		
. possible replacement of street trees		
. 800 lf @ \$100/lf(2)	= \$ 80,000	
Contingency @ 20%	= 16,000	
	<u>\$ 96,000</u>	\$100,000
2. <u>Hope Street</u> (both sides, between Bradford & Church)		
. Decorative pedestrian scale street lights		
. Repave conc. sidewalks		
. Incidental Street Furniture		
. painted crosswalks		
. special masonry insets		
2,400 lf @ \$85/lf(3)	= \$204,000	
Contingency @ 20%	= 40,800	
	<u>\$244,800</u>	\$245,000

PROJECT	Public	Private
3. <u>Thames Street</u> (both sides between Bradf'd & Const'n)		
. Assume treatment similar to Hope St.		
3,200 lf @ \$85/lf(3)	= \$272,000	
Contingency @ 20%	= 54,400	
	<u>\$326,400</u>	\$326,000
<u>Subtotal</u>		<u>\$671,000</u>

FACADE/SIGNAGE IMPROVEMENT PROGRAM

1. <u>Hope Street</u> (both sides between Court & Bradford)		
660 ln ft @ \$150/ln ft	\$100,000	
2. <u>State Street</u> (both sides, Thames to Hope)		
900 ln f @ \$150/ln f	\$ 60,000	
	<u>\$160,000</u>	
Contingency @ 20%	32,000	
	<u>\$192,000</u>	\$200,000

INDEPENDENCE PARK FERRY-TOUR BOAT TERMINAL

1. <u>Terminal</u>		
. Rehab exist wall		
540' @ \$95/lf	= \$ 51,300	
. Fixed mooring pier		
540'x10 @ \$45/sf	= 243,000	
. Parking 300 spaces		
@ \$1000/sp	= 330,000	
. Promenade 540' x 20		
@ \$15/sf	= 162,000	
. Dredging 8'MLW 19,500 cy		
@ \$6/cy	= 117,000	
	<u>\$ 903,300</u>	
Contingency @ 20%	180,660	
	<u>\$1,083,960</u>	\$1,100,000
2. <u>Recreation</u>		
. Public Boat Launch (LS)	\$ 75,000	
. Landscape 580' x 175		
@ \$2.50/sf	253,750	
. Buoy Moorings 45 @ \$1000	45,000	
. Rip-rap 400lf @ \$350/lf	140,000	
	<u>\$ 513,750</u>	
Contingency @ 20%	102,750	
	<u>\$ 616,500</u>	\$ 600,000
<u>Subtotal</u>		<u>\$1,700,000</u>

PROJECT	Public	Private
<u>ROBIN RUG COMPLEX ADAPTIVE REUSE</u>		
1. <u>Land Area:</u> 158,625 sf (approx)		
2. <u>Total Existing Bldg. Area:</u> 376,400 gsf (approx)		
3. <u>Demolition</u>		
. 80'x70'x40' = 240,000 cu ft		
. 160'x225'x55' = 1,980,000 cu ft		
	2,220,000 cu ft	
2.220m cu ft @ 20¢/cu ft = \$444,000		
Contingency @ 20%	88,000	
	<u>\$532,800</u>	\$ 500,000
4. <u>Rehab Bldg A for Office/Research Use</u>		
. 99,200 gsf @ \$40/sf	\$3,970,000	
Contingency @ 20%	794,000	
	<u>\$4,764,000</u>	\$ 4,800,000
5. <u>Rehab Bldg C for Residential Use</u>		
. 115,200 @ \$40/sf	\$4,610,000	
Contingency @ 20%	922,000	
	<u>\$5,532,000</u>	\$ 5,500,000
<u>Subtotal</u>		<u>\$10,800,000</u>

BUSINESS CENTER ADAPTIVE REUSE PROJECTS

1. <u>Harriet Bradford Hotel</u>		
. 36 du @ \$45,000/du(4)	\$1,620,000	
Contingency @ 20%	324,000	
	<u>\$1,944,000</u>	\$2,000,000
2. <u>YMCA</u>		
. 8 du @ \$45,000/du(4)	360,000	
Contingency @ 20%	72,000	
	<u>432,000</u>	500,000
<u>Subtotal</u>		<u>\$2,500,000</u>

Notes:

- (1) . Assumes Dredging not needed.
 . Wave baffle if COE Breakwater not built.
 1000 LF @ \$1,200/LF + 20% contingency = \$1,440,000
- (2) Assumes \$10/sf and sidewalk width of 10 ft.
- (3) Assumes \$8.50/sf and sidewalk width of 10 ft.
- (4) Includes rehabilitation of first floor retail or office space.

