

Project Area Boundaries

The project area is shown on the next page, and comprises approximately 36 acres including all the land and properties located within the following boundaries:

- Beginning at the intersection of Reservoir Road and South Main Street and running north, including properties on the eastern side of the road, to the intersection of South Main Street and High Street;
- traversing north and east to include all the properties facing Pascoag Main Street, and Nahant Place;
- crossing over to include properties along the western side of Spring Street, to the intersection of Pascoag Main Street and North Main Street;
- including commercial properties along the western side of North Main Street, and then running south along the Pascoag River to include properties facing Bridge Way and Park Place;
- including parcels facing Sayles Avenue, from Bridge Way to Pascoag Main Street, and High Street to the intersection of Church Street;
- following the eastern shore of the Pascoag River Reservoir, and traversing east to include the property at the corner of Reservoir Road and South Main Street.

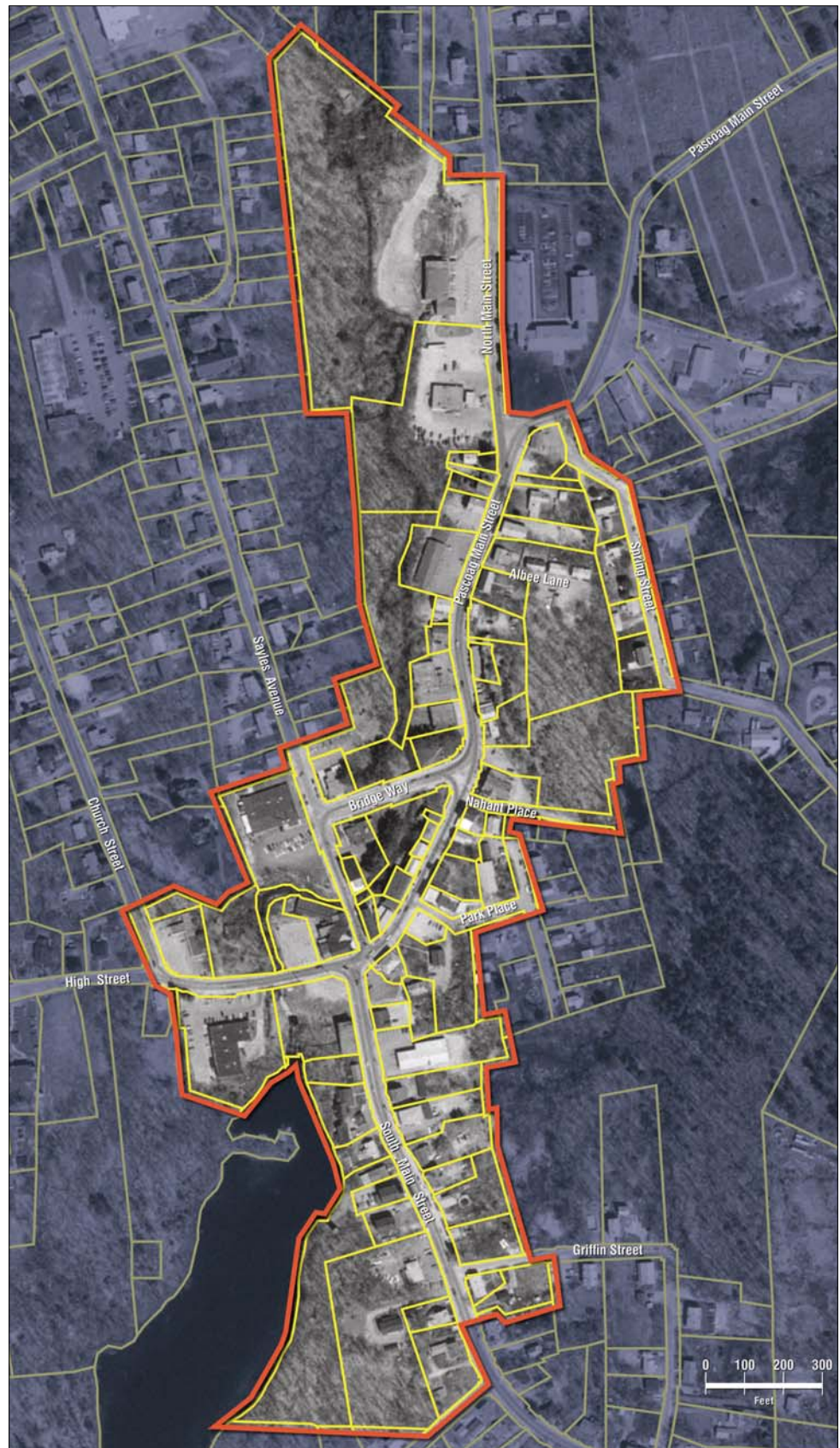


Figure 3 - Project Area

Inventory of the Building Stock

A visual assessment of the exterior of the building stock within the planning area was conducted during a March 31, 2005 site investigation. This assessment was conducted from public vantage points including off-street parking lots. Burrillville Assessors Property Record Card Summaries were referenced for each property and information was corroborated during the site investigation.

An inventory of existing building conditions (included as *Appendix A*), served to provide information on building types, current use and zoning, condition and year built (based primarily on assessor's information). Notes regarding building setback, porch and commercial building storefront windows, parking/loading/curb cuts, owner occupancy, and other information are provided as relevant.

Of the 21 properties that front on the Pascoag Main Street/Bridge Way/Sayles Avenue triangle, none are in good or excellent condition (as designated by the Town Assessor's records), seven are in average condition, and 11 are in fair condition. Of the two additional properties, one is vacant following a fire and one has been developed as a municipal parking lot. Of the 50 developed properties outside the triangle, one is rated as excellent condition, 12 are good, 32 are average, five are fair and none are in poor condition.

