

East Greenwich

Waterfront Master Plan

Briefing 02.13.2023

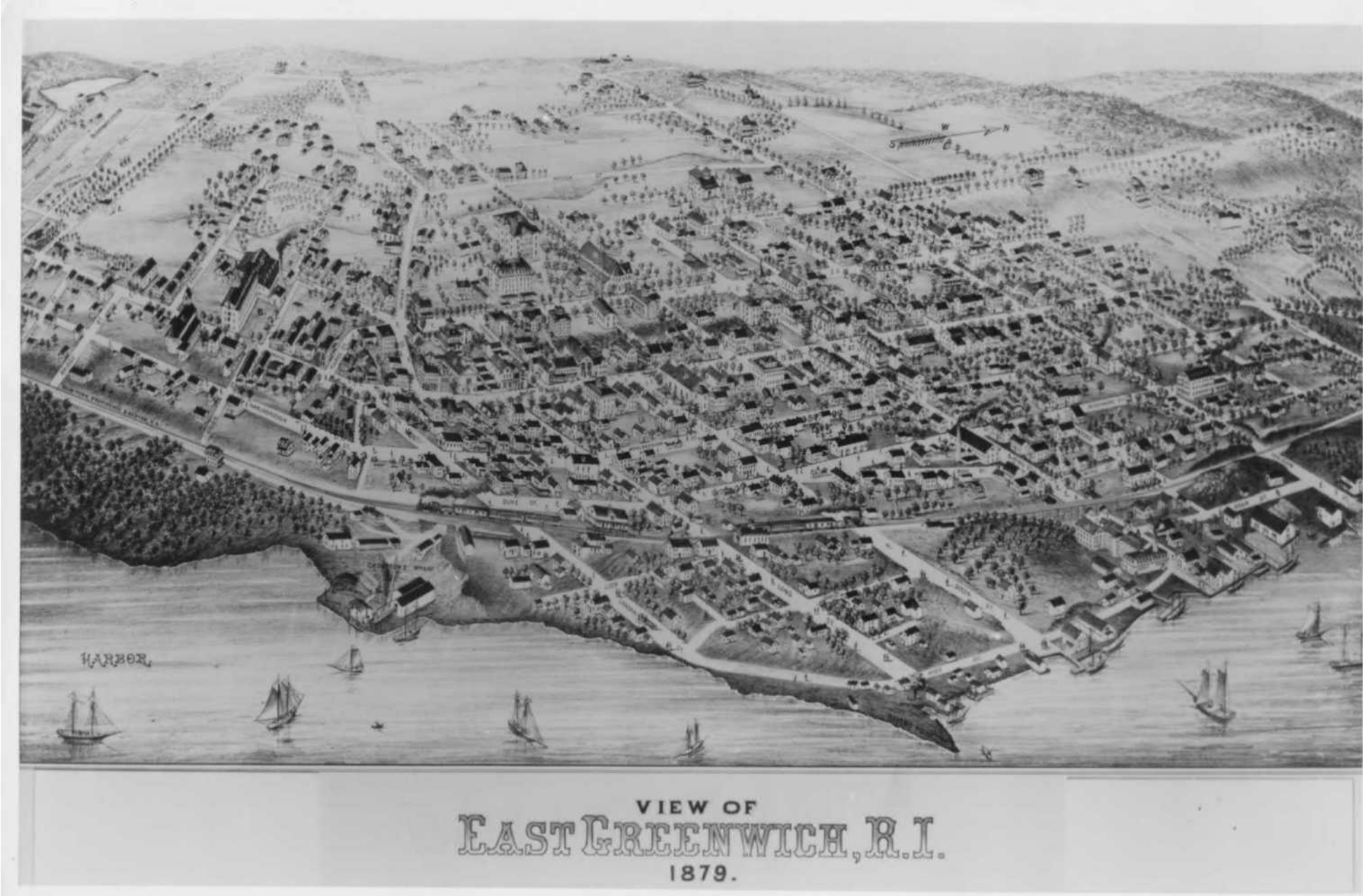


Waterfront

East Greenwich is
16.71 Square Miles

However.....
The land east of the
railroad tracks is
only .09 Square miles

This makes up the
East Greenwich
Waterfront District



Project Area



Approximately 9,000 Feet of Shoreline (1.70 Miles)

Project Area - Approximately 60 Acres

Waterfront

So how do you actually find your way to the Waterfront



Waterfront

And once you are there.....



How do you get around



Waterfront

.....Getting around... ..
Intuitivelyand Safely.....



Waterfront

And what you find to do once you get there.....can be confusing



Waterfront

And at the same time unique and amazing.....



Your Waterfront

...is very limited in size and access so the details are of the highest importance....

Goals of this Plan

Look closely at the past, and the existing, then look to the future...