APPENDIX B

WATERFRONT LAND AREAS AND OWNERSHIPS

PUBLIC SHORELINE LAND

Independence Park	248,974
State Street Launching Area	18,000
State Street Public Pier	43,153
Rockwell Park	43,473
Church Street R.O.W.	18,900
Town Dock	10,150
Armory	12,905
	<u>395,555</u> or 9.1 acres

PRIVATE SHORELINE LAND

Quito Shellfish	3,000
Rear, Premier Thread	64,400
J.T. O'Connell	48,205
Gilbert's Seafood	22,700
Prudence Island Nav. Co.	19,183
Rear, Russ - Russ Realty	11,200
Elks	27,425
	<u>196,613</u> or 4.5 acres

NON-SHORELINE LAND

Premier Thread Complex	223,259
Bozarth	4,913
Leviten	7,203
Azevedo	9,959
Fire Station	3,681
Russ - Russ Realty Complex	131,200
	<u>380,715</u> or 8.9 acres

APPENDIX C

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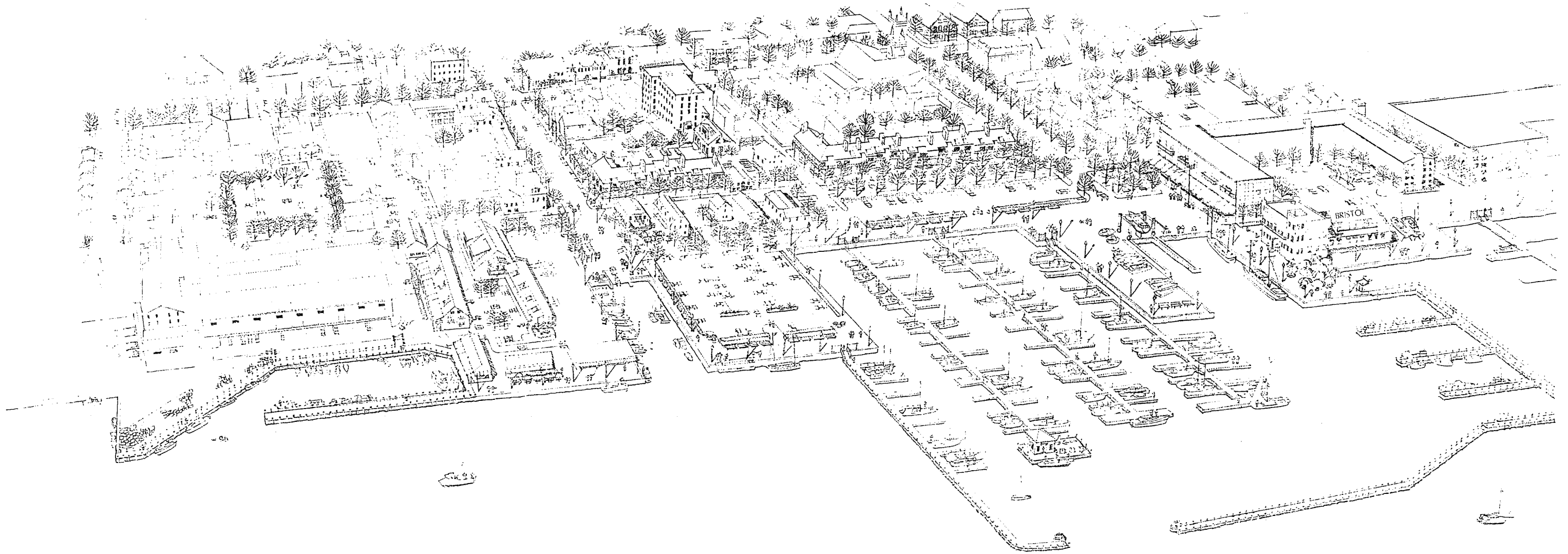
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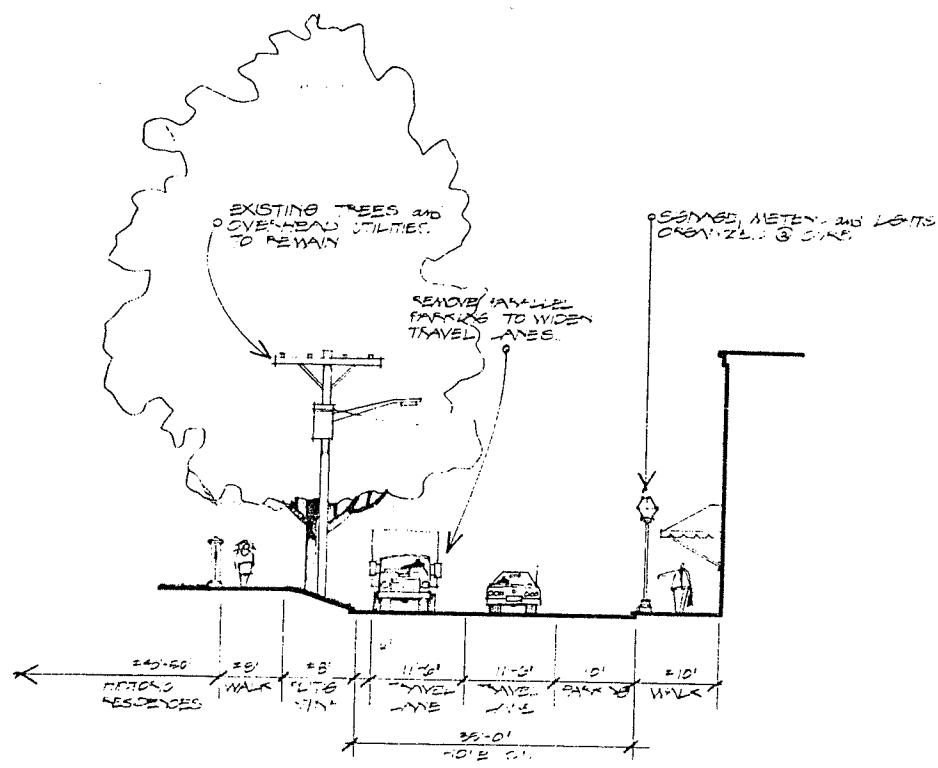
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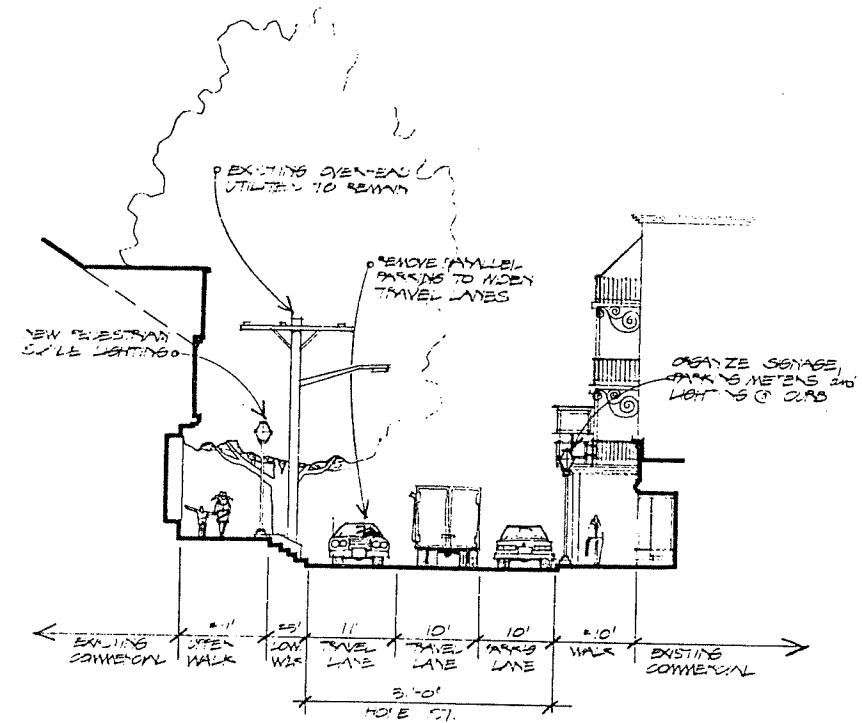
Bristol, Rhode Island

