



2045 MOVING FORWARD

Driving Economic Development



SRPEDD
Southeastern Regional Planning
& Economic Development District

Virtual Meeting Guidelines

- This meeting is being **recorded**
- Remain **muted** and turn **off** your video until the Q&A portion of the webinar
- Use the **raise hand** or **chat** feature
- If you are attending on the phone, you can use *6 to toggle mute and *9 to raise your hand.





SRPEDD

Southeastern **Regional Planning**
& **Economic Development** District



Why are we here today?

- Regional Transportation Plan
- Comprehensive study of the region's transportation systems, network, and assets





DRIVING ECONOMIC DEVELOPMENT

ED & Transportation

- Closely related themes that impact outcomes
- Funding for transportation improvements is available – communities should consider the outcomes they seek
 - Highway and corridor improvements
 - Intermodal facilities improvements
 - Bike and Multi-use paths
- Examples in our own backyard show that there are benefits to devoting funds to all three based on the type of geography and urban landscape



TOD

Transit-Oriented Development is a popular economic development strategy that features prominent transportation improvements including:

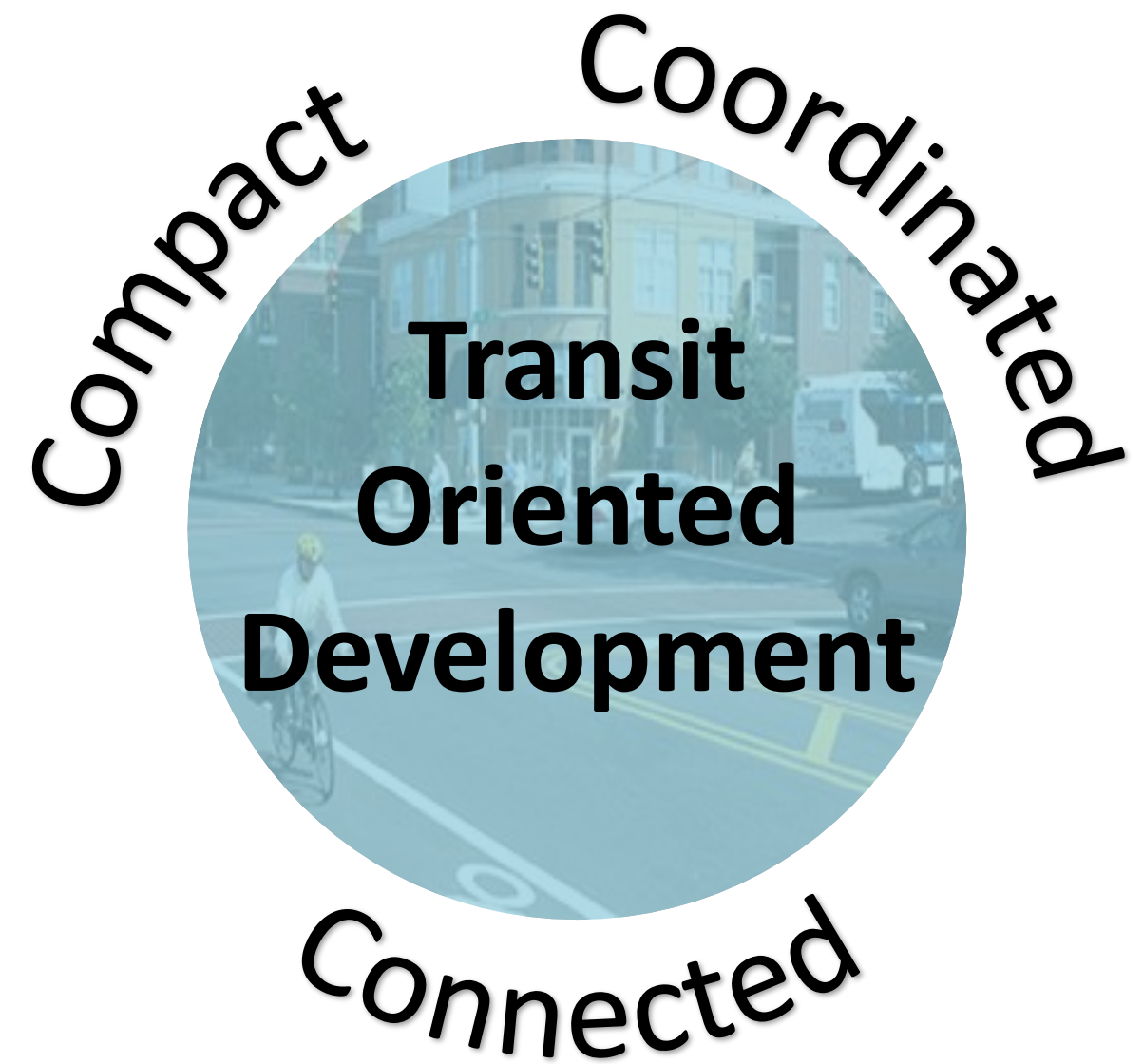
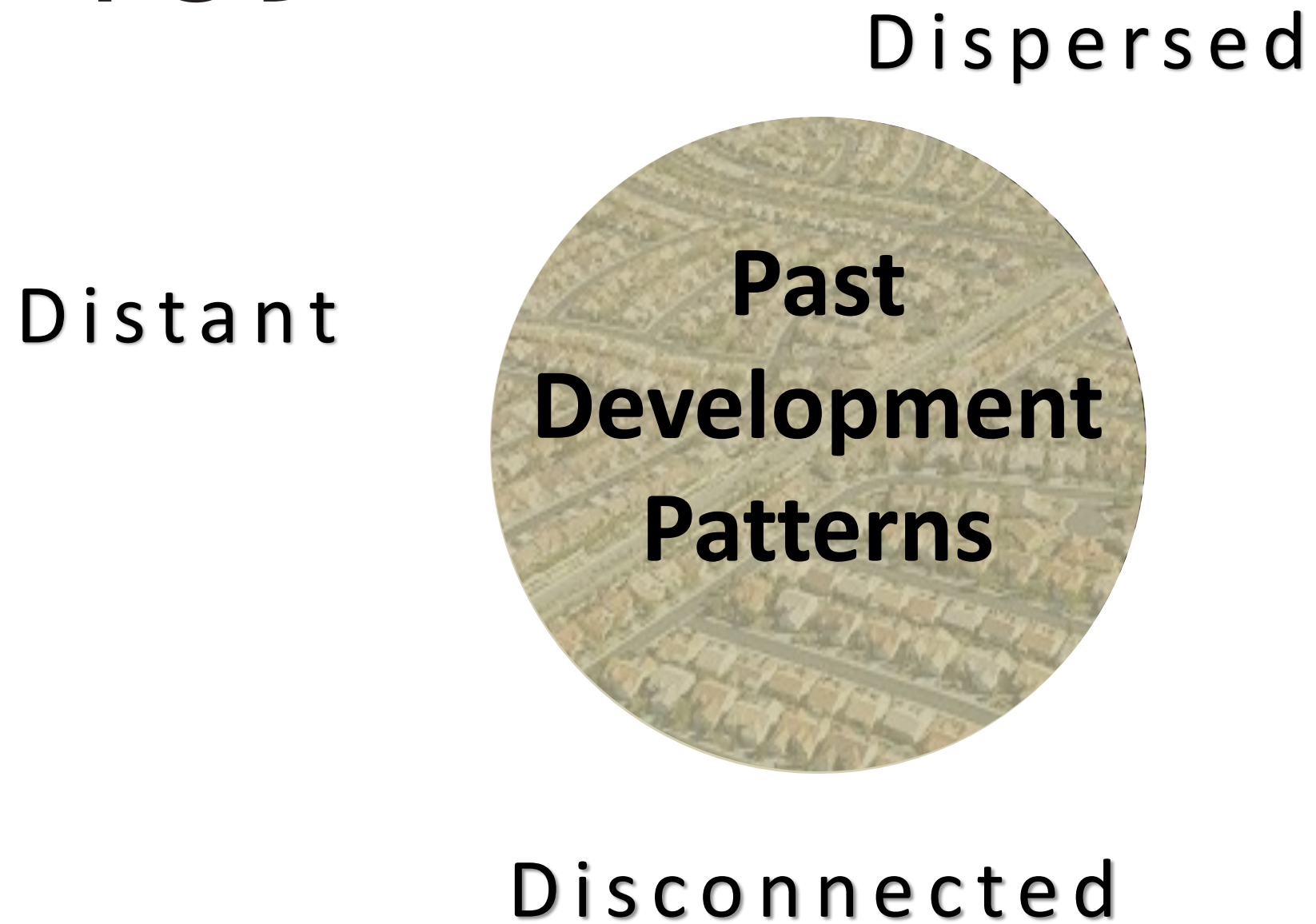
- Transit improvements
- Multi-modal improvements
- Development incentives
- Parking