Clarity, consistent connectivity, continuity, visual & physical access to the water

Linear but inter-connected, with nodes of greenspace: Walkable/Bikeable

Re-discovering & seeing opportunity in your setting

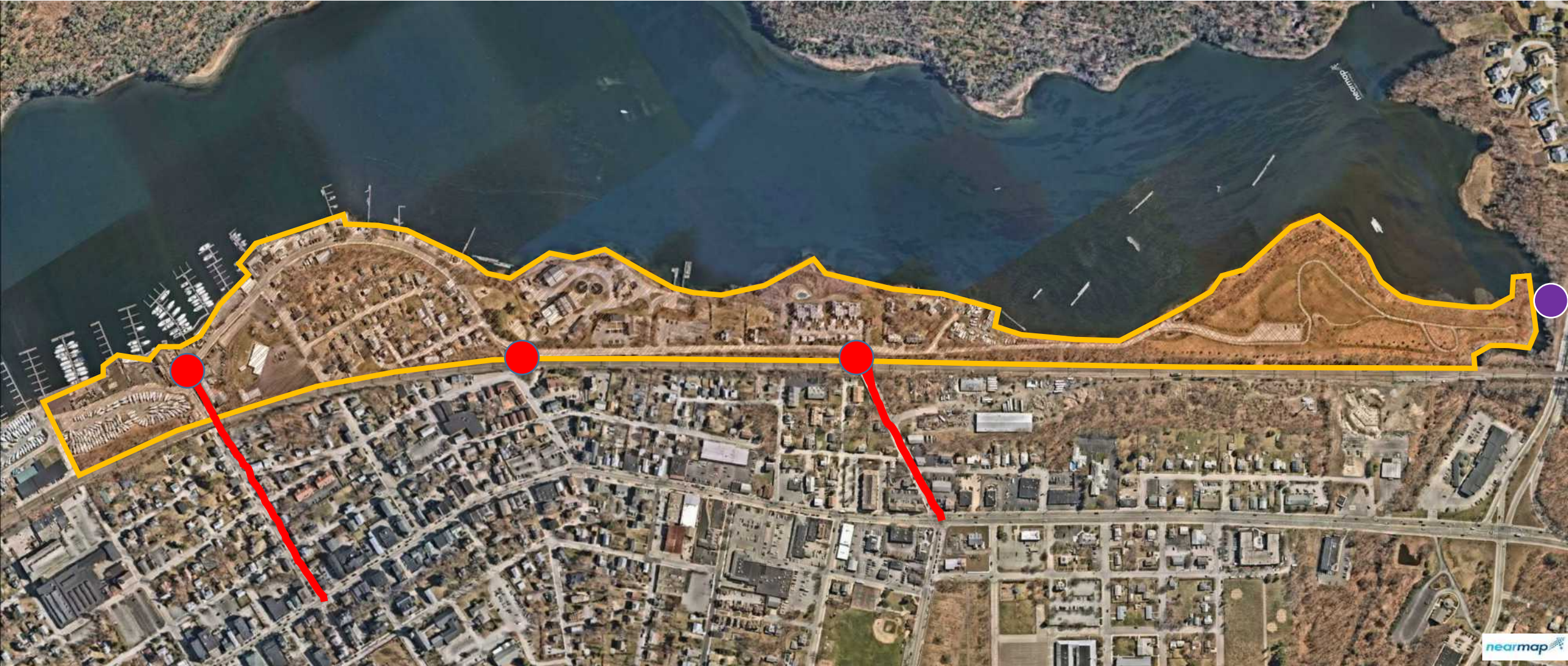
Areas/Issues that need attention are a platform for improvements

Setting the stage for future land and water-based improvements

Recommendations for
Near, Mid-Term & Long-Term ImprovementsThe key is to begin.