a downtown waterfront revitalization plan

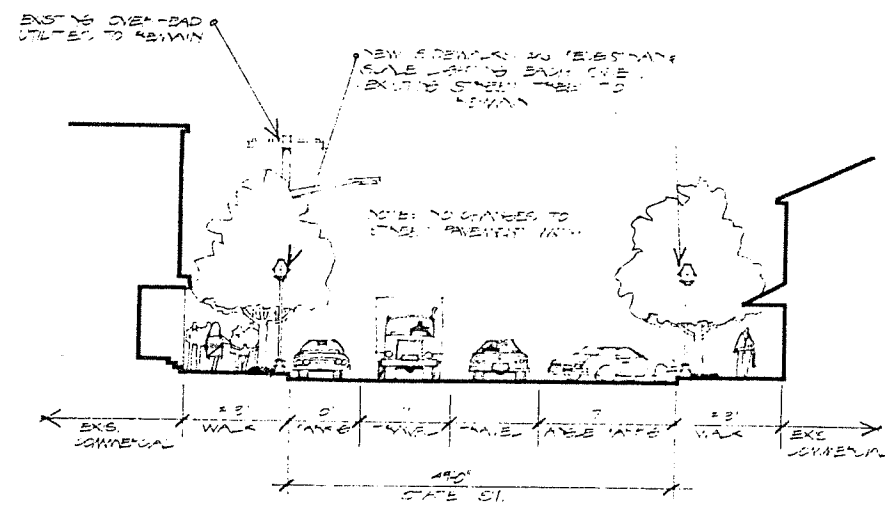
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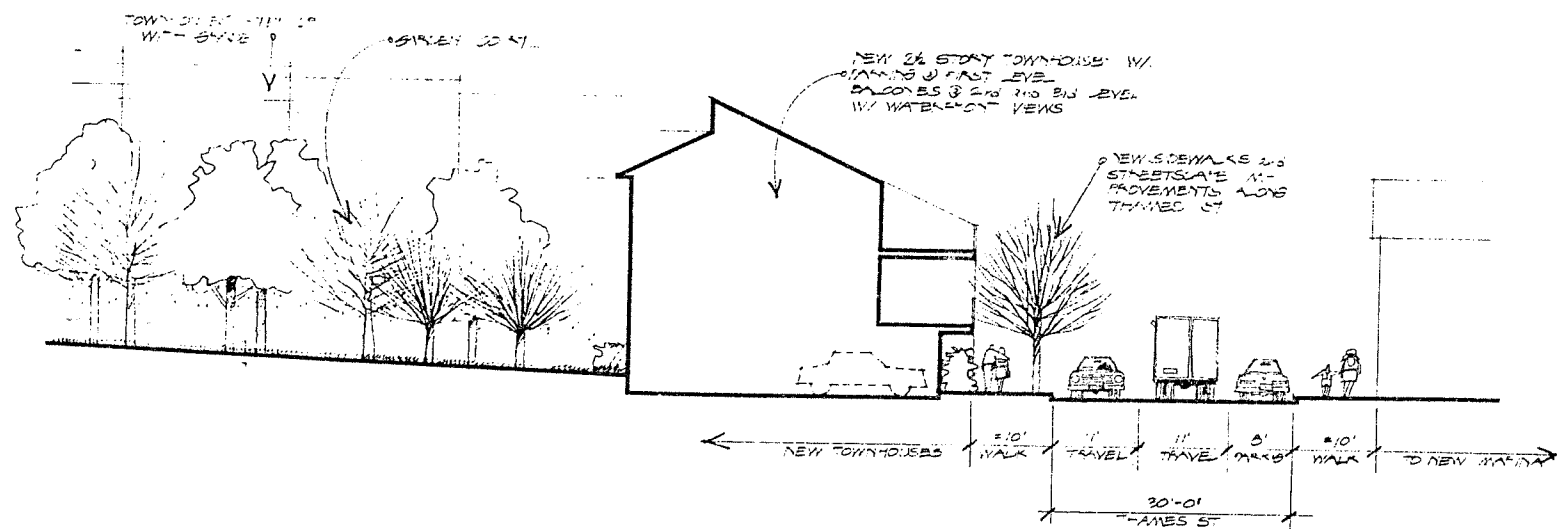
STREET SECTION AT HOPE STREET COMMERCIAL BETWEEN STATE ST. AND BRADFORD ST.



