



## *Dike Street Special Area Plan*

Stakeholder Meeting  
May 14, 2016 | King's Cathedral

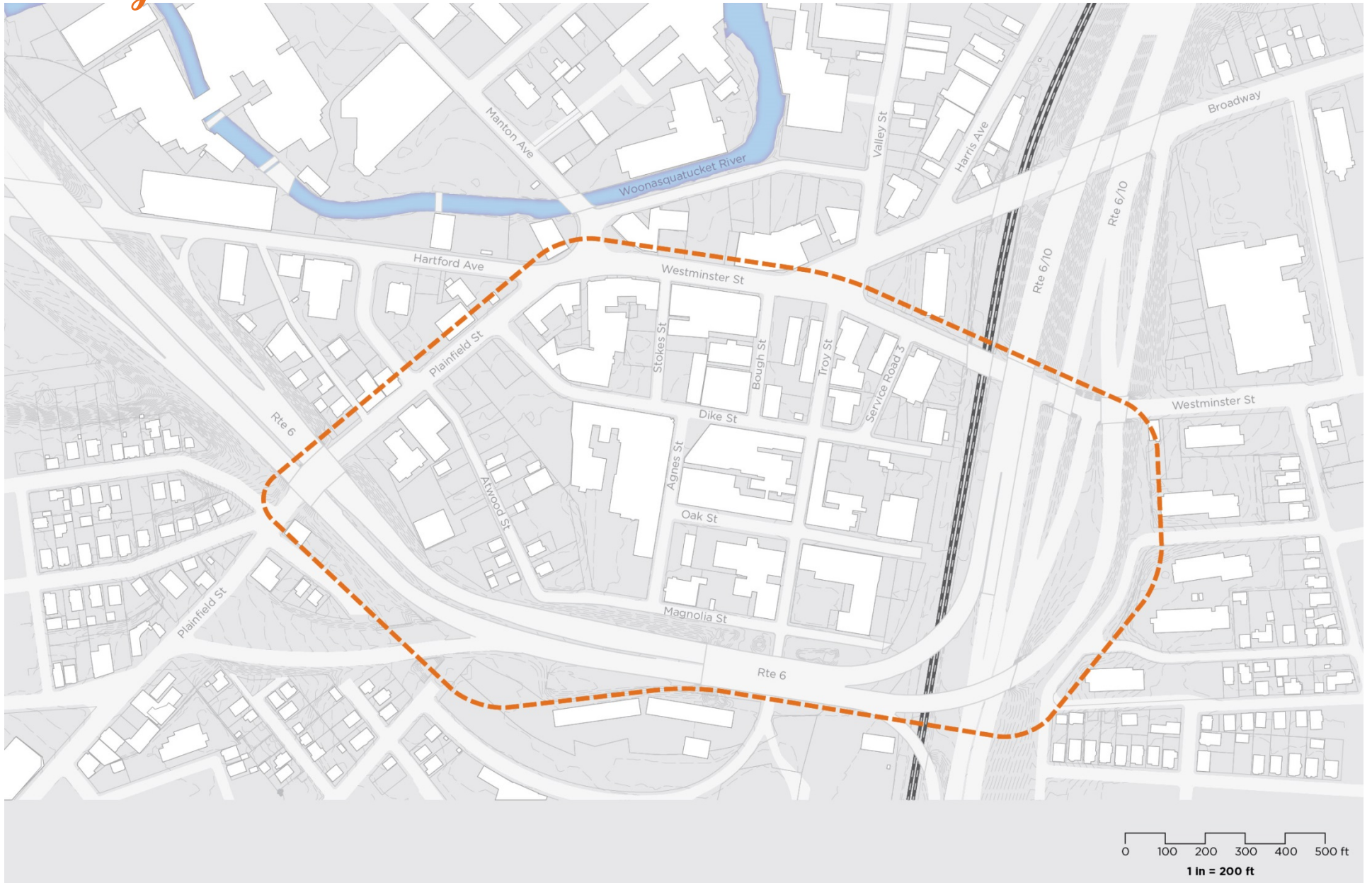
# *Charrette Agenda*

1. Welcome and project overview
2. March charrette recap / today's objectives
3. Roundtable discussion
4. Dot voting exercise
5. Closing remarks / next steps



# *Project Overview*

# Study Area



# *Plan Objectives*

- To **articulate a clear vision** to potential investors and grantors
- To **identify resources**, mechanisms, and actions for **implementing** the vision
- To **identify barriers** to implementation, and **formulate strategies** for overcoming them
- To **catalyze thoughtful redevelopment** of vacant and underutilized properties
- To **protect** and **preserve** historic architecture
- To **improve connectivity** with Olneyville Square

# *Project Schedule*

## **Phase 1: Observations (Dec – Jan)**

Jan 12 - Stakeholder meeting #1 - initial brainstorming workshop

## **Phase 2: Strategy Development (Feb – Mar)**

Mar 19 - Stakeholder meeting #2 - focus groups

## **Phase 3: Area Plan Development (Apr – May)**

Stakeholder meeting #3 -draft area plan review

## **Phase 4: Implementation + Monitoring (Jun – )**

Stakeholder meetings as needed

# *Project Schedule*

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Jan 12 - Stakeholder meeting #1 - initial brainstorming workshop

## **Phase 2: Strategy Development (Feb – Mar)**

Mar 19 - Stakeholder meeting #2 - focus groups

## **Phase 3: Area Plan Development (Apr – May)**

Stakeholder meeting #3 -draft area plan review

## **Phase 4: Implementation + Monitoring (Jun – )**

Stakeholder meetings as needed



*Recap of March Charrette*





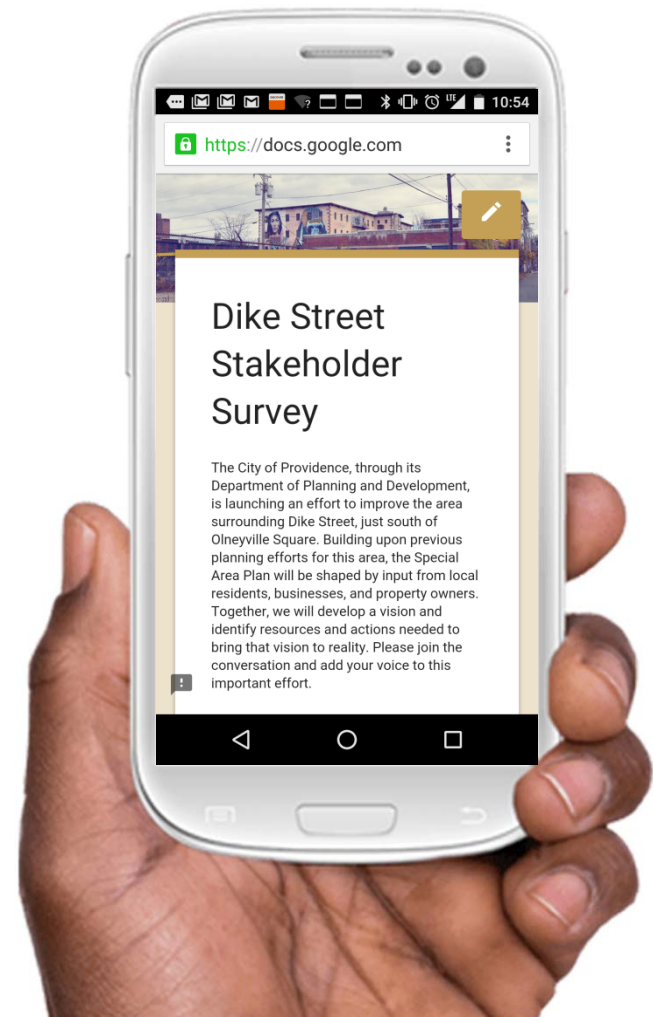
- 24+ attended
- Identified key issues + opportunities
- Brainstormed projects, policies, and organizing/advocacy initiatives

## *Survey Responses*

“Keep it raw, keep it cool”

“A grid should be established to alleviate traffic [and to] eliminate cut-thrus to Route 6”

“...Connect the Washington Secondary to the Woonasquatucket River Greenway”