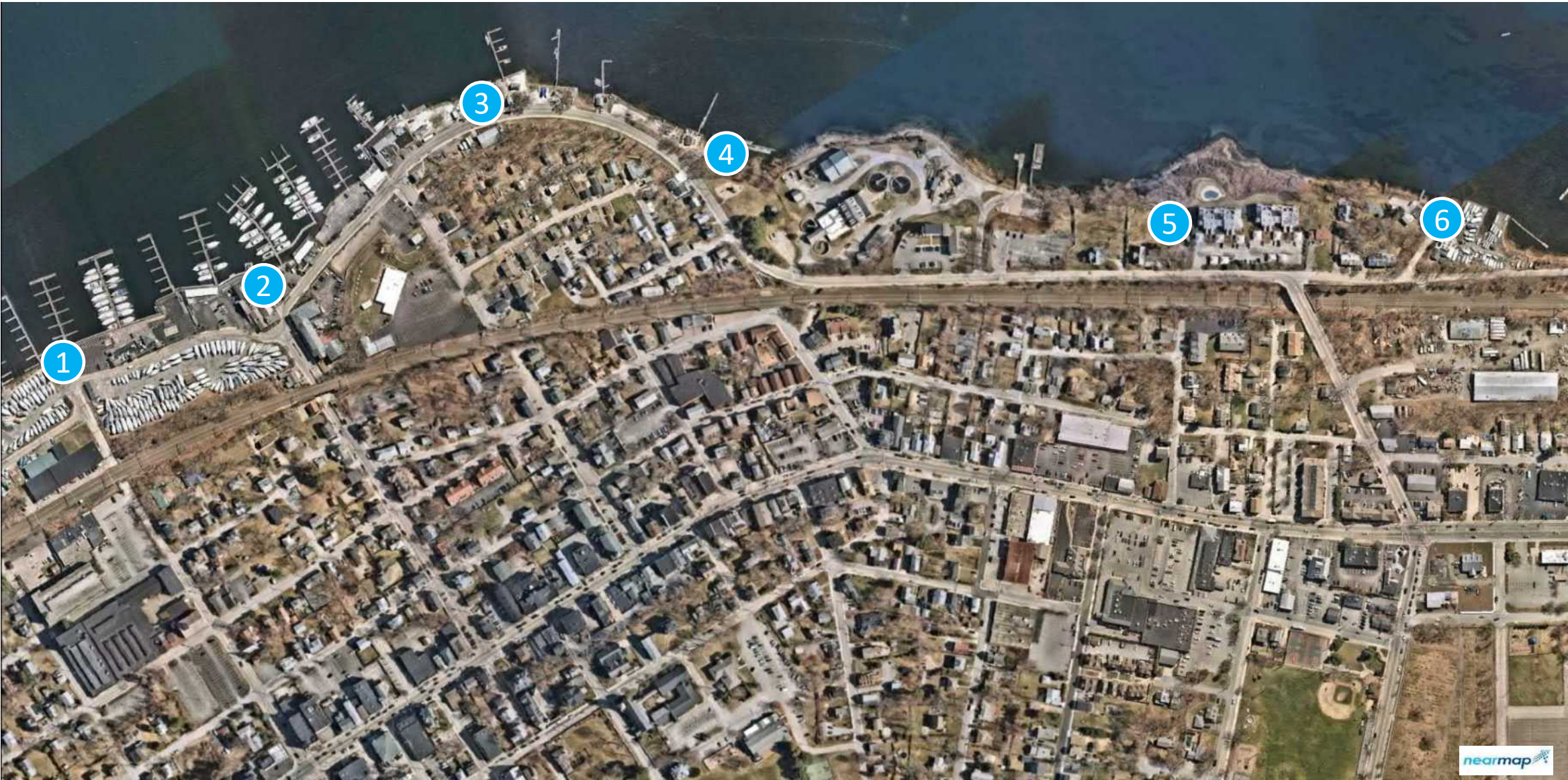


Project Area



Only 2 streets and 3 sidewalk locations connecting the entire town (and region) to the Waterfront District

Right Of Way Locations



1 Division Street

3 Long Street

5 Bridge Street

2 King Street

4 London Street

6 Rocky Hollow Road

Project Area

Division St. R.O.W.



Project Area
King St. R.O.W.



Project Area

Long St. R.O.W.



Project Area
London St. R.O.W.



Project Area
Bridge St. R.O.W.



Project Area

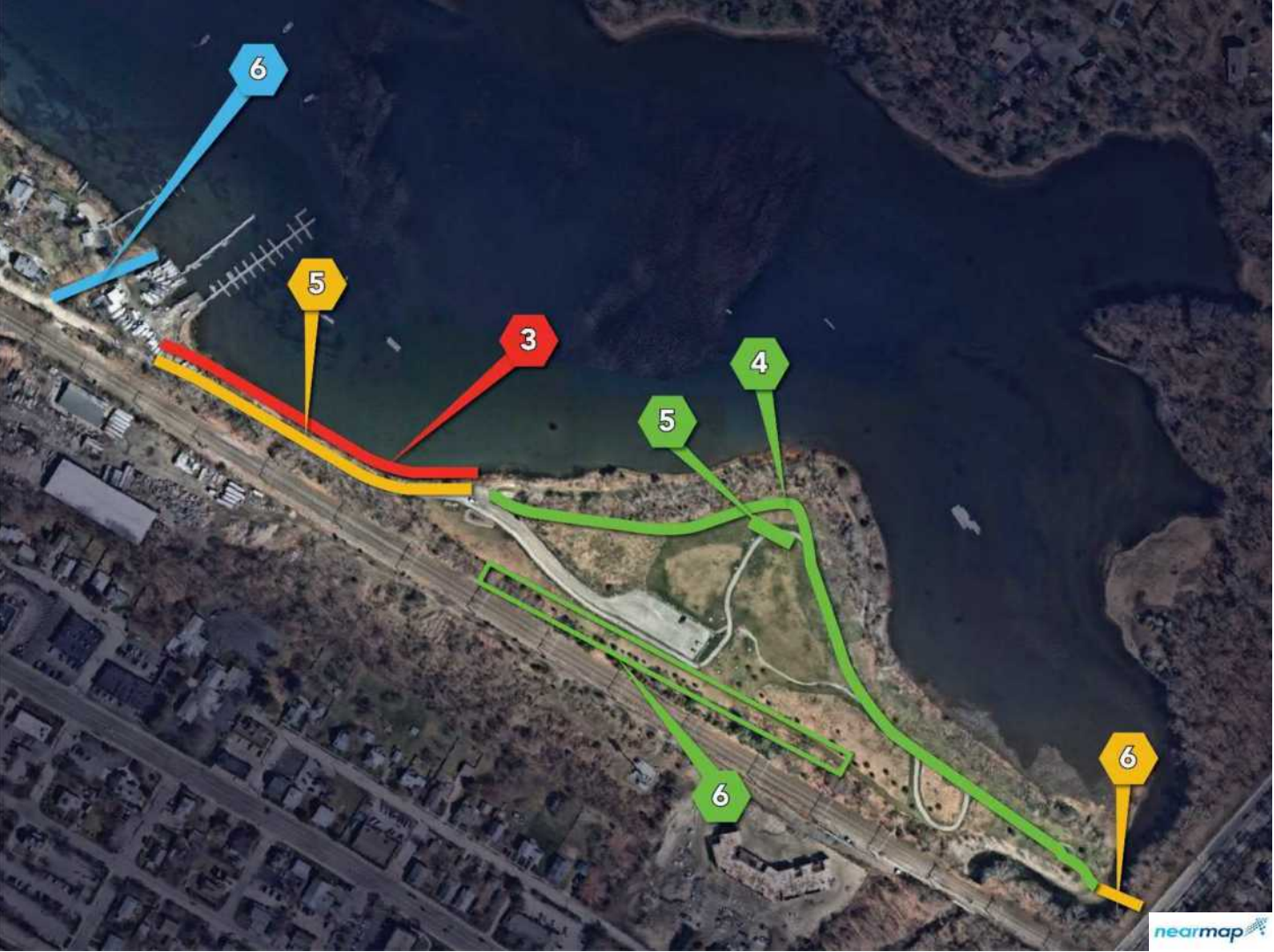
Rocky Hollow Rd. R.O.W.