STREET SECTION AT HOPE STREET COMMERCIAL BETWEEN STATE ST. AND COURT ST.



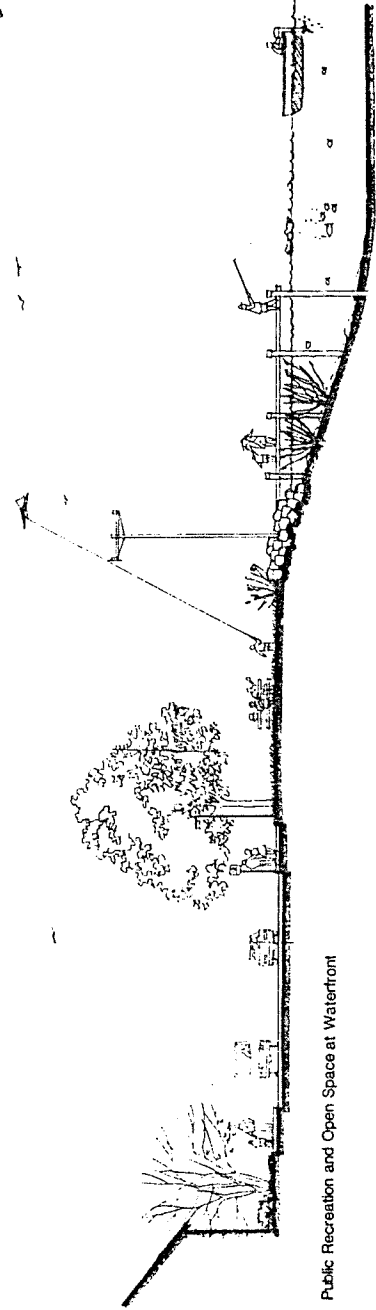
STREET SECTION AT STATE STREET COMMERCIAL BETWEEN HOPE ST. AND THAMES ST.