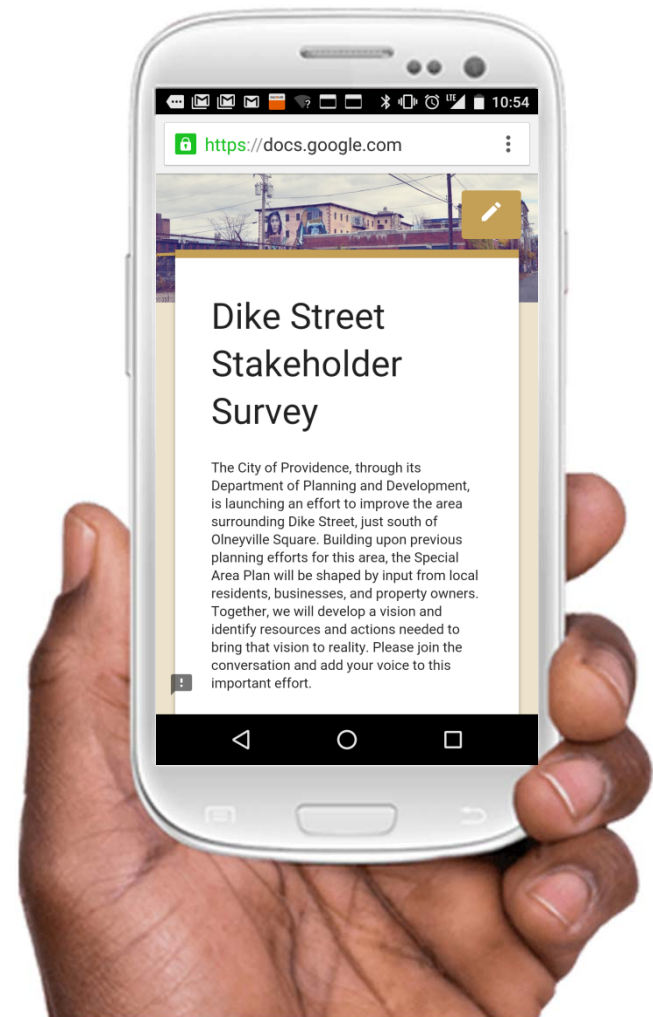


## *Survey Responses*

“Reconfigure Westminster & Troy intersection to pass through to Valley Street”

I envision a “vibrant and well-lit pedestrian area”

“...Need to keep some buildings old and not fixed up so there are [sic] a mix of rents”





# *Draft Action Plan*

## **1. Land use and development**

(historic preservation, small biz, industry, arts, mixed use)

## **2. Catalyzing reinvestment**

(storefront improvements, property maintenance, etc)

## **3. Mobility and connectivity**

(6-10 Connector, ped, bike, parking, truck access, transit)



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## **1. Land use and development**

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(6-10 Connector, ped, bike, parking, truck access, transit)

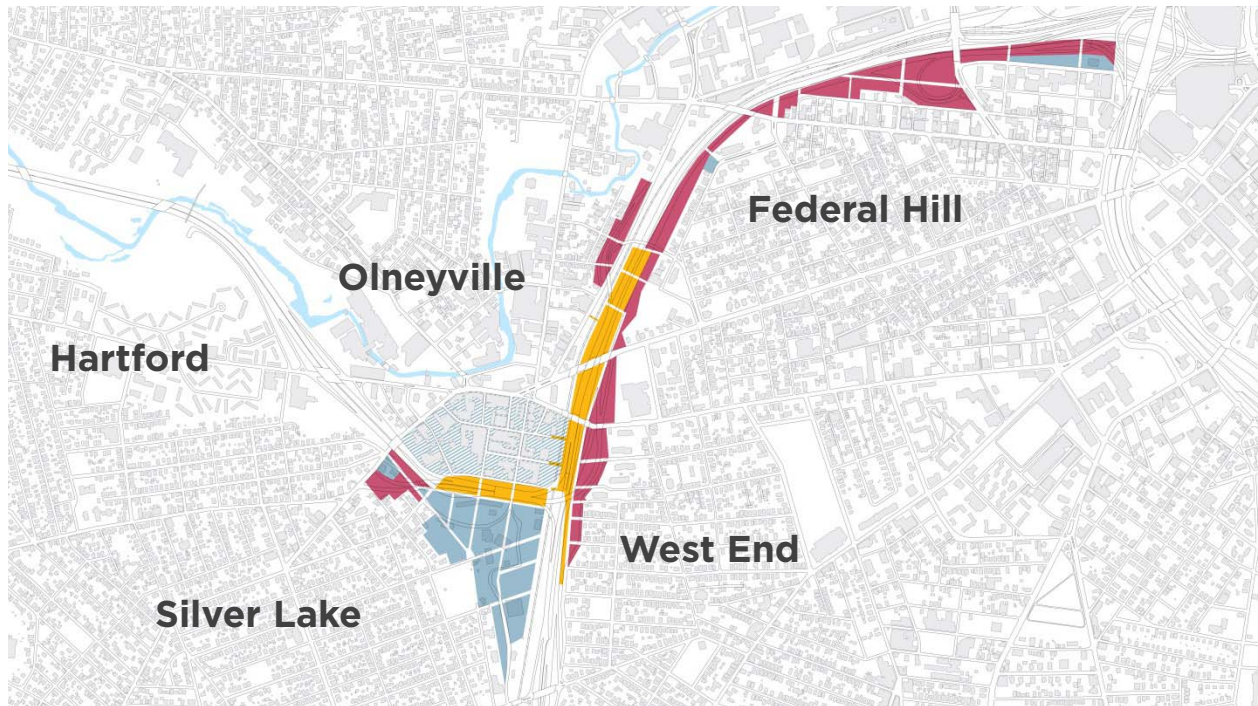
*Issue/Opportunity:*

Reduce the negative impacts of the 6-10 Connector. Improve connectivity with surrounding neighborhoods.

*Strategy:*

Take advantage of the 6-10 Connector project to reclaim excess highway land for redevelopment and stitch back together Olneyville, Silver Lake, and the West End through a planning process that engages neighborhood stakeholders.

Lead	DPD
Early Win?	No
Policy?	No
Project?	Yes
Organizing/ advocacy?	Yes
Scope	Olneyville



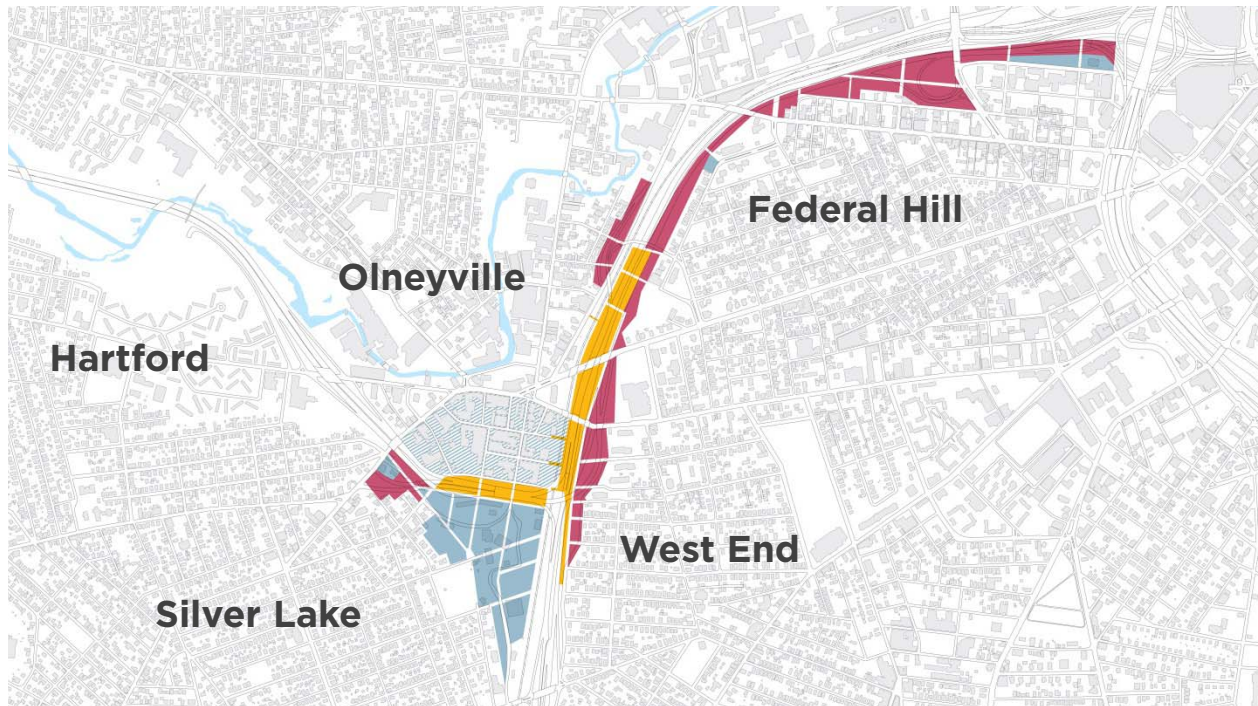
**Issue/Opportunity:**

Reduce the negative impacts of the 6-10 Connector. Improve connectivity with surrounding neighborhoods.

**Strategy:**

Develop a reuse plan for excess highway land that is reclaimed for development.