Preliminary Master Plan



Project Area - South



Public R.O.W. / Access Improvements

- 6 Rocky Hollow Road

Waterfront Greenway Improvements

- 4 Scalloptown Park + Bridge Connection
- 5 Park Pavilion

Walkability Improvements

- 5 London Street Stairs

Coastal Resiliency

- 3 Raise Grades Along Crompton Ave access to Scalloptown Park

Project Area - South

Scalloptown Park

- Expand maintained grass areas
- Create & Manage view corridors
- Organize and formalize parking
- Construct Community Pavilion
- Improve pedestrian connectivity
- Construct pedestrian bridge
- Create fenced linear dog park

- Elevate Roadway to access park
- Improve sidewalk
- Extend utilities
- Manage Invasive Plants
- Address soil erosion



Project Area - South

Scalloptown Park

Entrance - Existing



Project Area - South

Scalloptown Park Entrance



Project Area - North Bridge Street R.O.W.



(122) Pinterest



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Project Area - Central



Public R.O.W. / Access Improvements

- 4 London Street
- 5 Bridge Street

Waterfront Greenway Improvements

- 2 Access along Barbara M. Tufts Playground
- 3 Linear Park along WWTF & Transfer Station

Harbor Improvements

- 1 Expanding transient Boater Facilities

Walkability Improvements

- 4 London Street Underpass Improvements
- 7 London Street Sidewalks

Parking / Infrastructure Improvements

- 3 Barbara M. Tufts Playground & Waterfront Public Access
- 4 Linear Park at Transfer Station
- 5 East Greenwich Cove Overlook

Coastal Resiliency

- 2 Stabilize coastal edge between transfer station and playground

Project Area - Central

Re-imagining

The Transfer Station Site

- Address stormwater
- Mitigate marsh impacts
- Stabilize eroded embankments
- Improve parking & circulation
- Activate for greater public benefit



Project Area - Central

Re-imagining

The Transfer Station

Alternate 1

- Address stormwater
- Relocate Transfer Station
- Increase Greenspace
- Stabilize eroded embankments
- Improve parking & circulation



Project Area - Central

Transfer Station

Alternate 2

- Address stormwater issues
- Relocate Transfer Station
- Increase greenspace
- Construct shade structure
- Stabilize eroded embankments
- Improve canoe/kayak access
- Create parking
- Improve circulation



Project Area - Central

Transfer Station

Alternate 3

- Address stormwater issues
- Relocate Transfer Station
- Increase greenspace
- Construct shade structure
- Stabilize eroded embankments
- Improve circulation



Project Area - Central

Transfer Station

Alternate 4

- Address stormwater issues
- Relocate Transfer Station
- Maximize greenspace
- Stabilize eroded embankments
- Improve Kayak/Canoe access
- Create limited parking
- Improve circulation