Inventory of Utilities

Existing utilities are provided by the Pascoag Utility District (water and electrical), Town of Burrillville (sewer), Verizon (telephone), Cox Communications (cable, fiber-optic, telephone) and Providence Gas. Electric (including street lighting), telephone, cable and fiber-optic service is located above ground. Utility poles are located on both sides of Pascoag Main Street. Information has been gathered from the relevant service providers

within the project area regarding existing and projected capacity or condition constraints, and plans for changes or improvements that may affect the revitalization of the area.



Poles on Pascoag Main Street limit sidewalk use, detract from aesthetics, and can hamper emergency response.

Sewer

The Burrillville Sewer Commission reports that the planning area is fully served by sewers and there are no plans to expand or extend service in the downtown area.

Water

The downtown area is fully served by the Pascoag Utility District water service. The Pascoag Utility District has no plans to expand.



Ornamental street lighting enhances sidewalks on Bridge Way.

Electric

Utility poles in the area are under joint ownership between Verizon and the Pascoag Utility District. Verizon is responsible for setting the poles, and the Pascoag Utility District pays rent for their use. Maintenance of the utility poles is also a joint responsibility between Verizon and the Pascoag Utility District. (Pascoag Utility District, August 3, 2005).

Ornamental pedestrian-scale street lighting has been installed along Bridge Way, and also on utility poles on Pascoag Main Street to supplement high-level cobra lighting.

Local buildings do have natural gas service. This is not a constraint to redevelopment.

Traffic and Road Conditions

Minor arterials in the planning area include Routes 107 and 100. Route 100 extends north from Chepachet via South Main Street, continues west at the Sayles Avenue intersection at High Street, and then north on Church Street toward Wallum Lake. Route 107 extends east from the Sayles Avenue intersection to Harrisville via Pascoag Main Street northbound and Bridge Way and Sayles Avenue southbound. Sayles Avenue is designated as an urban collector.

CME Engineering Study

Recommendations from CME Associates, Inc.'s *Engineering Study for Downtown Pascoag Revitalization Project* were reviewed as part of this analysis, and Mr. Richard Bernardo, Burrillville Town Engineer, was interviewed to discuss the validity of these recommendations.