TOD created compact, mixed-use, pedestrian friendly public spaces that foster economic development.

FUNDING SOURCES

- MassDOT Complete Streets
- MassDOT Shared Streets
- State Transportation Improvement Program (TIP)
- Community One Stop for Growth

TOD



TOD

PUBLIC TRANSIT FACILITIES

- Connects Neighborhoods
- Improve Accessibility
- Reduce Car Dependency
- Reduced Costs for People & Local Governments



Image Credit: (NACTO, 2016)

BIKE & PEDESTRIAN FACILITIES

- Increased Transportation Systems Over-all Efficiency
- Reduced Congestion
- Reduced Need for Parking
- Reduced Crash Damages



Image Credit: (NACTO, 2016)

TOD

Mixed Land Uses

Combination of residential, commercial and cultural buildings that are planned within a community.

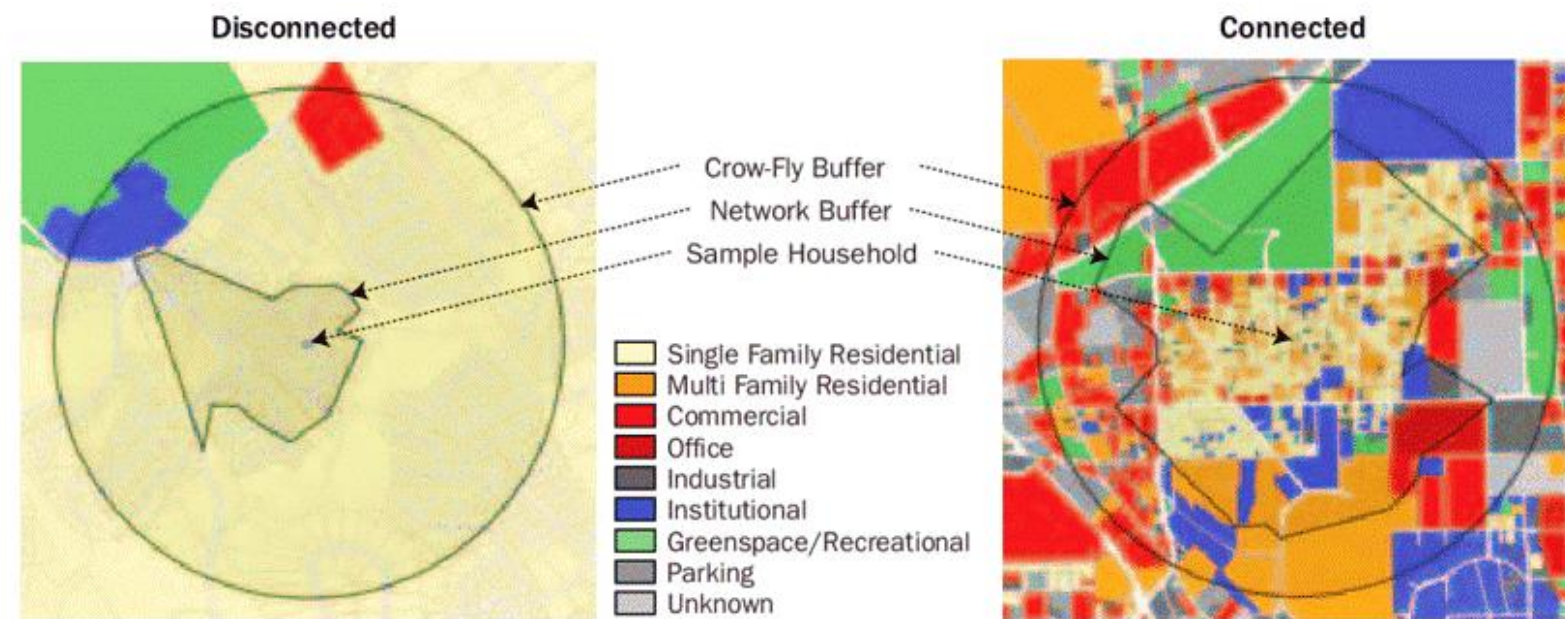


Image Credit: (Condon et al., 2009)

COMPOUNDING BENEFITS

- Employment opportunities
- Greater sense of community
- Multi-modal travel opportunities
- Housing opportunities
- Efficient use of land and infrastructure
- Economic investment
- Protect open space & rural character

Corridors

Corridors provide connections between neighborhoods, communities, and the region. Benefits include:

- Economic development and investment
- Improve multi-modal accommodations
- Reestablish connections between neighborhoods
- Efficient use of land and infrastructure
- Safety improvements

FUNDING SOURCES

- Complete Streets
- Transportation Improvement Program (TIP)
- Safe Streets and Roads – USDOT



TRANSPORTATION SOLUTIONS

- Creates development parcels
- Design local street connections
- Network of shared use paths and sidewalks
- Traffic controls

Main Street/Downtown

Builds off the concept of **streets as places** that contribute to advancing:

- Equity
- Safety
- Community
- Sustainability
- Economic vitality

Traditionally, car-oriented – applying transportation solutions that apply to safety, as well as expand multi-modal opportunities can increase economic outcomes

FUNDING SOURCES

- MassDOT Complete Streets
- MassDOT Shared Streets
- State Transportation Improvement Program (TIP)
- Mass Housing Partnership Complete Neighborhoods Initiative
- Community One Stop for Growth



TRANSPORTATION SOLUTIONS

- Parking for cars, bikes, scooters, etc.
- Sidewalks
- Pedestrian ramps
- Crosswalks
- Roundabouts



TRANSPORTATION SOLUTIONS

- Transit stops and stations
- Traffic calming features
- Bike, Bus, and Car lanes
- Charging Stations*
- Traffic Signals*