Lead	DPD
Early Win?	No
Policy?	No
Project?	Yes
Organizing/ advocacy?	Yes
Scope	Olneyville



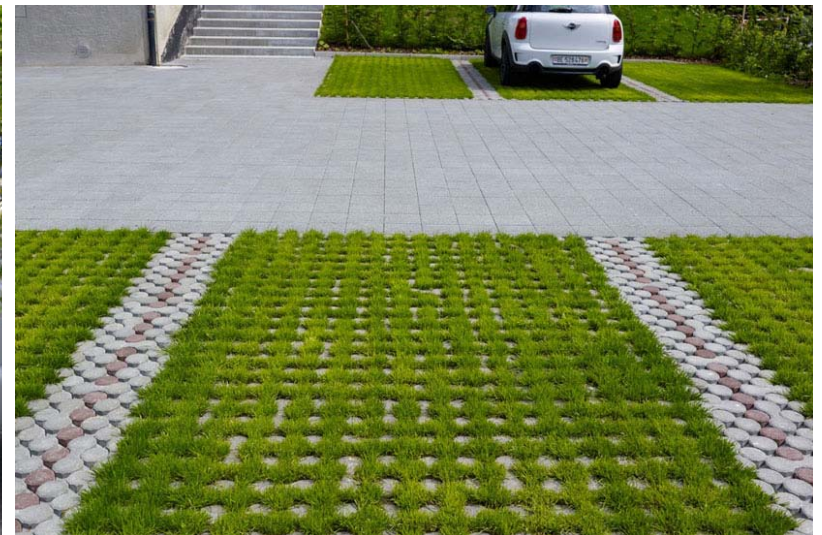
*Issue/Opportunity:*

Reduce flooding issues in the study area.

*Strategy:*

Work with owners of properties with large impervious surfaces, and identify public rights of way where low-impact development practices can be employed.

Lead	Stakeholder group
Early Win?	Yes
Policy?	No
Project?	Yes
Organizing/ advocacy?	Yes
Scope	Dike St





**Issue/Opportunity:**

Reduce flooding issues in the study area.

**Strategy:**

Identify opportunities to strengthen the zoning ordinance to require stormwater management best practices in C2 and M-MU zones.

Consider possible incentives to retrofit existing properties that were paved prior to current regulations

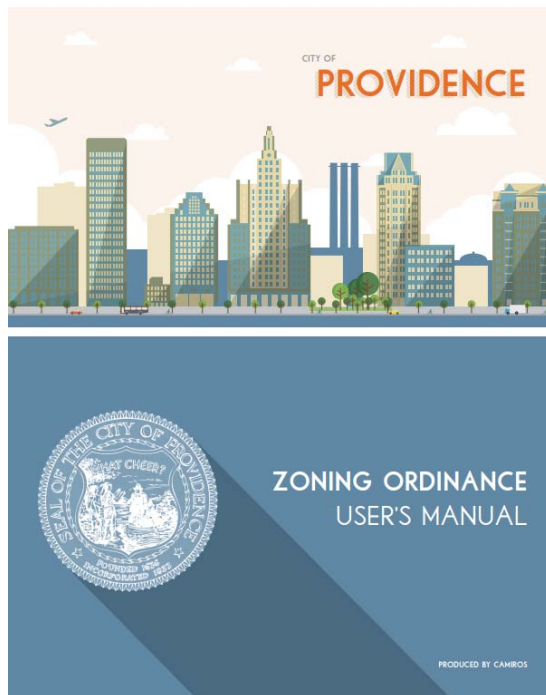
Lead	DPD
Early Win?	No
Policy?	Yes
Project?	No
Organizing/ advocacy?	No
Scope	City-wide

**Notes:**

The City caps allowable impervious surface at 50% to 65% in residential zones (Sec. 402).

The City requires compliance with the City stormwater ordinance.

RI Dept. of Environmental Management (RIDEM) and Narragansett Bay Commission (NBC) regulations also apply



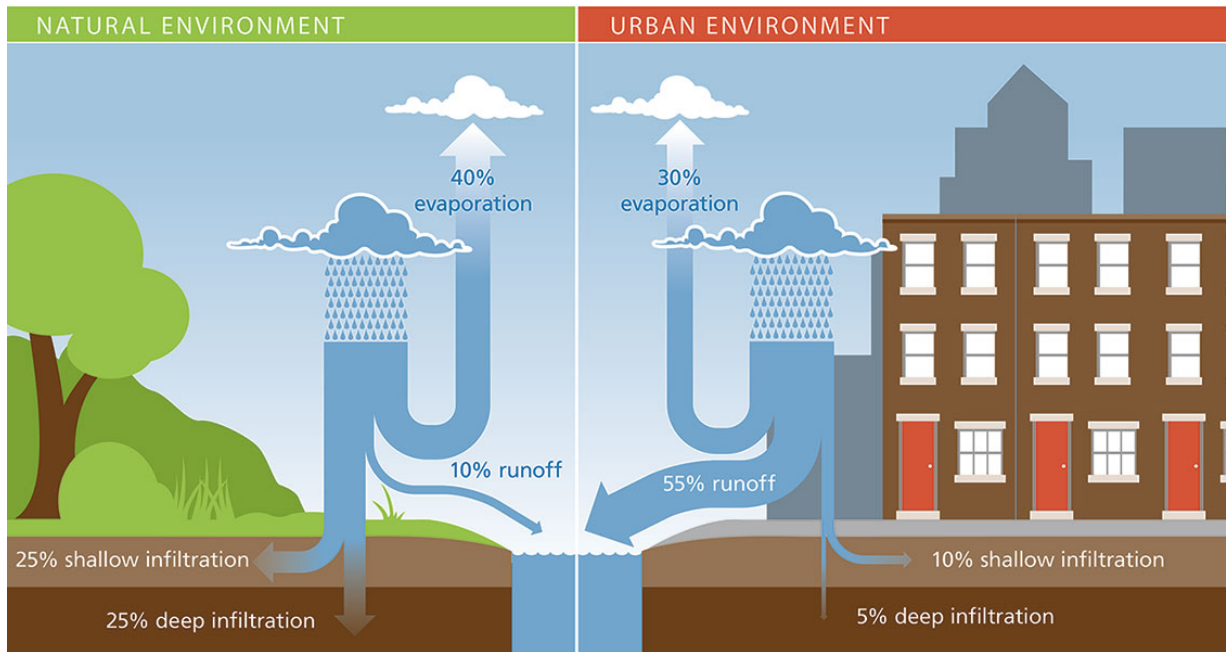
**Issue/Opportunity:**

Reduce flooding issues in the study area.

**Strategy:**

Consider stormwater intake billing to incentivize stormwater management best practices.

Lead	DPD
Early Win?	No
Policy?	Yes
Project?	No
Organizing/ advocacy?	No
Scope	Metro region



**Notes:**

The soon-to-be-created stormwater utility is considering this policy.

This policy is practiced in Philadelphia.

<http://www.phila.gov/water/water/stormwater/Pages/default.aspx>

*Issue/Opportunity:*

Discourage auto-oriented development to improve the urban fabric of the study area.

*Strategy:*

Enforce C-2 and M-MU design guidelines, which promote walkable, urban development.

Lead	DPD
Early Win?	No
Policy?	Yes
Project?	No
Organizing/ advocacy?	No
Scope	Citywide



**Issue/Opportunity:**

Work to ensure that redevelopment does not cause displacement. Preserve industrial and arts-based businesses.

**Strategy:**

Use the Dike Street Area Plan as a tool to lobby developers to develop in line with the stakeholder-led vision for the neighborhood.

Lead	Stakeholder group
Early Win?	No
Policy?	No
Project?	No
Organizing/advocacy?	Yes
Scope	Dike St



Mars Plastics



Dirt Palace



Library Court

*Issue/Opportunity:*

Work to ensure that redevelopment does not cause displacement. Preserve industrial businesses and industrial jobs.

*Strategy:*

Maintain and improve truck access for businesses in the study area.

Lead	DPW
Early Win?	No
Policy?	No
Project?	Yes
Organizing/ advocacy?	No
Scope	Dike St



*Issue/Opportunity:*

Work to ensure that redevelopment does not cause displacement. Preserve industrial businesses and industrial jobs.

*Strategy:*

Convene stakeholder group to work out noise-related nuisances.

Lead	Stakeholder group
Early Win?	No
Policy?	No
Project?	No
Organizing/ advocacy?	Yes
Scope	Dike St

*Notes:*

Noise-related nuisances can be an unfortunate side-effect of mixed-use districts. The goal is to improve quality of life for residents without harming businesses.