Street and River Walk design alternatives addressed in the engineering study included the following:

- *Full realignment of Sayles Avenue.* Sayles Avenue would be relocated with a signalized intersection at the Routes 100/107 intersection of Sayles Avenue (Route 107)/South Main Street (Route 100) and Pascoag Main/ High Street (Route 100). Sayles Avenue relocation would require a new Pascoag River bridge and demolition of the corner (vacant) building. Bridge Way would be closed to eastbound traffic to eliminate conflicts between southbound Sayles Avenue traffic turning left onto Bridge Way and westbound Bridge Way traffic turning left on Sayles Avenue. The triangle of Pascoag Main Street, Bridge Way, and Sayles Avenue would operate as a "rotary."

- *Interim realignment of Sayles Avenue with a signalized intersection.* This would relocate a shorter section of Sayles Avenue, thereby avoiding the IGA parking and the existing Pascoag River Bridge. Bridge Way would become one-way westbound. A “rotary” traffic pattern would be created around the triangle.
- *Do nothing.* Retain existing two-way traffic on Bridge Way, one-way northbound traffic on Pascoag Main Street (to Bridge Way), one-way traffic on Sayles Avenue (south of Bridge Way). Retain current stop sign control at the Routes 100/107 intersection with a skewed alignment of Sayles Avenue and South Main Street.
- *Main Street: Two-Way Traffic.* This option would return Pascoag Main Street south of Bridge Way to two-way traffic with two 12-foot travel lanes and an 8-foot travel lane. On-street parking would be eliminated on the east side of road. Five-foot sidewalks (maintaining 3-foot clear from retaining walls, buildings, and steps) would be feasible on both sides of the road. Utilities would be relocated to the curb line with minimum 3-foot clearance (or place utilities underground). Bridge Way could be closed to traffic.
- *River Walk.* A River Walk is currently under design on the west side of the Pascoag River, extending from Sayles Avenue on a boardwalk structure to the rear of the medical building. From the end of the boardwalk, a stonedust path will continue along the edge of the medical building parking lot access driveway to Bridge Way. Permitting for this section of the River Walk is currently underway with construction anticipated in Summer 2006. A River Walk extension to Town-owned recreation fields north of Pascoag is currently in the feasibility stage. This extension is supported by the *Burrillville’s Comprehensive Plan*, which also envisions the creation of a bike path linking the villages in the Town with other planned regional bike paths (*Chapter VIII Recreation, Conservation and Open Space Preservation, Implementation Action VIII.1.g.1*). An old railroad right-of-way may be used as a location for portions of the bike path where feasible.

Site Observations

On Friday, April 15, 2005, a visit to the downtown Pascoag neighborhood was conducted during the afternoon between 3 and 4 PM. This visit was to observe the traffic patterns and to build upon previous studies in the area such as the CME’s November 2000 *Engineering Study* referenced above. The following observations are based on the field review:

- The November 2000 report does not appear to discuss the impacts of full realignment of Sayles Avenue on the IGA market parking facility. Spaces would likely be lost with roadway realignment.
- The majority of Sayles Avenue southbound traffic appears to turn eastbound onto Bridge Way. Eliminating the eastbound movement on Bridge Way would have a significant impact on the volume of left turning traffic at the Sayles Avenue, Pascoag Main Street, South Main Street, and High Street intersection at the south end of the

triangle. It is important to remember that any changes to traffic circulation in this area be considered network-wide prior to implementation.

- The study does not discuss the impacts to safety or capacity potentially created by allowing two-way traffic on Pascoag Main Street. Traffic flow patterns and therefore operation of the Routes 100/107 intersection of Sayles Avenue, Pascoag Main Street, South Main Street, and High Street, may be significantly impacted by this change. Additional analysis is recommended prior to implementing this change. Changing Main Street to carry two-way traffic would eliminate a number of on-street parking spaces.
- The Routes 100/107 intersection of Sayles Avenue/South Main Street and Pascoag Main/ High Street is a potential candidate for layout modification, in order to open views and improve overall safety. Replacement of the historic fountain that was once located here would create a “sense of place” reminiscent of the past when this intersection was known as Fountain Square.



View north on Pascoag Main Street toward North Main Street.

- The intersection of North Main Street and Pascoag Main Street (Route 107) is a wide intersection that could be realigned to provide a clearer lane configuration. This intersection is also along the westbound approach to downtown Pascoag and provides the opportunity for gateway signage entering the village. A “T” intersection for the North Main Street is proposed by RIDOT, which will improve geometry, improve safety for motorists, improve pedestrian safety (adjacent to senior housing), and reduce pavement area.