*features not shown



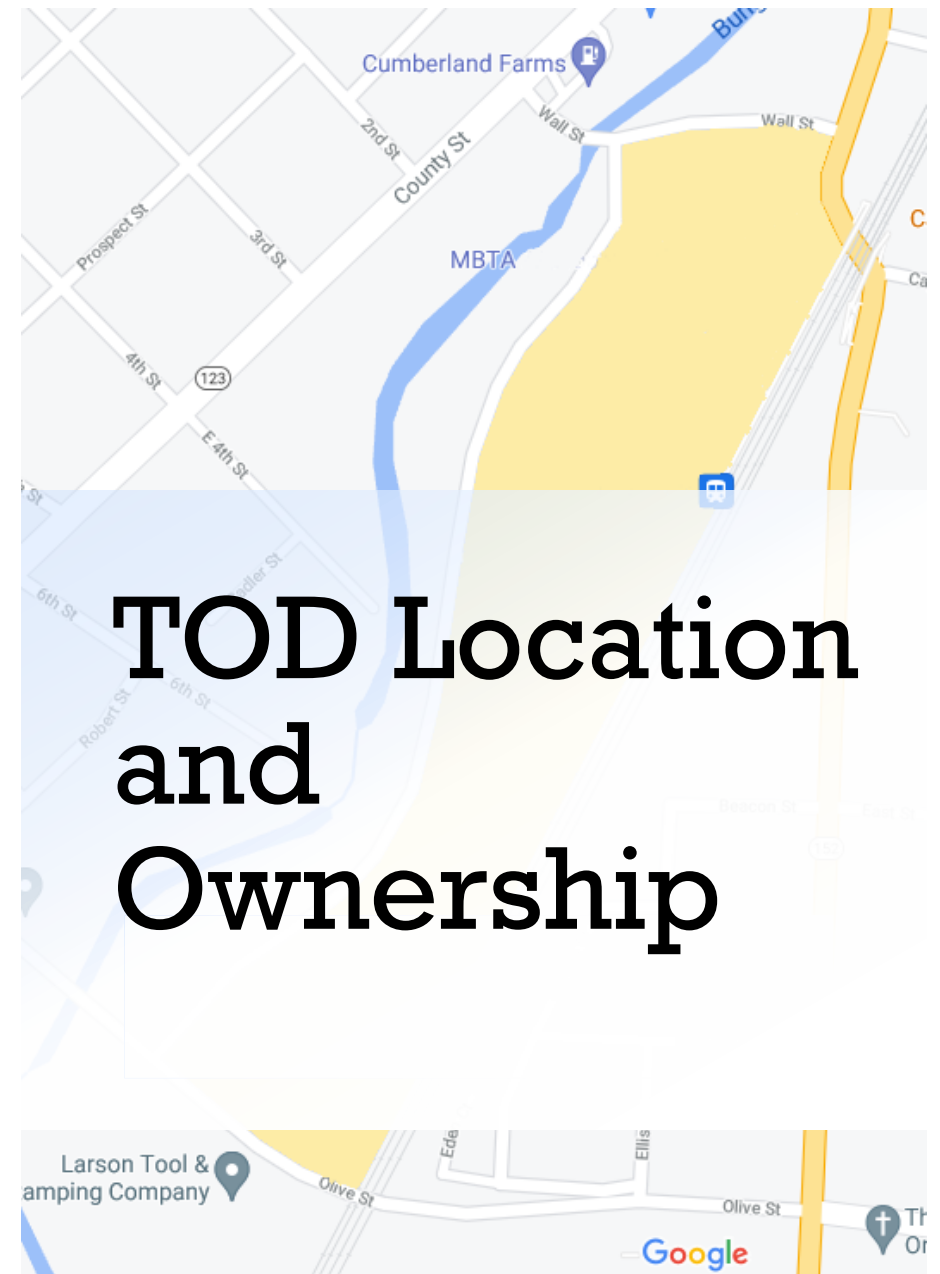
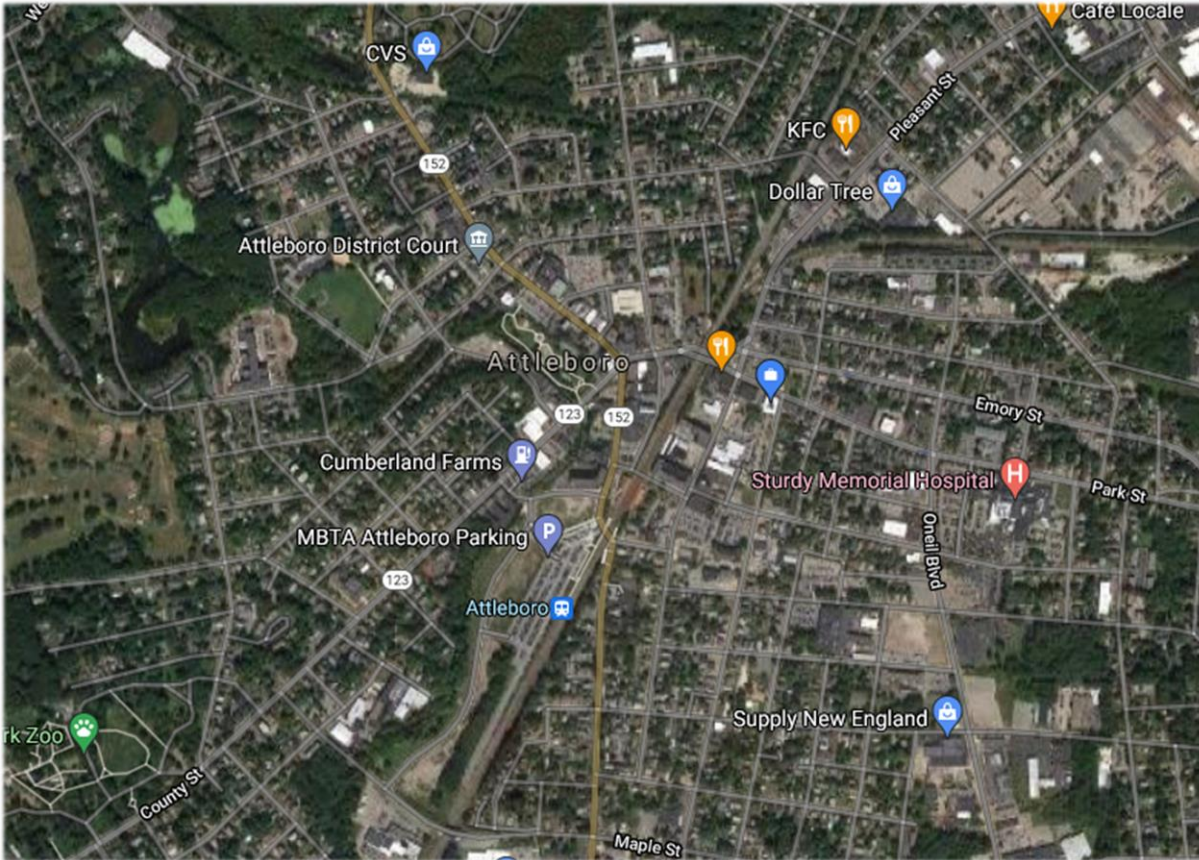
Attleboro Transit-Oriented Development