Project Area - Central

Parking Layout

Alternate studies -1

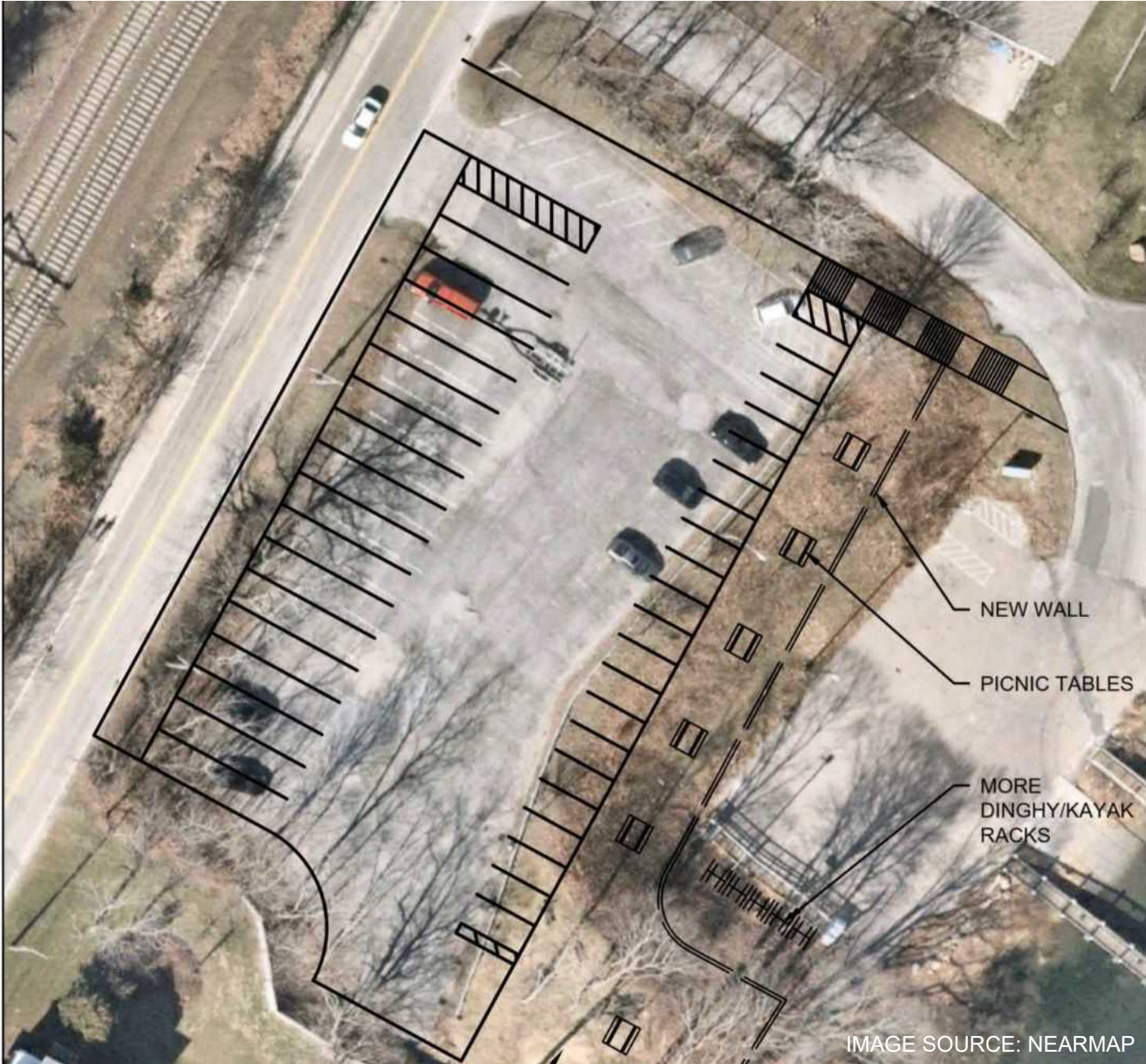


IMAGE SOURCE: NEARMAP

Project Area - Central

Parking Layout

Alternate Studies - 2



Project Area - Central

Existing Ferry
Pier/Floating Dock

Town Marina Potential



Project Area - Central

Increase Parking Efficiently proximate to uses

Structured Parking at Town Dock



Project Area - Central

Structured
Parking at
Town Dock

Schematic Section



Project Area - Central

WWTF
Informal Linear Park
Shoreline Erosion
Issues

Explore
Walkability
Safety
Path Connection
Stabilization



Project Area - Central

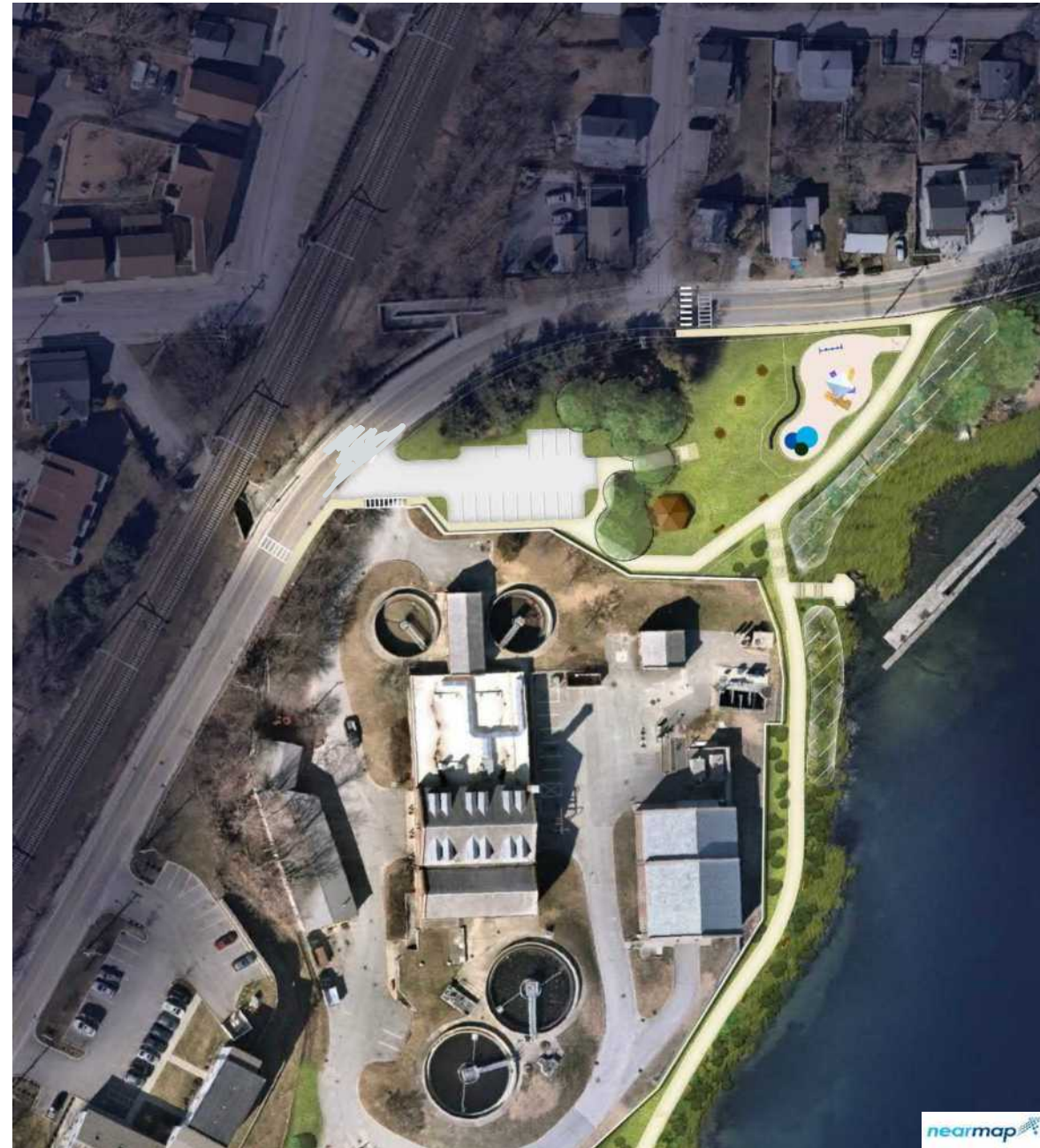
- WWTF
- Concept sketch
- Establishing
- Waterfront
- Walkability
- Continuity
- Path Connections
- Stabilized Shoreline



Project Area - Central

Barbara M. Tufts Playground and Waterfront Public Access

- Formalized parking lot
- Safe route down to waterfront public access point
- Continued path south along waterfront
- Remove invasive plants and establish native species for shoreline stabilization
- Create more direct, star access at London St. underpass
- Improve crosswalk and sidewalks to link London Street to the Waterfront



Project Area - Central

London St. Pedestrian
East side of Underpass

Existing



Project Area - Central

London St. Pedestrian East Side of Underpass

Concept Sketch

Alternate 1A

- Cut back top of existing wall
- Construct Stair
- Link to Crompton Ave. Sidewalk
- Install Signage & Fencing and
- Ornamental Site lighting and
- Landscape Plantings



Project Area - North

Long Street R.O.W.