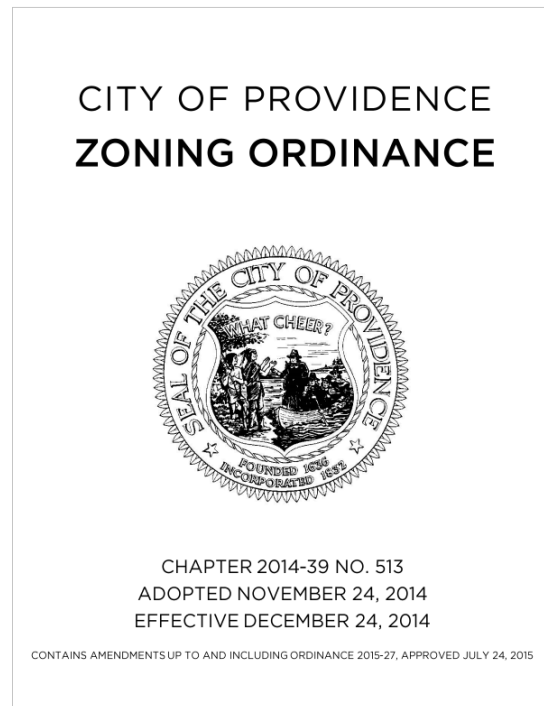
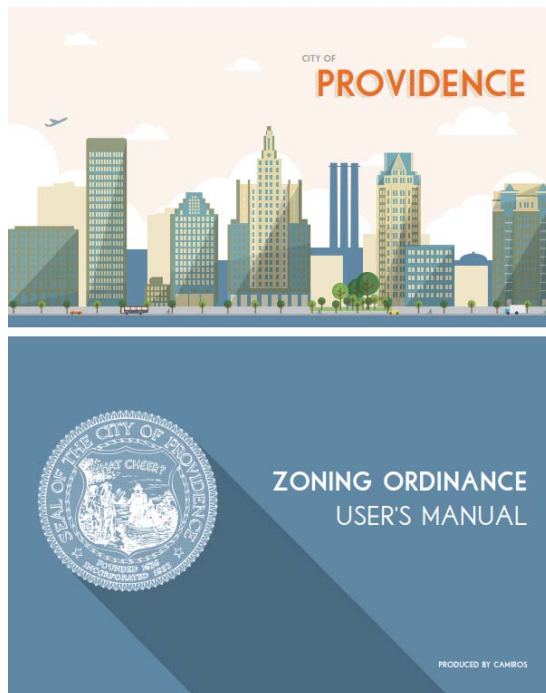
**Issue/Opportunity:**

Work to ensure that redevelopment does not cause displacement. Preserve industrial businesses and industrial jobs.

**Strategy:**

Identify opportunities in the zoning and other ordinances to improve noise regulations.

Lead	Stakeholder group
Early Win?	No
Policy?	Yes
Project?	No
Organizing/advocacy?	No
Scope	Dike St



**Notes:**

Noise-related nuisances can be an unfortunate side-effect of mixed-use districts. The goal is to improve quality of life for residents without harming businesses.



# *Draft Action Plan*

## **1. Land use and development**

(historic preservation, small biz, industry, arts, mixed use)

## **2. Catalyzing reinvestment**

(storefront improvements, property maintenance, etc)

## **3. Mobility and connectivity**

(6-10 Connector, ped, bike, parking, truck access, transit)



*Issue/Opportunity:*

Catalyze reinvestment in the Dike Street area and restore historic buildings.

*Strategy:*

Reach out to owners of key sites to open a dialogue about redeveloping these sites in line with the Dike Street Area Plan. Raise awareness about existing reinvestment incentives.

Lead	Stakeholder group, DPD
Early Win?	No
Policy?	No
Project?	No
Organizing/ advocacy?	Yes
Scope	Dike St

*Notes:*

Highlight subsidies and incentives the City and State have established to spark redevelopment: ICBD, Revolving Fund, TSA, etc.

Key sites: Price Rite, Colonial Knife, Capstone property, Boy's and Girl's Club



Colonial Knife site

*Issue/Opportunity:*

Catalyze reinvestment in the Dike Street area and restore historic buildings.

*Strategy:*

Work with stakeholders to re-energize the Olneyville Merchants Association and/or the Olneyville Collaborative.

Lead	Stakeholder group
Early Win?	No
Policy?	No
Project?	No
Organizing/ advocacy?	Yes
Scope	Olneyville

*Notes:*

Challenge is getting business owner engagement. Need to demonstrate value. Taking time off work is a big ask.



*Issue/Opportunity:*

Catalyze reinvestment in the Dike Street area and restore historic buildings.

*Strategy:*

Work with ONE Neighborhood Builders and the Revolving Fund to explore the creation of a storefront improvement program.

Lead	Stakeholder group
Early Win?	No
Policy?	No
Project?	No
Organizing/ advocacy?	Yes
Scope	Olneyville/ citywide



*Issue/Opportunity:*

Catalyze reinvestment in the Dike Street area and restore historic buildings.

*Strategy:*

Work with the City to craft a reuse plan for the city-owned property at 25 Bough Street.

Lead	Stakeholder group, DPD
Early Win?	No
Policy?	No
Project?	Yes
Organizing/ advocacy?	No
Scope	Dike St



*Issue/Opportunity:*

Reduce non-compliant housing conditions and increase reporting.

*Strategy:*

Work with Mayor's Office of City Services to promote use of PVD311.



Lead	MOCS
Early Win?	No
Policy?	Yes
Project?	No
Organizing/ advocacy?	No
Scope	Citywide

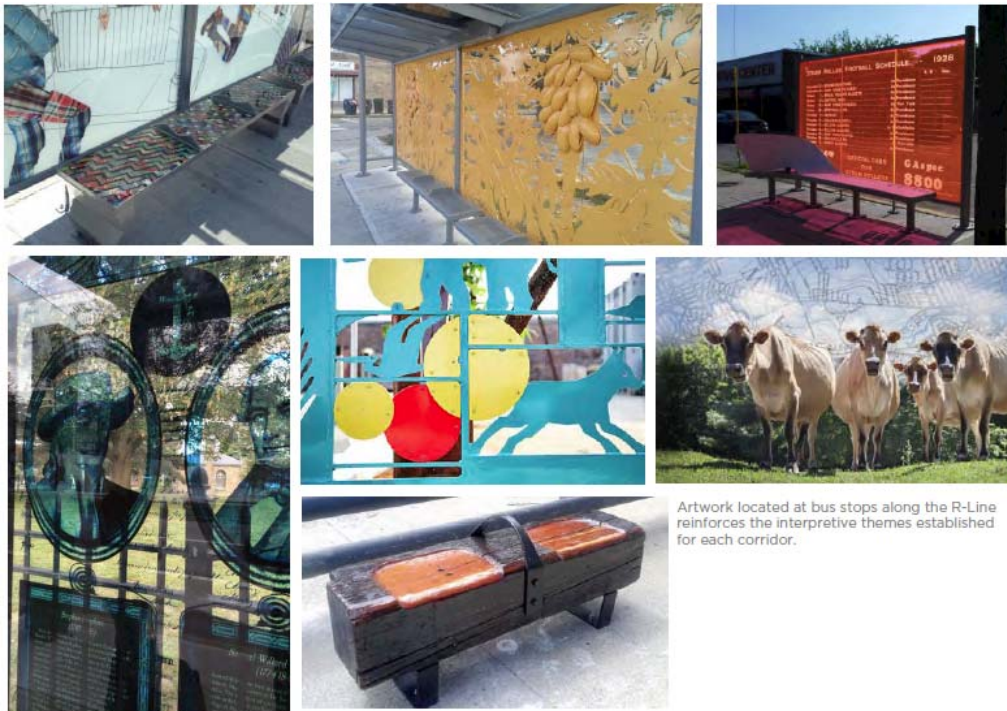
*Issue/Opportunity:*

Strengthen the brand identity of the study area, acknowledging past and current branding campaigns.

*Strategy:*

Incorporate the theme of “Creative Energy and Industrial Heritage,” developed through the HUD Corridor Study (2014), into branding efforts and physical installations.

Lead	Stakeholder group, RIPTA, DPW
Early Win?	Yes
Policy?	No
Project?	Yes
Organizing/advocacy?	No
Scope	Olneyville



Artwork located at bus stops along the R-Line reinforces the interpretive themes established for each corridor.

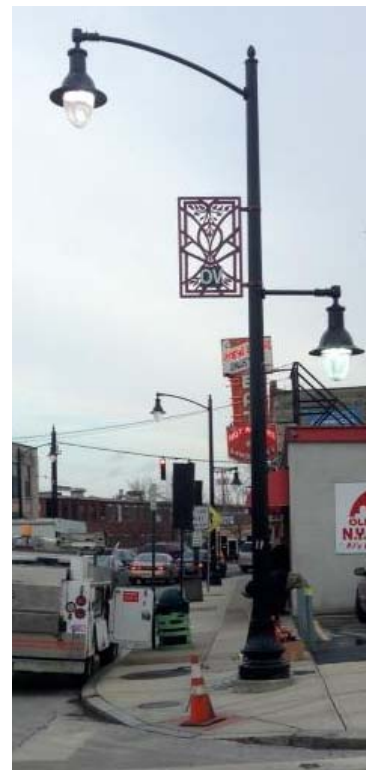
**Issue/Opportunity:**

Strengthen the brand identity of the study area, acknowledging past and current branding campaigns.