City of Attleboro

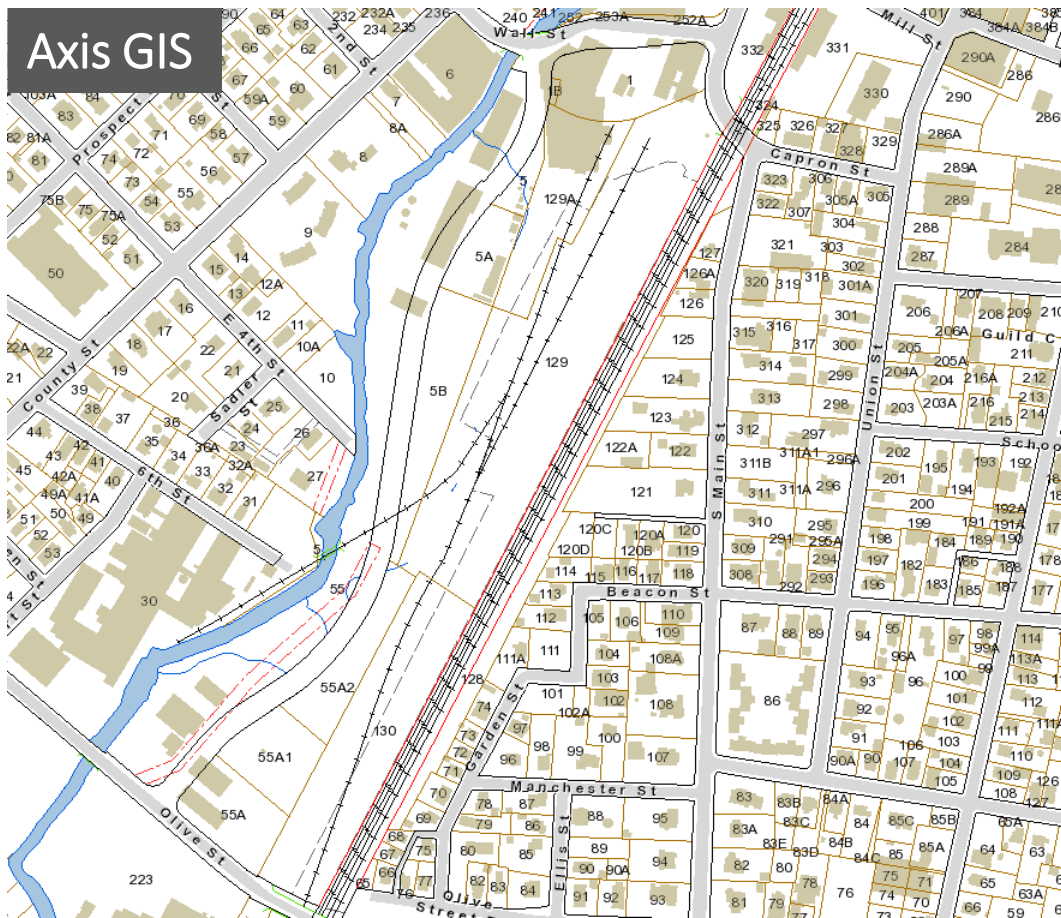
May 4, 2022

Overview of Attleboro TOD

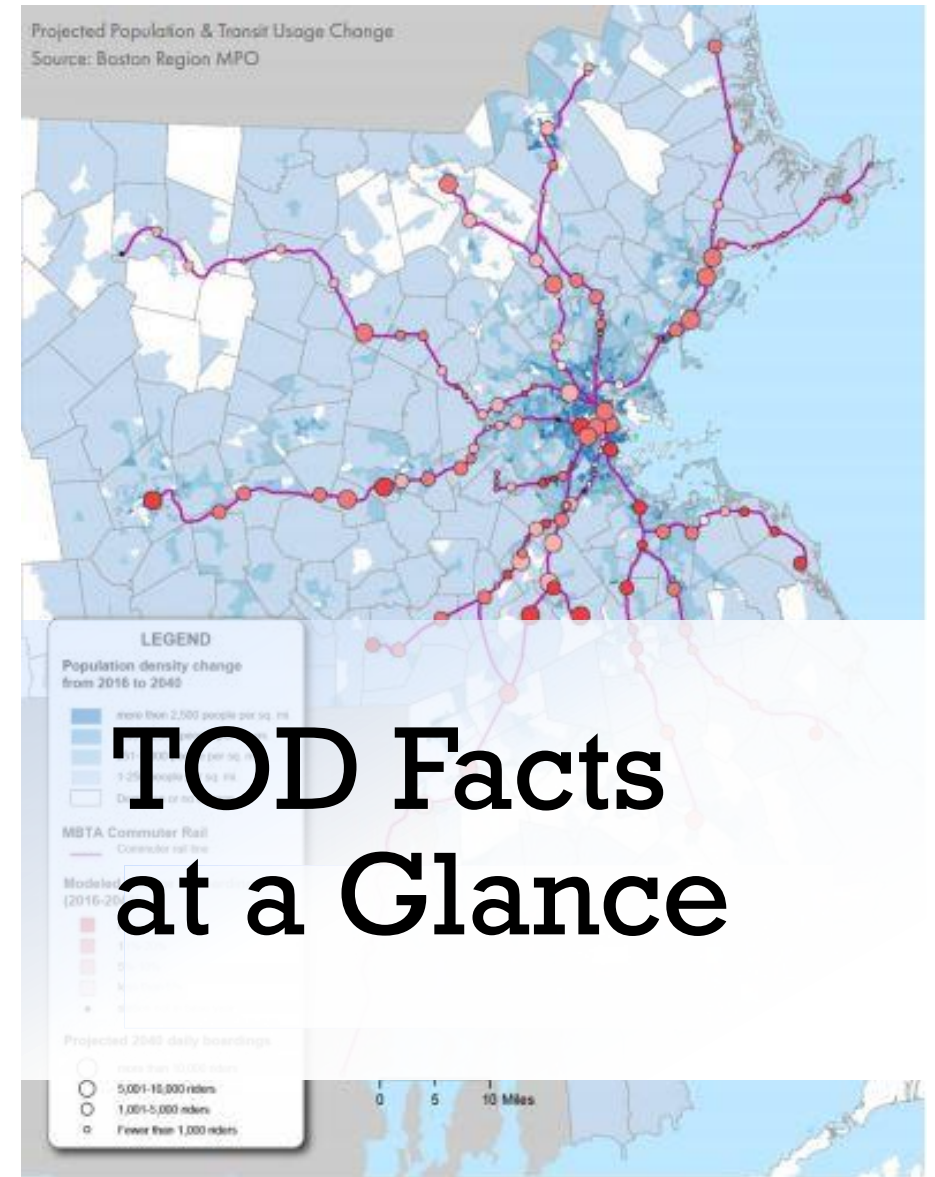


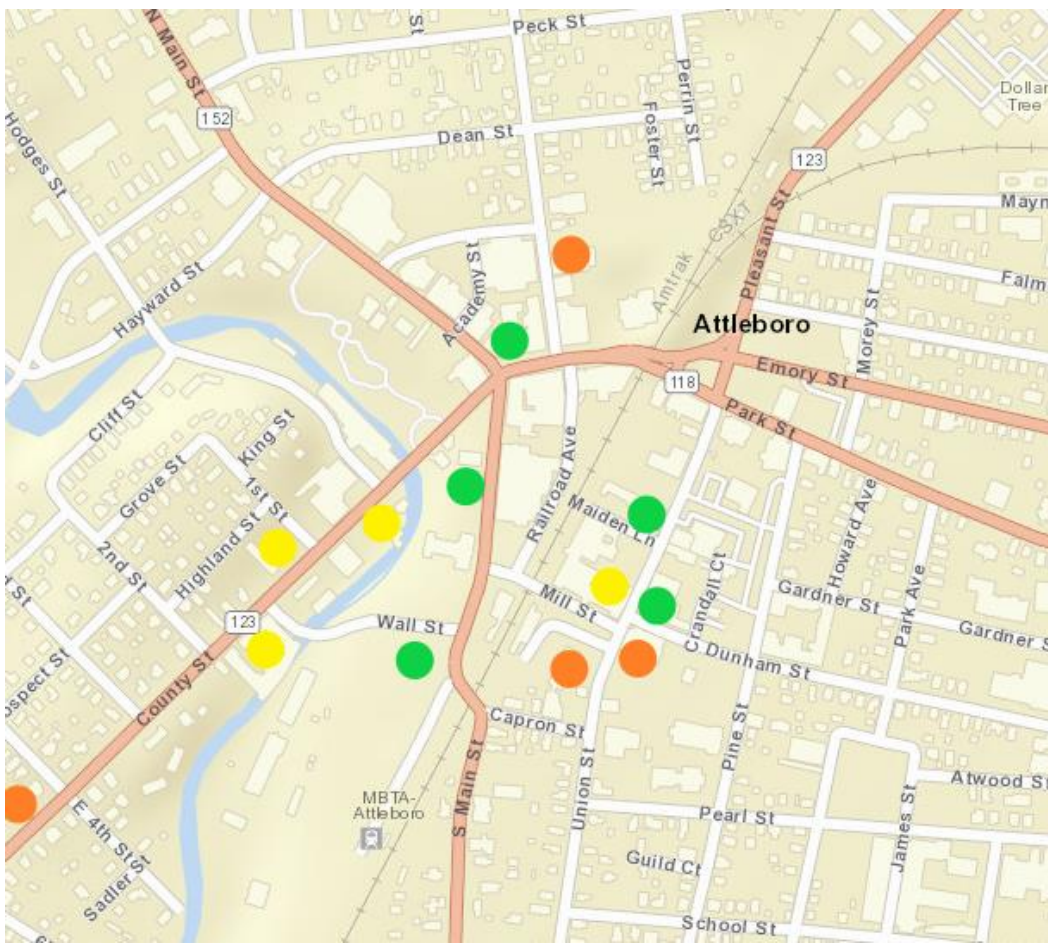


The Attleboro TOD is located west of the Attleboro Commuter Rail Station, steps from Downtown Attleboro



- 18.98 Acres in Total
- Owned by the MBTA and the Attleboro Redevelopment Authority
- Nearly 20 Years of Preparations
- Over \$10MM in total public investment to date





- Three projects under/completing construction
- Two projects fully permitted
- Four sites under P&S agreements or full site control
- Four additional strong prospects