SECTION THROUGH NEW TOWNHOUSE DEVELOPMENT ADJACENT TO MARINA DEVELOPMENT AT THAMES STREET

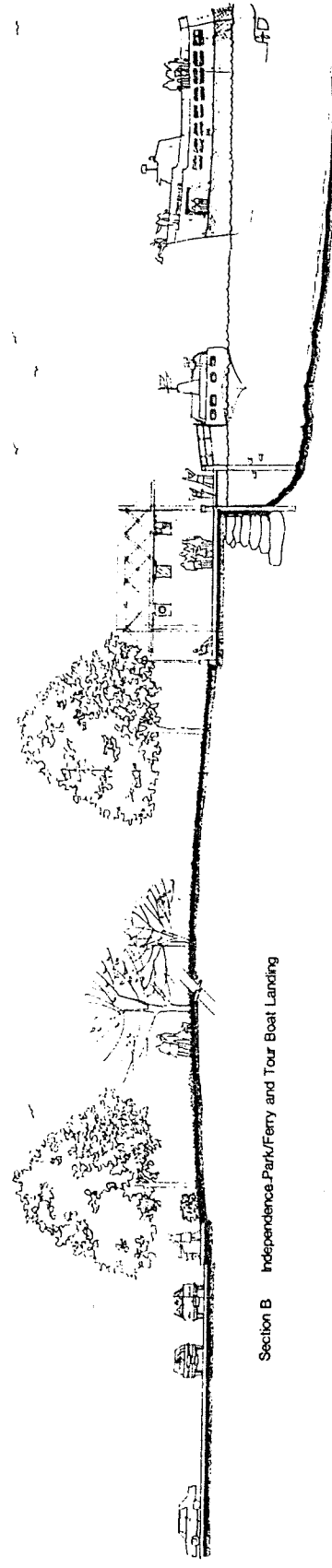
STREETSCAPE SECTIONS

RESIDENTIAL GREENWAYS TRADING STREETS WATERFRONT PARKING OPEN LAWN FOR PASSIVE RECREATION WATERFRONT PROMENADE BOAT DOCKING - BOGS IMPROVED - DESIGNING @ BERRY



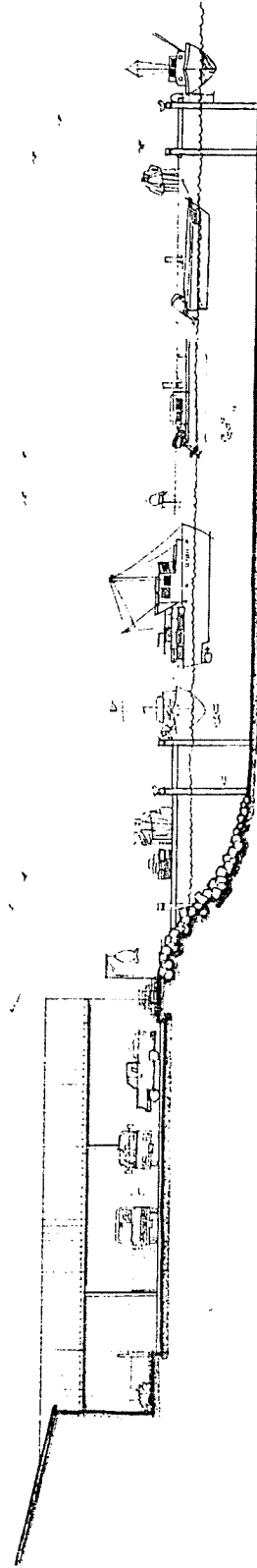
Section A Public Recreation and Open Space at Waterfront

PARKING LOT SIDEWALK COBBLESTONE PARK OPEN LAWN FOR PASSIVE RECREATION WATERFRONT PROMENADE BOAT DOCKING - BOGS IMPROVED - DESIGNING @ BERRY



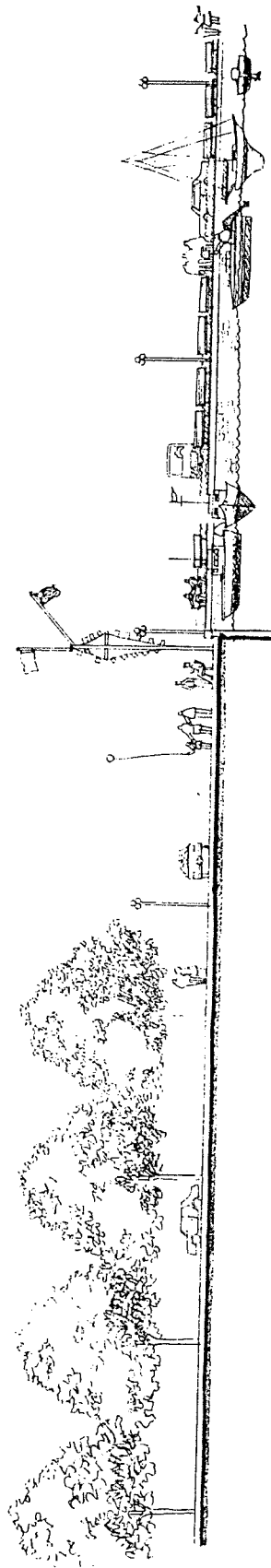
Section B Independence Park/Ferry and Tour Boat Landing

PARKING TRENDS SHOW PREVIOUS TRENDS OF LAND USES FOR PARKING AND RECREATION AREAS AT WATERFRONT. TWO HUNDRED QUINCE BOAT DOCKS PROPOSED AT TRIMMERY. IN EAST WOOD PIER (BUT NOT TRIMMERY)