**Strategy:**

Incorporate the “OV” campaign developed by **ONE Neighborhood Builders**.

Lead	Stakeholder group, DPW
Early Win?	yes
Policy?	no
Project?	yes
Organizing/advocacy?	no
Scope	Olneyville



*Issue/Opportunity:*

There is no community center in the immediate area.

*Strategy:*

Explore opportunities to create a community center and/or indoor recreation facility in the study area.

Lead	Stakeholder group
Early Win?	No
Policy?	No
Project?	Yes
Organizing/ advocacy?	No
Scope	Olneyville



Site of former Boy's and Girl's Club (Atwood Street)





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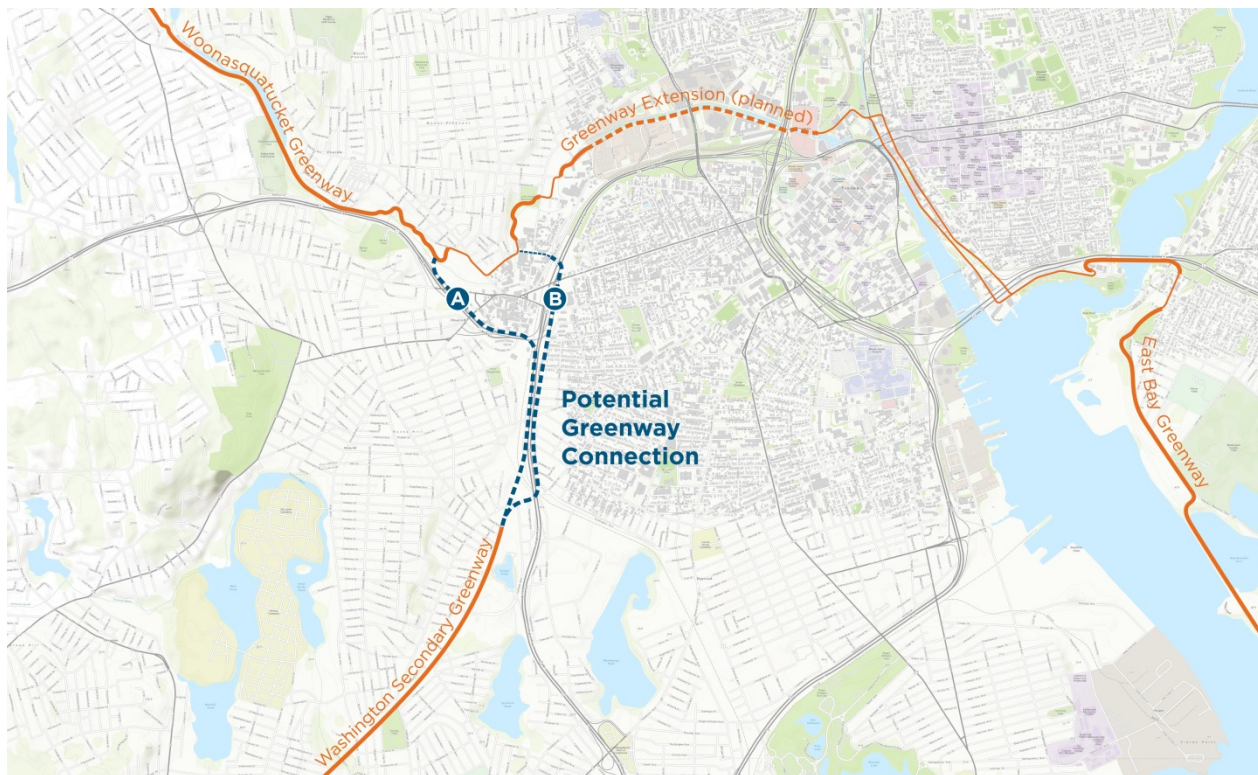
**Issue/Opportunity:**

Improve the bikeability of the area and close gaps in the regional greenway network.

**Strategy:**

Leverage the 6-10 Connector project to study alternatives for extending/connecting the Washington Secondary Bike Path and the Woonasquatucket River Greenway and the bike lanes on Broadway.

Lead	DPD, BPAC
Early Win?	No
Policy?	No
Project?	Yes
Organizing/ advocacy?	Yes
Scope	metropolitan



## Issue/Opportunity:

Improve the bikeability of the area and close gaps in the regional greenway network.

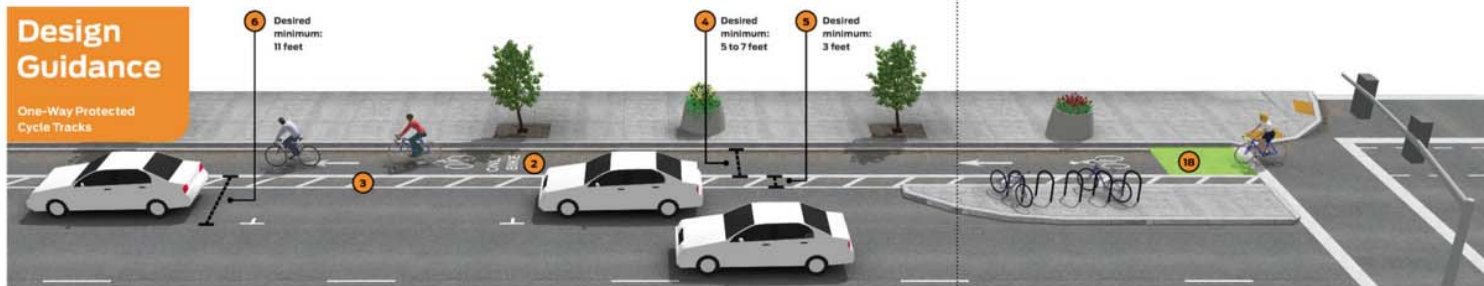
## Strategy:

Explore opportunities for additional bike infrastructure (lanes, racks, etc.) in the study area, especially east-west through Olneyville Square and north-south along Troy Street.

Lead	DPD, DPW
Early Win?	yes
Policy?	No
Project?	Yes
Organizing/ advocacy?	No
Scope	Dike St

### Design Guidance

#### One-Way Protected Cycle Tracks



#### Required Features

- 1 A cycle track, like a bike lane, is a type of preferential lane as defined by the MUTCD.<sup>19</sup>
- 2 Bicycle lane word, symbol, and/or arrow markings (MUTCD Figure 9C-3) shall be placed at the beginning of a cycle track and at periodic intervals along the facility based on engineering judgment.
- 3 If pavement markings are used to separate motor vehicle parking lanes from the preferential bicycle lane, solid white lane line markings shall be used. Diagonal crosshatch markings may be placed in the neutral area for special emphasis. See MUTCD Section 3B.24. Raised medians or other barriers can also provide physical separation to the cycle track.

#### Recommended Features

- 4 The minimum desired width for a cycle track should be 5 feet. In areas with high bicyclist volumes or uphill sections, the minimum desired width should be 7 feet to allow for bicyclists passing each other.<sup>20</sup>
- 5 Three feet is the desired width for a parking buffer to allow for passenger loading and to prevent door collisions.<sup>21</sup>
- 6 When using a parking protected pavement marking buffer, desired parking lane and buffer combined width is 11 feet to discourage motor vehicle encroachment into the cycle track.
- 7 In the absence of a raised median or curb, the minimum desired width of the painted buffer is 3 ft. The buffer space should be used to locate bollards, planters, signs or other forms of physical protection.<sup>22</sup>

- 8 Driveways and minor street crossings are a unique challenge to cycle track design. A review of existing facilities and design practice has shown that the following guidance may improve safety at crossings of driveways and minor intersections:

- If the cycle track is parking protected, parking should be prohibited near the intersection to improve visibility. The desirable no-parking area is 30 feet from each side of the crossing.<sup>23</sup>
- For motor vehicles attempting to cross the cycle track from the side street or driveway, street and sidewalk furnishings and/or other features should accommodate a sight triangle of 20 feet to the cycle track from minor street crossings, and 10 feet from driveway crossing.

- Color, yield lines, and "Yield to Bikes" signage should be used to identify the conflict area and make it clear that the cycle track has priority over entering and exiting traffic.<sup>24</sup>

- Motor vehicle traffic crossing the cycle track should be constrained or channeled to make turns at sharp angles to reduce travel speed prior to the crossing.