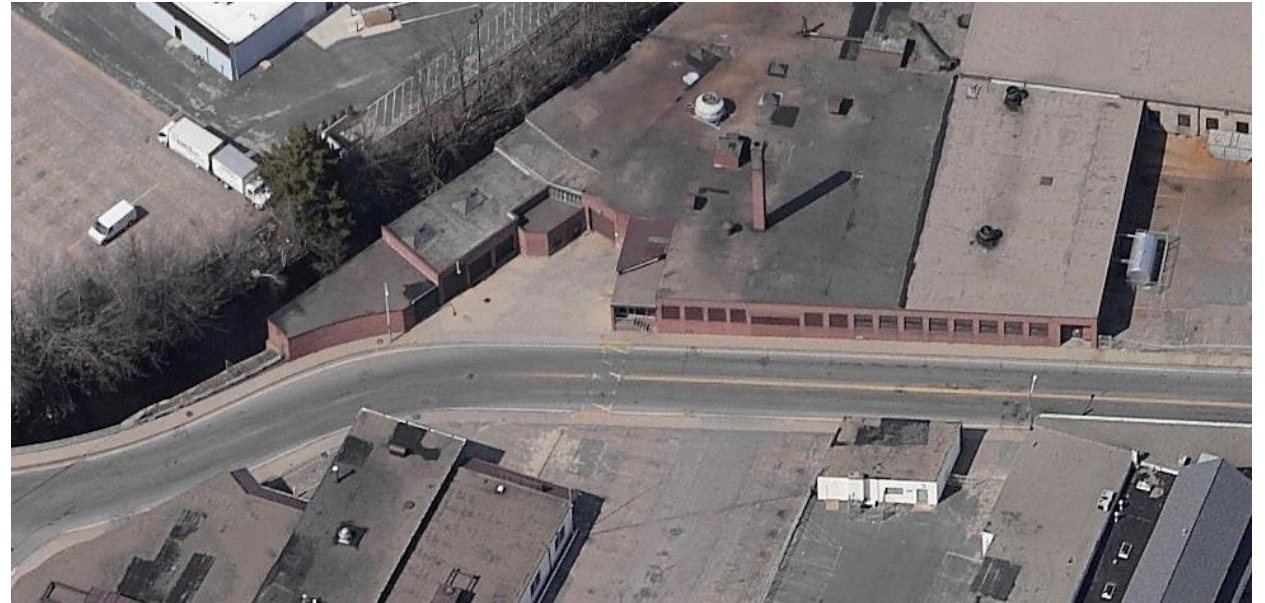


Site History and Activity to Date





Previous Uses

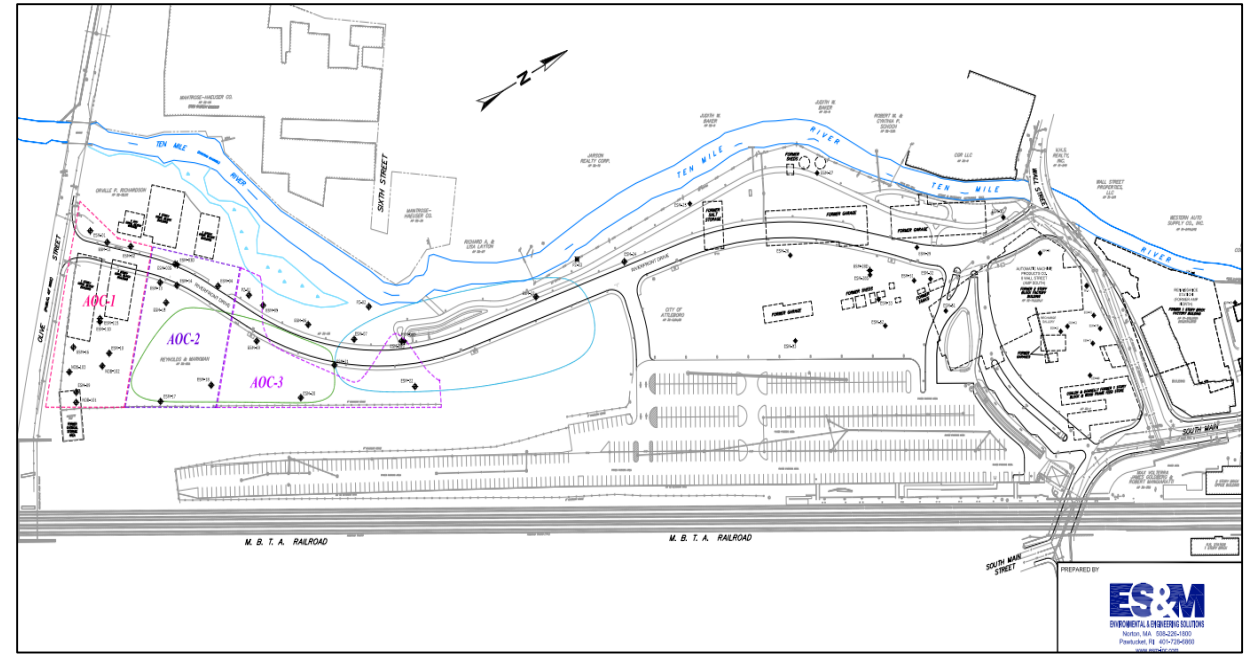


The land designated as a TOD once housed a number of industrial and municipal uses:

- Automated Machine Products North and South
- Reynolds & Markham (chemical storage)
- DPW buildings, laydown yard, fueling station, and municipal dump