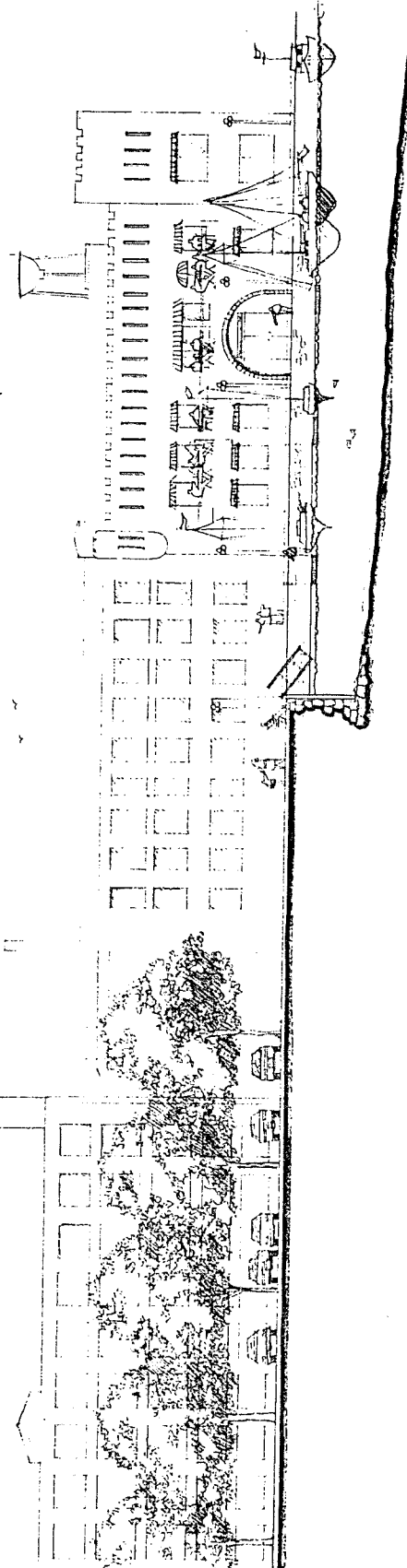
Section C Quahog and Fishing Boats with Associated Landside Activities

STATUS OF WATERFRONT WALK - CONSIDER OPENING UP/RECONSTRUCTING AND BOAT AREA EXISTING TO GIVE RESIDENTIAL BUILDINGS BEYOND PARK - IN END OF STATE ST. WATERFRONT PARKING WATERFRONT PARKING AREA - PER BOAT TRAILERS & AUTOS - ON UNDERLINED PARKING



Section D State Street Waterfront Park

REPAIR AND MAINTENANCE BUILDING COURSE - 2ND FLOOR - RECONSTRUCTION - USE WATERFRONT QUAYED DRIVE DRIVEWAY - PARKING NEW GRANITE/BRICK METAL SIGNAGE PLUCK ADVERTISE AS USE AT BUILDING