- 9 Gutter seams, drainage inlets, and utility covers should be configured so as not to impede bicycle travel and to facilitate run-off.
- 10 Sidewalk curbs and furnishings should be used to prevent pedestrian use of the cycle zone.
- 11 Cycle track width should be larger in locations where the gutter seam extends more than 12 inches from the curb.<sup>25</sup>

#### Optional Features

- 12 Tubular markers may be used to protect the cycle track from the adjacent travel lane. The color of the tubular markers shall be the same color as the pavement marking they supplement.<sup>26</sup>

- 13 Cycle tracks may be shifted more closely to the travel lanes on minor intersection approaches to put bicyclists clearly in the field of view of motorists. See Cycle Track Intersection Approach for other methods of transitioning a cycle track to an intersection.<sup>27</sup>

- 14 A raised median, bus bulb, or curb extension may be configured in the cycle track buffer area to accommodate transit stops. Bicyclists should yield to pedestrians crossing the roadway at these points to reach the transit stop.

- 15 At transit stops, consider wrapping the cycle track behind the transit stop zone to reduce conflicts with transit vehicles and passengers. Bicyclists should yield to pedestrians in these areas. At intersection bus stops, an extended mixing zone may be provided with signage directing bicyclists to yield to buses and loading passengers.

Cycle tracks may be configured on the left side of a one-way street to avoid conflicts at transit stops.

- 16 A "Bike Lane" sign (MUTCD R3-17) may be used to designate the portion of the street for preferential use by bicyclists. A supplemental "No Cars" selective exclusion sign may be added for further clarification.

- 17 "Bike Only" legend (MUTCD 3D.01) may be used to supplement the preferential lane word or symbol marking.<sup>28</sup>

- 18 Colored pavement may be used to further define the bicycle space.



#### Alternate Protection Strategies

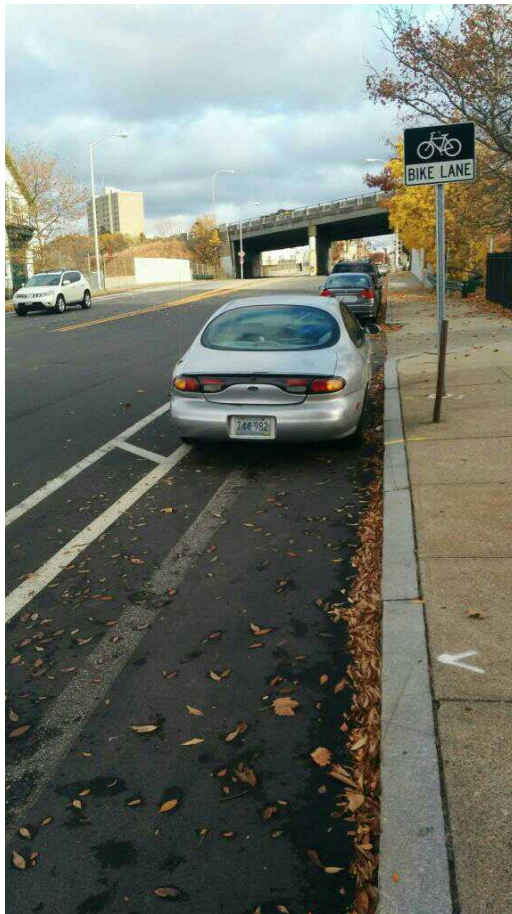


*Issue/Opportunity:*

Improve the bikeability of the area and close gaps in the regional greenway network.

*Strategy:*

Enforce “no parking” regulations in existing bike lanes.



Lead	...
Early Win?	no
Policy?	No
Project?	no
Organizing/ advocacy?	yes
Scope	Citywide

*Issue/Opportunity:*

Make the Dike Street area more walkable.

*Strategy:*

Install bump-outs and automated pedestrian crossing signals, and repaint crosswalks at all intersections in Olneyville Sq (i.e. Plainfield, Hartford, Westminster, Broadway)



Lead	BPAC, DPW
Early Win?	Yes
Policy?	No
Project?	Yes
Organizing/ advocacy?	No
Scope	Olneyville



**Issue/Opportunity:**

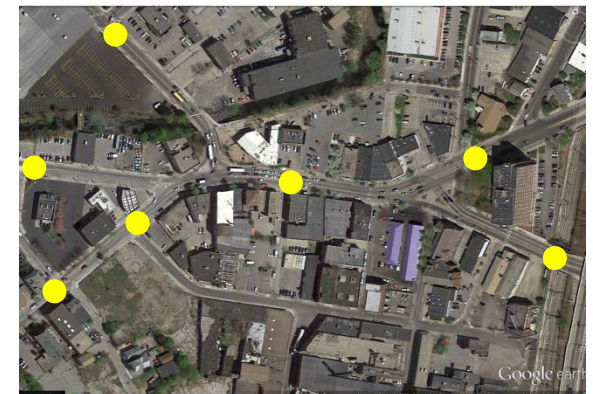
Improve the quality of bus service and bus stops in the study area.

**Strategy:**

Upgrade bus stops to provide additional amenities such as bus shelters with seating, curb extensions, dedicated bus boxes, and wayfinding signage.

Install signs and enforce “no parking” regulations at bus stops.

Lead	DPD, RIPTA
Early Win?	Yes
Policy?	No
Project?	Yes
Organizing/ advocacy?	No
Scope	Olneyville



**Issue/Opportunity:**

Improve the quality of bus service and bus stops in the study area.

**Strategy:**

Install real-time information panels to display bus arrival times.

Lead	DPD, RIPTA
Early Win?	Yes
Policy?	No
Project?	Yes
Organizing/ advocacy?	No
Scope	Olneyville



**Issue/Opportunity:**

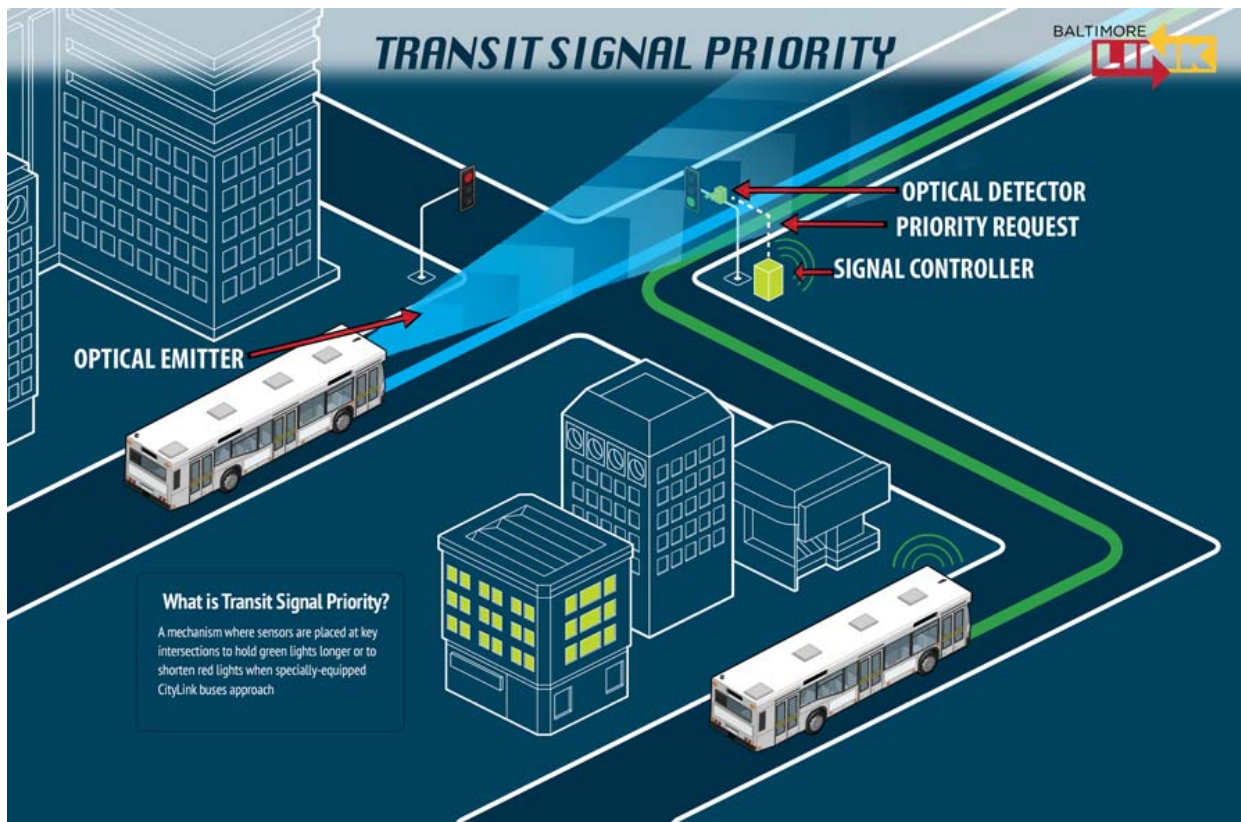
Improve the quality of bus service and bus stops in the study area.

**Dedicated bus lane on Broadway from downtown to OS**

**Strategy:**

Work with RIDOT to install Traffic Signal Priority (TSP) at major intersections in order to reduce bus run times .