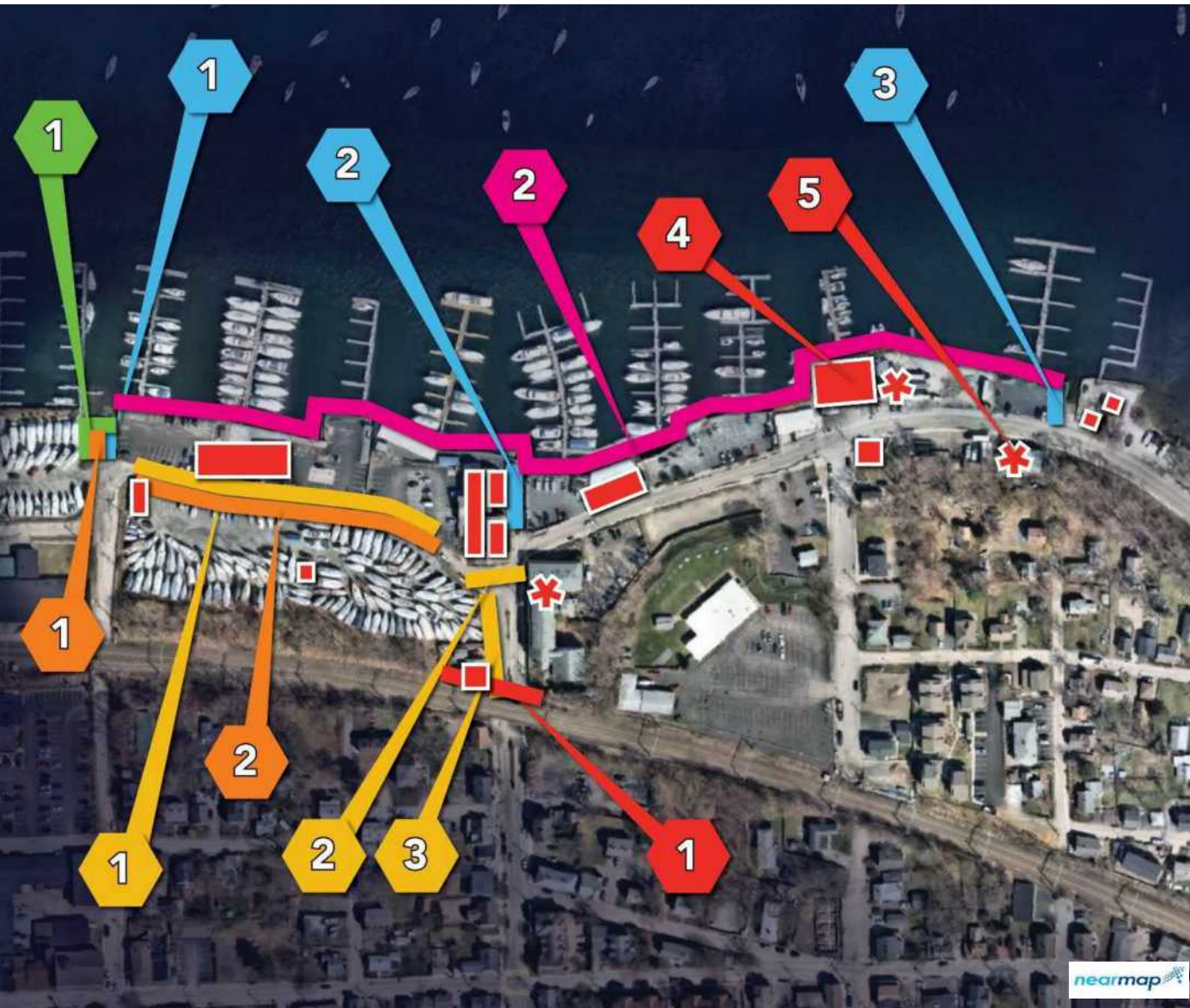


Project Area - North

Improving Walkability Linking South to North Sidewalks and Driveway Curb Cuts



Project Area - North



Public R.O.W. / Access Improvements

- 1 Division Street
- 2 King Street
- 3 Long Street

Waterfront Greenway Improvements

- 1 Division Street R.O.W.

Harbor Improvements

- 2 Waterfront Boardwalk

Walkability Improvements

- 1 Water Street Pedestrian Improvements
- 2 Crosswalk Enhancements
- 3 RR Underpass on King Street

Parking / Infrastructure Improvements

- 1 Divisions Street
- 2 Water Street Re-alignment

Coastal Resiliancy

- 1 Barrier Flood Gates at King Street

Project Area - North

King Street R.O.W. - Existing



Project Area - North

King Street R.O.W. - Proposed



King Street Intersection - Existing



King Street Intersection – Walkability Enhancements



Google
© 2021

Project Area - North

King Street Intersection – Walkability Enhancements

Modular Paver plaza with re-defined crosswalks

New sidewalk at Historic Jail



Project Area - North

Water Street
Existing



Project Area - North

Water Street Proposed



Project Area - North



- Anticipates Public/Private partnerships
- Land Assembly allows re-organization.
- Re-align Water Street to improve
 - Walkability
 - Vehicular Circulation
 - Truck & Boat Trailer Circulation
 - Parking
- Re-configures on and off-street parking
- Re-locate building for water-based uses
- Create additional parking
- Reconfigure parking at Division Street R.O.W.
- Expanded green space at Division St. R.O.W.
- Move building from corner of Division St.

Project Area - North



- Anticipates Public/Private partnerships
- Land Assembly allows re-organization.
- Re-align Water Street to improve
 - Walkability
 - Vehicular Circulation
- Re-configure parking
- Re-locate building for water-based uses
- Create additional parking
- New parking at Divisions Street R.O.W.
- Expanded green space at Division St. R.O.W.
- Move building from corner of Division St.
- Elevate and re-position building
- Water-Dependent uses
- Create opportunity for Re-development
- Potential mixed uses at first floor level
- Residential Housing upper floors