Town Engineer

Richard Bernardo, Burrillville Town Engineer, provided the following understanding of traffic issues in Pascoag:

- Buses, tractor-trailers and other WB-50 vehicles cannot currently make a left turn from Sayles Avenue southbound at the Routes 100/107 intersection due to geometric constraints. This is especially important for truck access from IGA and school bus access from Father Holland School on Sayles Avenue. Any option that makes Bridge Way one-way would require that the Route 100/107 intersection be relocated and the geometry improved to assure access by all vehicles.

- Full Sayles Avenue realignment for upgrade of the Routes 100/107 intersection would require reducing parking spaces at the IGA lot, an already small lot. Parking is already limited in this area, despite the recent construction of the municipal lot.
- Return of Pascoag Main Street to two-way would work adequately from a traffic perspective but would reduce parking within the central business district. Underutilization of the municipal lot on Pascoag Main Street is an indication that customers are not willing to walk 300 feet to businesses such as the saloon or printers, located at the north end of this roadway segment.
- Roundabout design for intersection improvements is an option that has been successfully implemented in other communities. The existing right of way constraints at the Routes 100/107 intersection, however, would preclude consideration of a roundabout at this location. Additional right of way (involving a significant amount of land) would be required for roundabout construction.

RIDOT

State roads now include Bridge Way and Sayles Avenue as part of the Route 107 system. Other state roads in the planning area include Route 100 (South Main Street and High Street) and Route 107 (Pascoag Main Street). RIDOT is currently undertaking the design of a 1R project (roadway resurfacing and minor improvements within the existing right of way) on Route 107 from the Routes 100/107 intersection to Harrisville. This project includes Route 107 segments on Pascoag Main Street, Bridge Way, and Sayles Avenue and includes reconfiguration of the Pascoag Main Street – North Main Street intersection by Bradford Court. This redesign will include safety improvements, a reduced pavement area, and the creation of two planting areas.

According to Luanne Powers, RIDOT, the 1R enhancement project is currently at the 90% stage and is a few years out at this time. At least four other 1R projects are either in design or are slated for design before that project.

RIDOT is currently continuing with plans to either replace or rehabilitate the Pascoag River Bridge on High Street (Route 100). This project is currently on hold pending funding for an alternative technology. Upon completion, signs should be posted restricting through traffic on Sayles Avenue, north of the Post Office. This would encourage full utilization of Church Street to access neighborhoods northwest of Pascoag.

Assessment of Parking Supply

Additional site inspections of recently constructed municipal parking lots on Sayles Avenue and Pascoag Main Street were conducted, and parking recommendations in CME's *Engineering Study* were reviewed. An inventory has been conducted of parking spaces and parking space turnover for both a weekday and weekend sample period.

CME's *Engineering Study* presented the following parking recommendations:

- *Create off-street municipal parking.* Recommendations to construct municipal lots on Sayles Avenue and Pascoag Main Street have been implemented. Alternatives for parking lot construction on Plat 175/Lot 44 (the lot cleared following a fire at the former dance hall / theater) or on Plat 175/Lot 41 (the Town-owned building slated for historic rehabilitation) have not been implemented (which allows, on the other hand, opportunities for the potential redevelopment of these parcels for more active uses). A recommendation to reconfigure the IGA lot for nine additional spaces does not appear to have been implemented either.
- *Add up to 11 additional on-street parking spaces.* No account is made of the spaces lost with two-way traffic on Pascoag Main Street (spaces would be eliminated on the east side). Nine spaces could be added on Bridge Way with one-way traffic pattern. Two additional spaces could be added with full realignment of Sayles Avenue (requiring a new bridge). None of the on-street recommendations have been implemented. However, changes are underway on adjacent properties. The old building at 40 Pascoag Main Street has been demolished and any new building should be setback from the street a distance enough to allow for future intersection improvements, including parking.