Lead	DPD, RIPTA
Early Win?	Yes
Policy?	No
Project?	Yes
Organizing/advocacy?	No
Scope	Olneyville





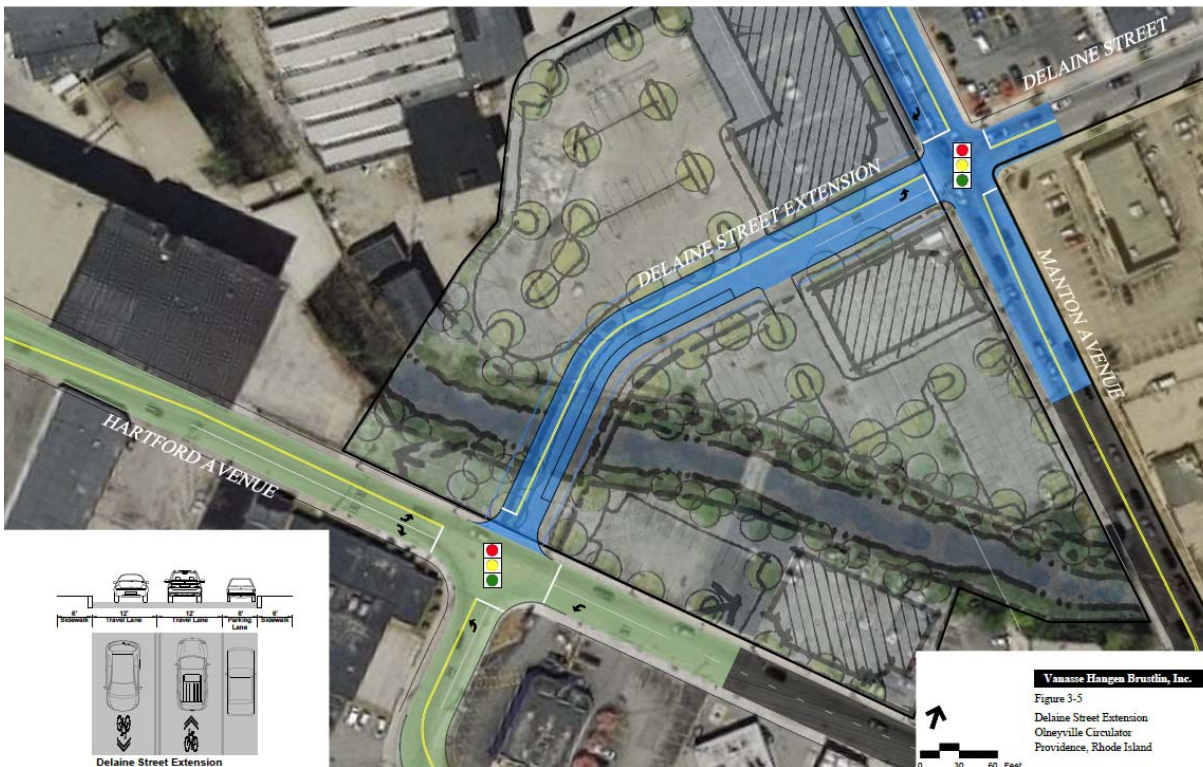
**Issue/Opportunity:**

Reduce traffic congestion in Olneyville Square.

**Strategy:**

Extend Delaine Street through the Price Rite site to the Hartford & Atwood intersection.

Lead	DPD
Early Win?	No
Policy?	No
Project?	Yes
Organizing/ advocacy?	No
Scope	Olneyville



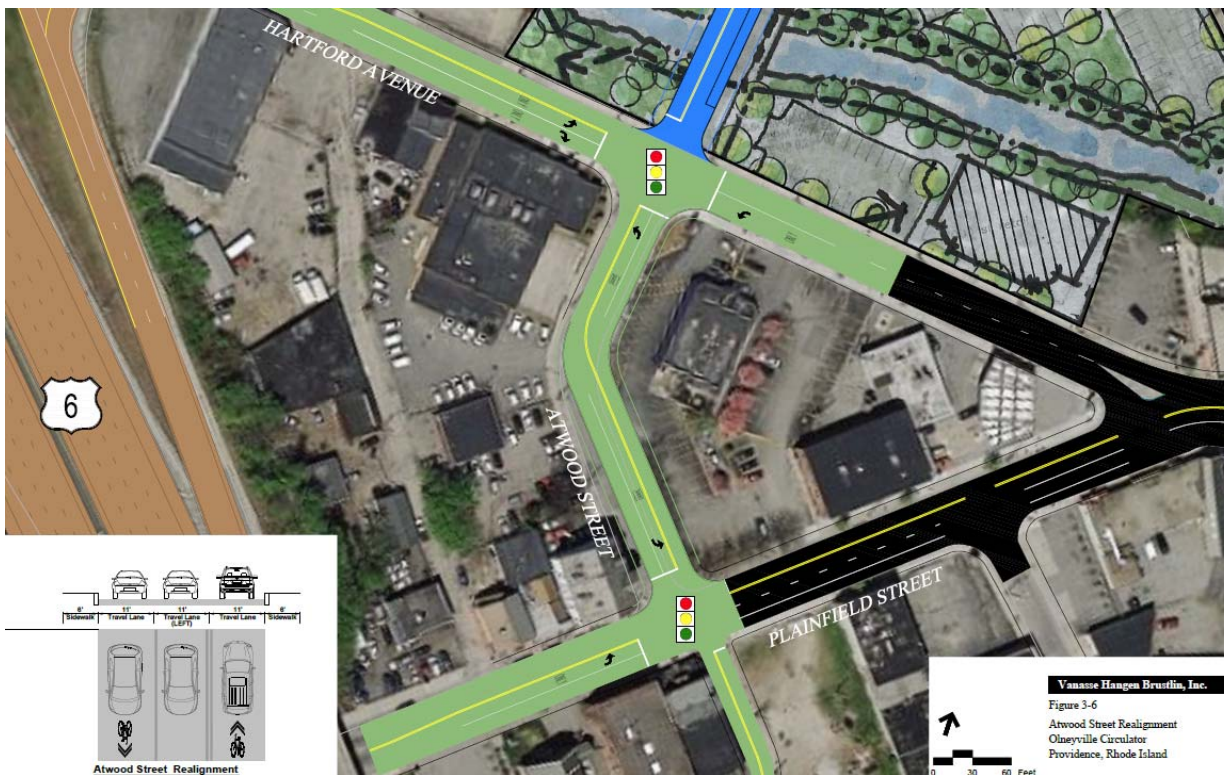
**Issue/Opportunity:**

Reduce traffic congestion in Olneyville Square.

**Strategy:**

Convert Atwood St to two-way traffic between Plainfield St and Hartford Ave.

Lead	DPD
Early Win?	No
Policy?	No
Project?	Yes
Organizing/ advocacy?	No
Scope	Olneyville