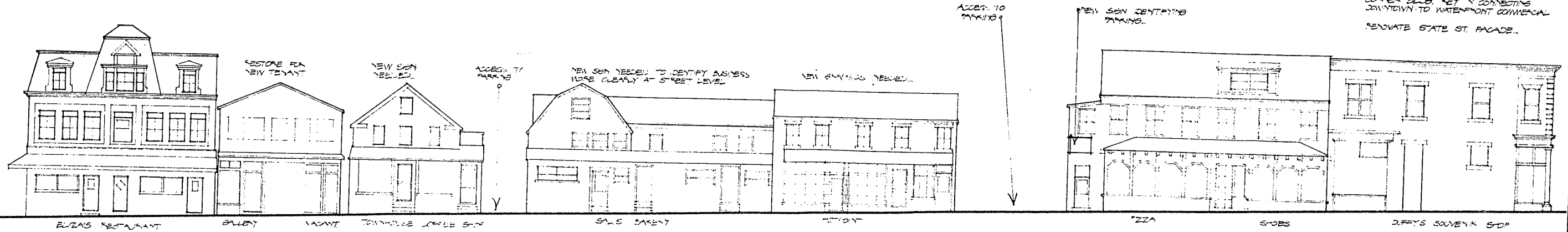


Section E Rockwell Park Boat Basin

AIRPORT BUILDING RECONSTRUCTION - MARKET SALES / RESTAURANT FEDERAL PARKING ALONG WATERFRONT PIER 200 BOAT CRUISE

Site Sections

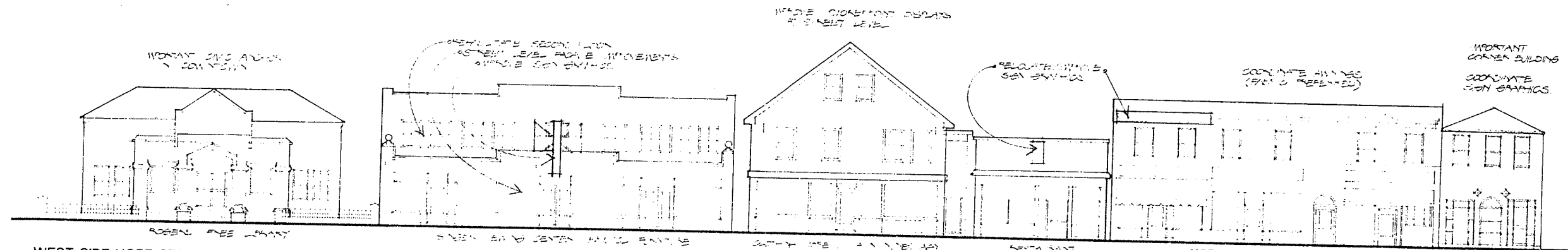
VERY IMPORTANT BUILDING - GATEWAY TO DOWNTOWN FROM WATERFRONT... HIGH VISIBILITY & INTERESTING CHARACTER MAKE IT A HIGH PRIORITY FOR RESTORATION



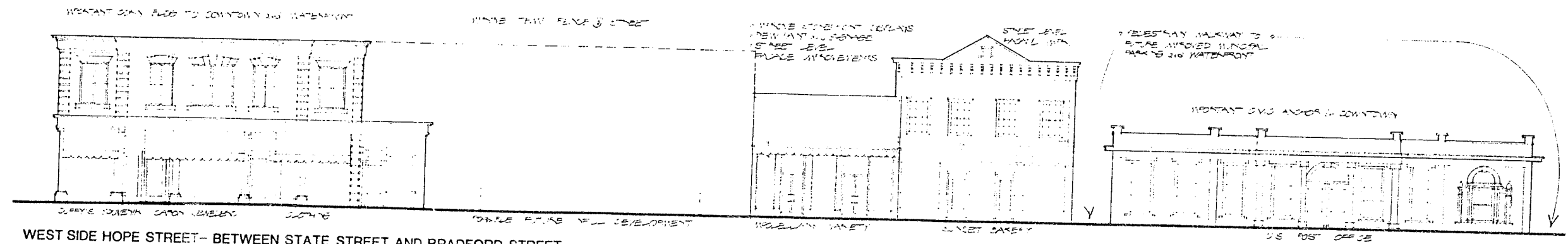
ELIZAS RESTAURANT GALLERY VACANT TOWNHOUSE LOUVE SHOP SALES BAKERY TOWN "ZAZA" S-DOB DEFFYS SOUVENIR SHOP

NORTH SIDE OF STATE STREET BETWEEN HOPE STREET AND THAMES STREET

PLEASE STATE ON THE PRIMARY VERTICAL FACIAL CONNECTOR BETWEEN BASTOLE THROUGH DOWNTOWN BUSINESS DISTRICT AND THE WATERFRONT. TO BE POSITIONED AS A KEY ELEMENT IN THE OVERALL REVITALIZATION EFFORTS.



WEST SIDE HOPE STREET - BETWEEN STATE STREET AND BRADFORD STREET



WEST SIDE HOPE STREET - BETWEEN STATE STREET AND BRADFORD STREET

FACADE RECOMMENDATIONS

Bristol, Rhode Island
a downtown waterfront revitalization plan