Municipal Parking

Public parking in downtown Pascoag is currently provided on-street and in two municipal lots. Additional parking is available in off-street private lots. As indicated in *Table 2*, 124 public parking spaces are provided in Pascoag. On-street spaces are not individually marked although lane striping indicates that parking is available. Spaces are not metered. Signs limiting parking to 2 hours are posted on Pascoag Main Street but were not observed on Bridge Way or Sayles Avenue.

Table 2 – Public Parking, Pascoag

Location	Total Spaces	Facility and Notes
Pascoag Main Street, Sayles Avenue to Park Place	5 - east side 4 - west side	On street. 2-hr limit.
Pascoag Main Street Municipal Lot, Park Place	16	Off-street, no parking 2 AM to 6 AM
Pascoag Main Street, Park Place to Nahant Place	9 - east side 8 - west side	On street. 2-hr limit.
Pascoag Main Street, Nahant Place to Subway Restaurant	0 - east side 3 - west side	On street. Signs posted for customer parking to rear of Subway. No parking by fire station on east side.
Bridge Way	6 - north side 5 - south side	On-street
Sayles Avenue Municipal Lot	54	Off-street. 6 spaces reserved for Medical Building and Post Office use.

Location	Total Spaces	Facility and Notes
Sayles Avenue, Bridge Way to Pascoag Main Street	2 – east side * 12 – west side	On street. Vehicular parking on the east side is limited to two spaces adjacent to the post office. The curb south of Bridge Way is posted: <i>No Parking Commercial Loading Zone 15 Minute Parking For Loading and Unloading Commercial Plates Only.</i>
TOTAL	124	On-street – 54 spaces Off-street – 70 spaces

**Note: Private vehicles were routinely observed illegally using available spaces despite signage.*

A parking turnover study was conducted to determine utilization of existing on-street and off-street municipal parking facilities. Parking turnover was measured on Saturday, April 9, 2005 between 11 AM and 1 PM, and on Monday afternoon, April 11, 2005 between noon and 4 PM. Observations were conducted in two municipal lots and in five on-street segments identified in *Table 2*. Turnover study data is attached in *Appendix B*. This area was chosen for analysis due to high traffic volume, business land uses, and business density noted during previous site visits. Each parking area was recorded at 20-minute intervals (6 observations were conducted on April 9 and 12 observations were conducted on April 11).

- *Pascoag Main Street, Sayles Avenue to Park Place (9 spaces).* Few cars were observed parked on either side of the street during each 20-minute interval either on the weekend or the weekday. A maximum of three spaces were observed in use on either side of the street. During the two-day study period, over 75 percent of the cars parked on either side of the street were parked for 20 minutes or less. No vehicles were observed exceeding the 2-hour time limit. The number parked, combined with the length of time parked, demonstrates a high turnover rate on this section of Pascoag Main Street.



Pascoag Main Street on-street parking.

- *Pascoag Main Street Municipal Lot (16 spaces).* Seventeen of the eighteen observations during both study periods showed that only 25 percent of the available spaces were utilized. On both days of the study, the majority of vehicles utilizing this lot were long-term users; 70 percent remained parked for the duration of observations. Georges's Pizza appeared to be the popular destination for users of this municipal lot. It appears that this lot is fulfilling a need for long-term parking. Additional signs indicating the parking lot location and its use for the general public may increase use of the lot. Some may consider the lot as private parking for the adjacent insurance agency.



Pascoag Main Street on-street parking includes cycles.

- *Pascoag Main Street, Park Place to Nahant Place (17 spaces).* Weekend observations indicated nearly full utilization of available spaces on both the east and west sides of Pascoag Main Street throughout the 2-hour period, with 89 percent of the vehicles remaining parked through all six observations on the east side. Weekday observations on the west side also identified long-term usage with 80 percent of vehicles remaining throughout the four-hour study. The motorists parking beyond the 2-hour limit may not be aware of the municipal lots. Enforcement of the limit combined with education regarding available off-street parking should increase turnover.

- *Pascoag Main Street, Nahant Place to Subway Restaurant (3 spaces).* Observations throughout the 2-day study indicated that these spaces were vacant almost 50 percent of the time, with 90 percent of parkers remaining for less than 20 minutes.
- *Bridge Way (11 spaces).* Parking limit signs were not observed along Bridge Way. Weekend observations indicated that spaces on the north side were utilized 33 percent of the time throughout the 2-hour period. Weekday observations indicated over 50 percent of spaces occupied with over 50 percent parked more than 20 minutes. Motorists parking on the north side (adjacent to the post office) appeared to park for shorter durations than those parked on the south side (adjacent to the medical building).