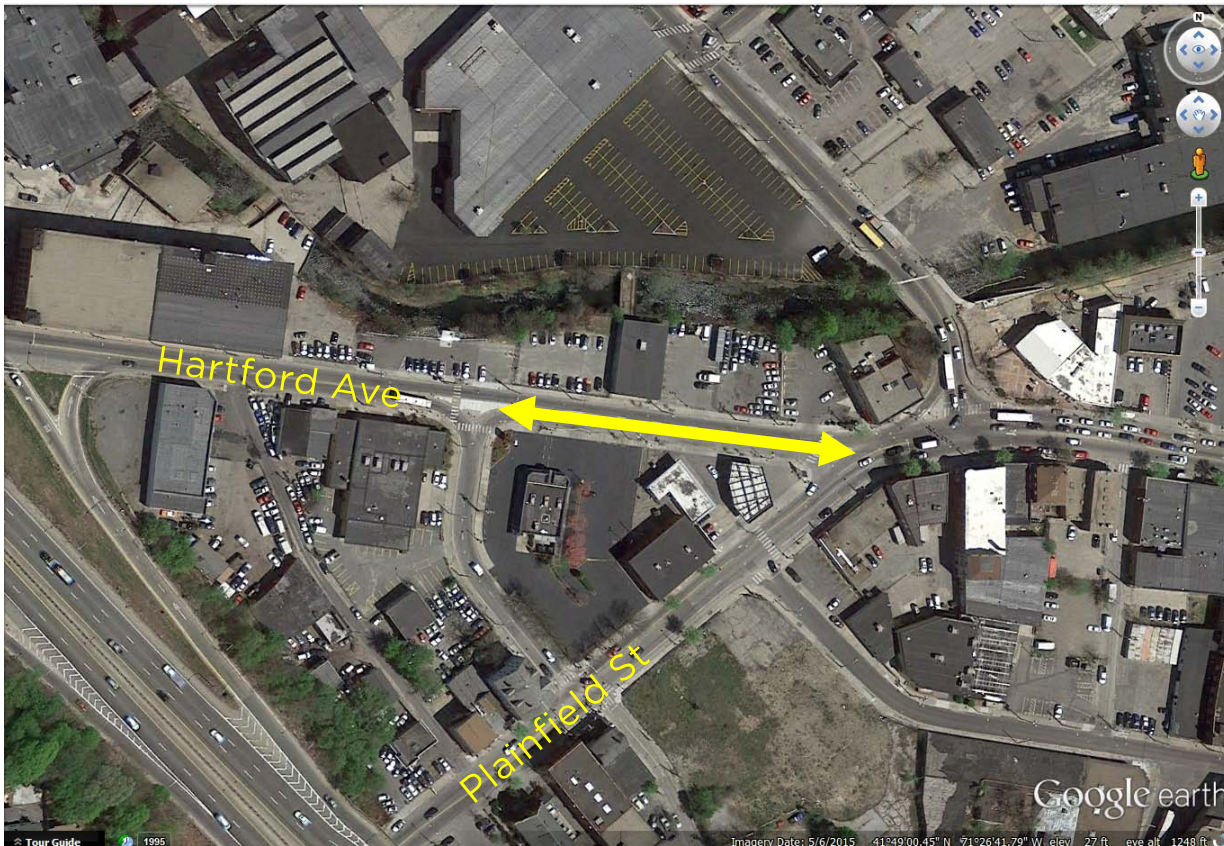


*Issue/Opportunity:*

Reduce traffic congestion in Olneyville Square.

*Strategy:*

Consider converting Hartford Ave to two-way traffic between Atwood Ave. and Plainfield St.



Lead	DPD
Early Win?	No
Policy?	No
Project?	Yes
Organizing/ advocacy?	No
Scope	Olneyville

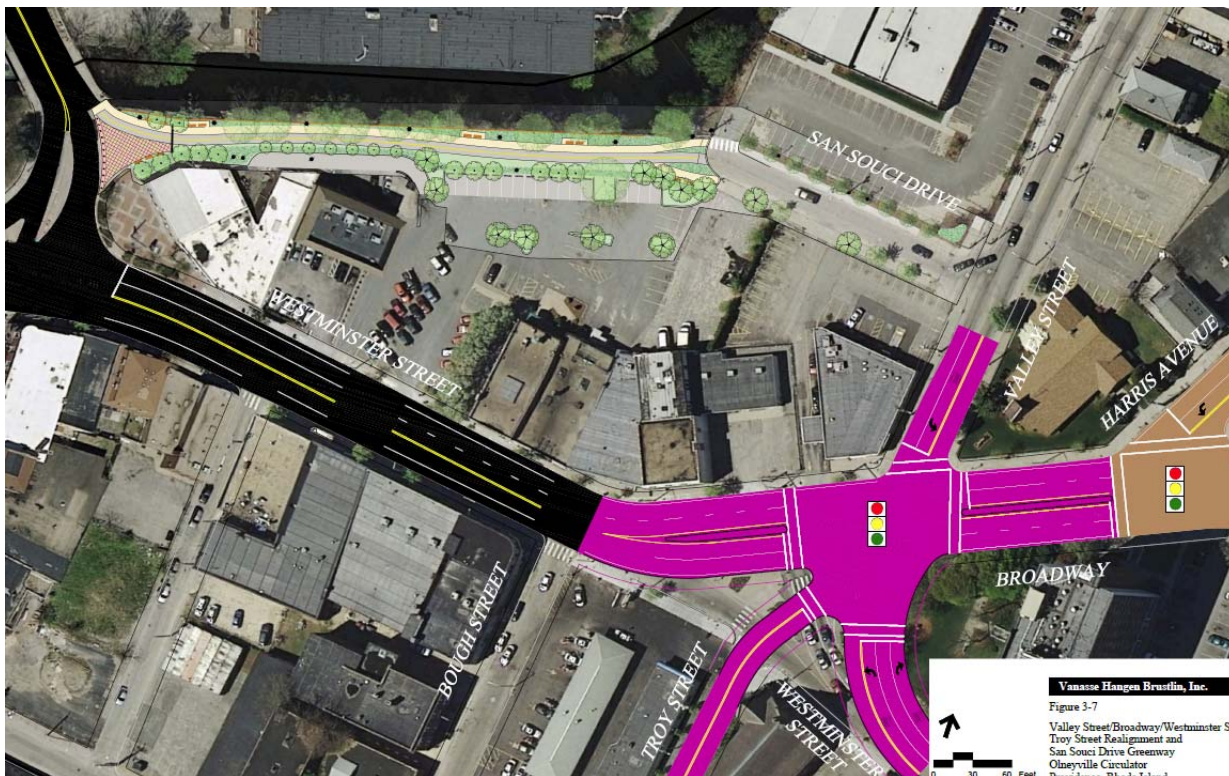
**Issue/Opportunity:**

Reduce traffic congestion in Olneyville Square.

**Strategy:**

Reconfigure the Westminster & Broadway intersections according to the Olneyville Circulator Study (2013). Employ “complete streets” standards to improve walkability and bikability.

Lead	DPD
Early Win?	No
Policy?	No
Project?	Yes
Organizing/ advocacy?	No
Scope	Olneyville



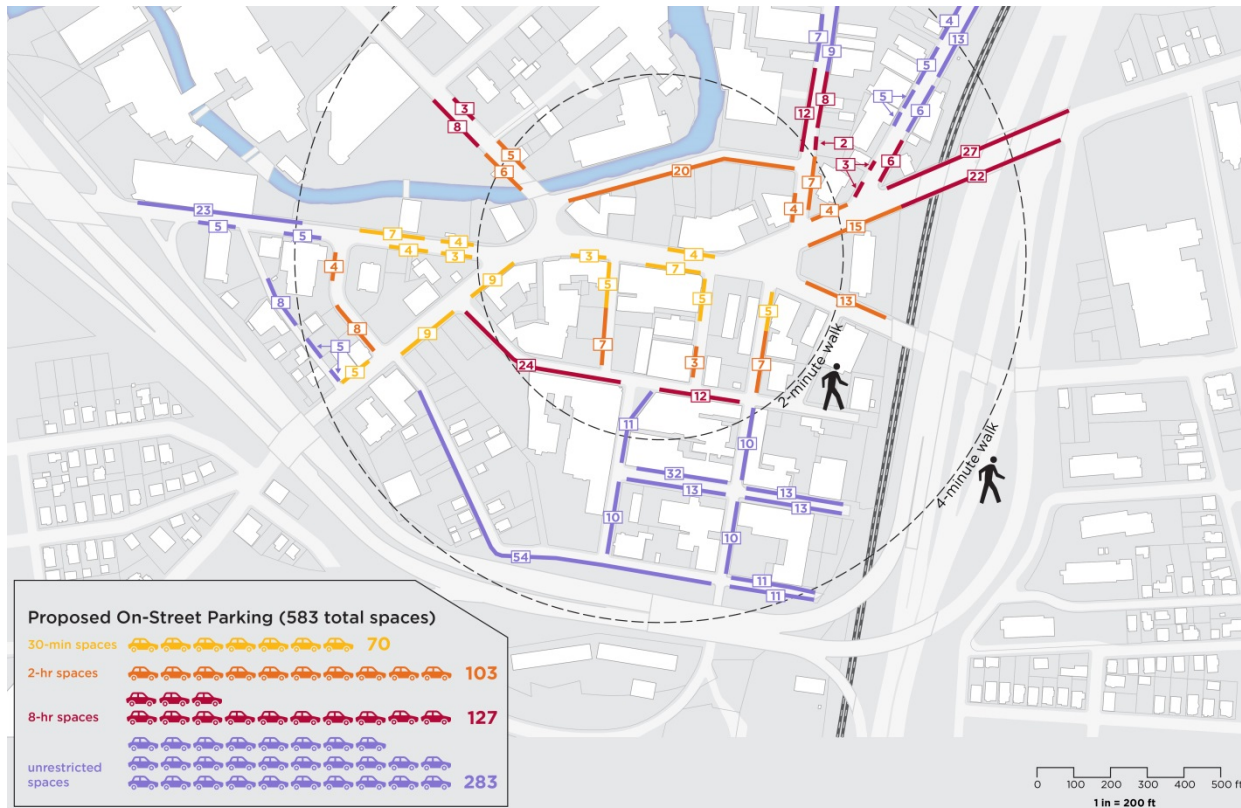
**Issue/Opportunity:**

Work with businesses to ensure parking efficiency and address concerns about the availability of parking.

**Strategy:**

Amend on-street parking regulations to provide more short-term customer parking adjacent to retailers and more long-term employee parking on side streets

Lead	DPD, DPW
Early Win?	Yes
Policy?	Yes
Project?	No
Organizing/advocacy?	No
Scope	Dike St/ Olneyville Sq





*Roundtable discussion +  
Dot voting exercise*