Project Area – North

Alternate Concepts

More efficient boat storage

Use of RR grades to accommodate racked storage



Project Area - North

Division Street Park

Improved Waterfront Access



Preliminary Master Plan

Establish Better Connections
Neighborhoods
Downtown

Sidewalks
Paths
Bridge

Connect people to the water
Visually
Physically

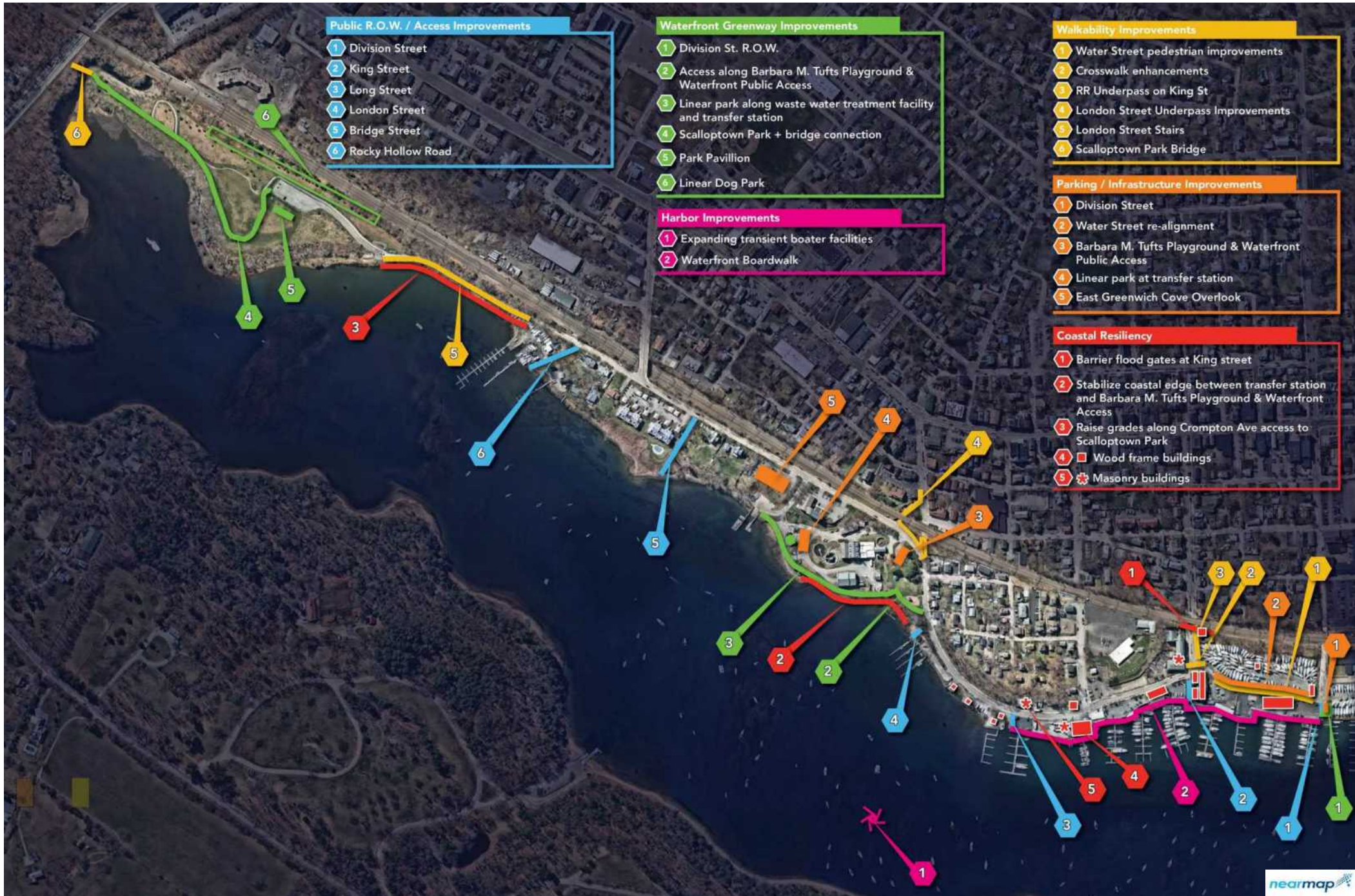
Invest in making connections
Identify and close 'gaps'
Safe
Convenient
Inviting

Embrace linear nature
Create green nodes
Identity of areas
Promote walkability

Expand
Wayfinding
Site Lighting
Site Amenities

Set the stage for
Infill Development
New Development

Recognizing transitioning
land uses



- Public R.O.W. / Access Improvements**
- 1 Division Street
 - 2 King Street
 - 3 Long Street
 - 4 London Street
 - 5 Bridge Street
 - 6 Rocky Hollow Road

- Waterfront Greenway Improvements**
- 1 Division St. R.O.W.
 - 2 Access along Barbara M. Tufts Playground & Waterfront Public Access
 - 3 Linear park along waste water treatment facility and transfer station
 - 4 Scalloptown Park + bridge connection
 - 5 Park Pavillion
 - 6 Linear Dog Park

- Harbor Improvements**
- 1 Expanding transient boater facilities
 - 2 Waterfront Boardwalk

- Walkability Improvements**
- 1 Water Street pedestrian improvements
 - 2 Crosswalk enhancements
 - 3 RR Underpass on King St
 - 4 London Street Underpass Improvements
 - 5 London Street Stairs
 - 6 Scalloptown Park Bridge

- Parking / Infrastructure Improvements**
- 1 Division Street
 - 2 Water Street re-alignment
 - 3 Barbara M. Tufts Playground & Waterfront Public Access
 - 4 Linear park at transfer station
 - 5 East Greenwich Cove Overlook

- Coastal Resiliency**
- 1 Barrier flood gates at King street
 - 2 Stabilize coastal edge between transfer station and Barbara M. Tufts Playground & Waterfront Access
 - 3 Raise grades along Crompton Ave access to Scalloptown Park
 - 4 Wood frame buildings
 - 5 Masonry buildings

Lands abutting the waterfront are equally important for connectivity, and flexibility...



Areas in close proximity to the Waterfront District may be of interest to allow highest and best use of waterfront. Public Sector improvements have been shown to incentivize private sector investment.



DISCUSSION