Sayles Avenue Municipal Lot.

- *Sayles Avenue Municipal Lot (54 parking spaces).* Weekend observations indicated 20 percent usage, with 10 vehicles parked throughout the 2-hour period. Weekday observations indicated approximately 50 percent capacity with 98 percent of vehicles remaining throughout the 4-hour period. It is assumed the users of this lot are employees of the various businesses throughout the planning area. By encouraging employee parking in both municipal lots, convenient on-street

parking with high turnover is available for customers and medical patients. Overnight use of the lot is permitted by adjacent residents.



Sayles Avenue parking on west side.

- *Sayles Avenue, Post Office to Route 100 (12 spaces).* Parking limit signs were not observed along Sayles Avenue. Signs posted on the east side, south of Bridge Way indicate: “*Commercial Loading Zone 15 Minute Parking For Loading and Unloading Commercial Plates Only*”. Despite these signs, passenger cars were observed parked. No commercial vehicles were observed during the observation periods. Increased enforcement is needed to prevent use of this zone by passenger vehicles. The following observations document parking within this zone.

Although weekend observations indicated less than 50 percent usage of the seven potential spaces (including five within the Loading Zone) on the east side, nearly all vehicles remained throughout the 2-hour observation period. A higher turnover rate was observed on the weekday with approximately the same usage rate (less than 50 percent). Weekend observations indicated approximately 50 percent usage of the 12 spaces on the west side of the street, with 67 percent of vehicles remaining more than 20 minutes. Weekday observations indicated almost full utilization with 82 percent of vehicles remaining more than 20 minutes (the majority of which remained throughout the 4-hour period). It appears that employees or those with longer medical appointments are utilizing parking. It may also indicate that patients at the medical office building are combining this trip with errands to the post office, supermarket or other shops.

Private Parking

Table 3, on next page, presents information on businesses that provide private off-street lots for the convenience of customers, clients, and employees. Note that most of these locations are not within the area served by on-street parking or municipal lots.

Table 3 – Private Parking, Pascoag

Location	Total Spaces	Business
40 Pascoag Main St.	22 *	Vacant building
0 Pascoag Main St.	15	Bank of America**
65 Pascoag Main St.	12	W. W. Logee Ins. Agency
130-134 Pascoag Main St.	13	Subway and Curves
138-140 Pascoag Main St.	15	Cumberland Farms
145 Pascoag Main St.	5 *	Ledge Liquors
150 Pascoag Main St.	4 *	Gonyea's Tavern
170 Pascoag Main St.	27 *	Main Street Plaza, Wayne's Place
199 Pascoag Main St.	10 in front, 6 to rear *	Bargain Buyer
60 North Main St.	122 ***	Herald Square
17 Sayles Avenue	10 to rear	New England Health Care
54 Sayles Avenue	51 off-street	IGA, RIPTA bus stop
20 High Street	57	CVS
0 High Street	40 *	Buck a Book, vacant
39 Park Place	20 * (potential)	Desnoyers Enterprises, vacant warehouse
1 South Main St.	50 (approximate)	Dunkin Donuts
TOTAL	479	

* Spaces not striped, total spaces are approximate

** During observation periods, the majority of parkers utilized the lot for less than 20 minutes. Destinations included the bank and hardware store.

*** 70 (approximate) in front, 12 to be paved with new construction, 40 to rear

Summary

While the Sayles Avenue municipal lot is being used, especially on weekdays, the Pascoag Main Street lot is underutilized on both weekend and weekdays. On-street parking demand is higher on Pascoag Main Street between Park Place and Nahant Place, along the north side of Bridge Way, and along the west side of Sayles Avenue than on other roadway segments. No on-street segments were observed to be at capacity during the observation periods, indicating that sufficient on-street parking is available to meet current needs. Parking demand will increase with business revitalization, however. Increased enforcement, education, and signage will be needed to assure that sufficient parking is available to meet future customer parking demand.