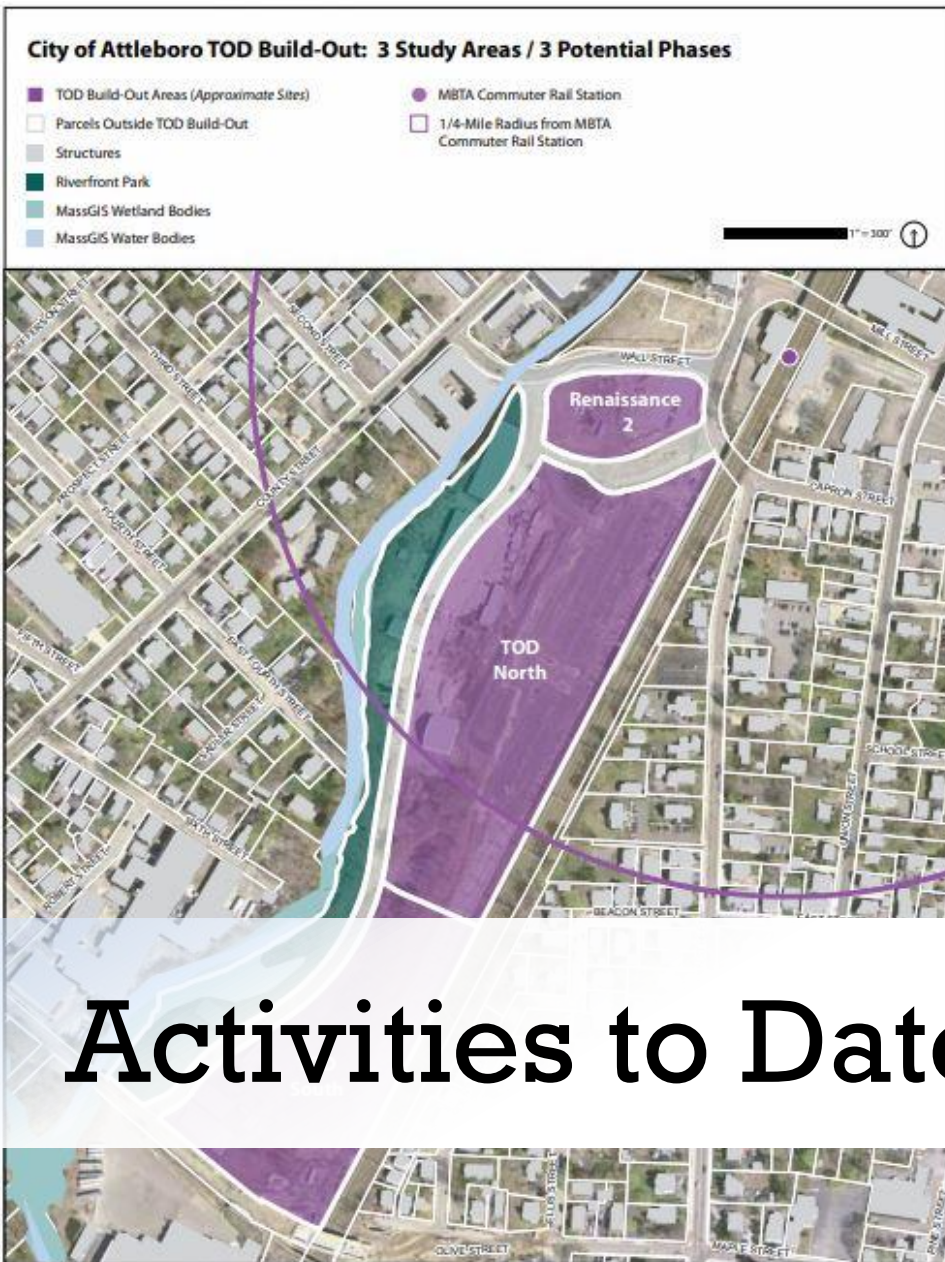


Activities to Date



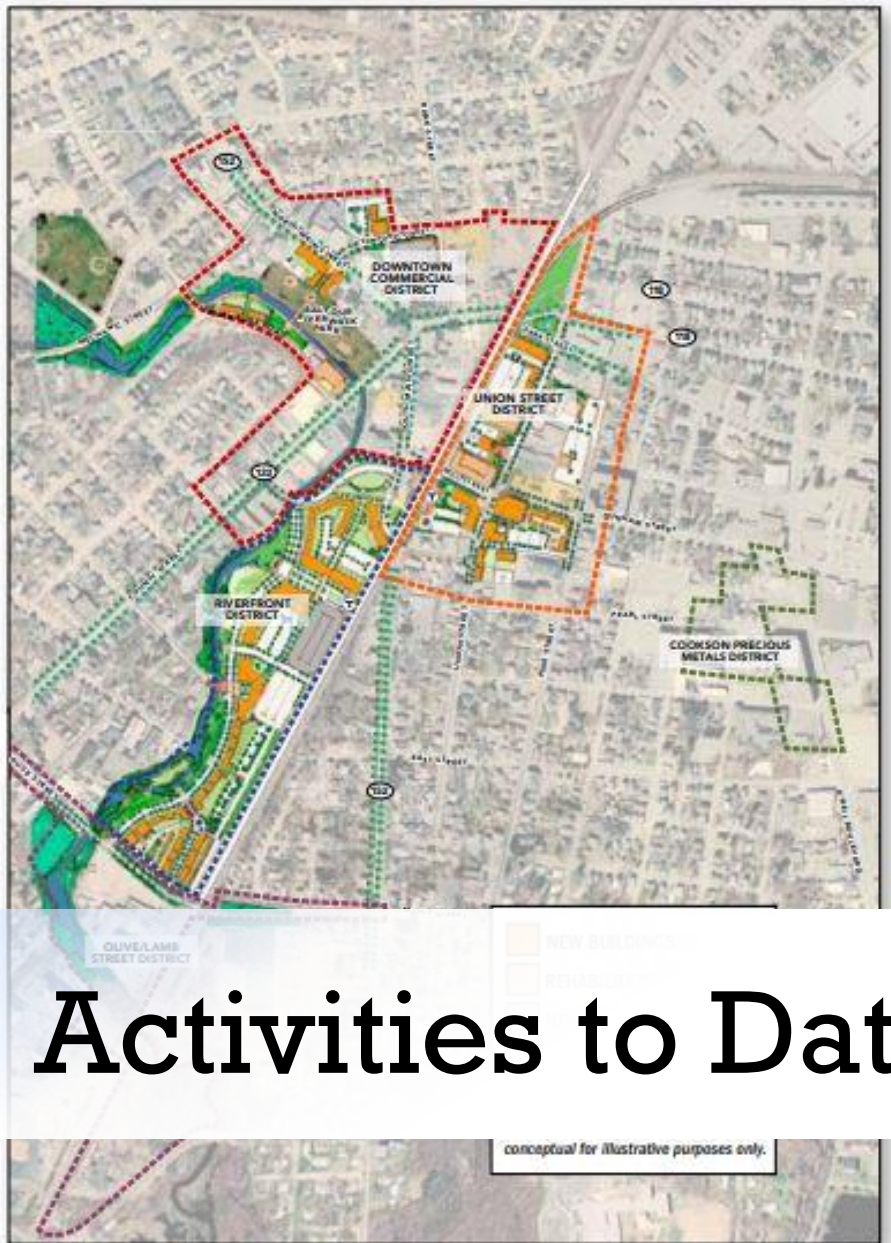
Physical Improvements to the Site

- Land Assembly (2008-2015)
- Demolition of Existing Structures (2010-2016)
- GATRA Intermodal Transportation Center (2015)
- Construction of Riverfront Drive (2016-2017)
- Judith H. Robbins Riverfront Park (2017)
- Remediation of AMP North and South (2010-2017)
- Remediation of R&M and Municipal Land (2017-2021)



Plans and Studies (Complete)

- 2002 Market Study
- 2004 ITC Master Plan and Concept
- 2006 Downtown Development Plan
- 2006 Traffic Impact and Access Study
- 2007 Urban Renewal Plan
- 2017 SRPEDD Traffic Study
- 2021 Downtown Action Strategy



Activities to Date

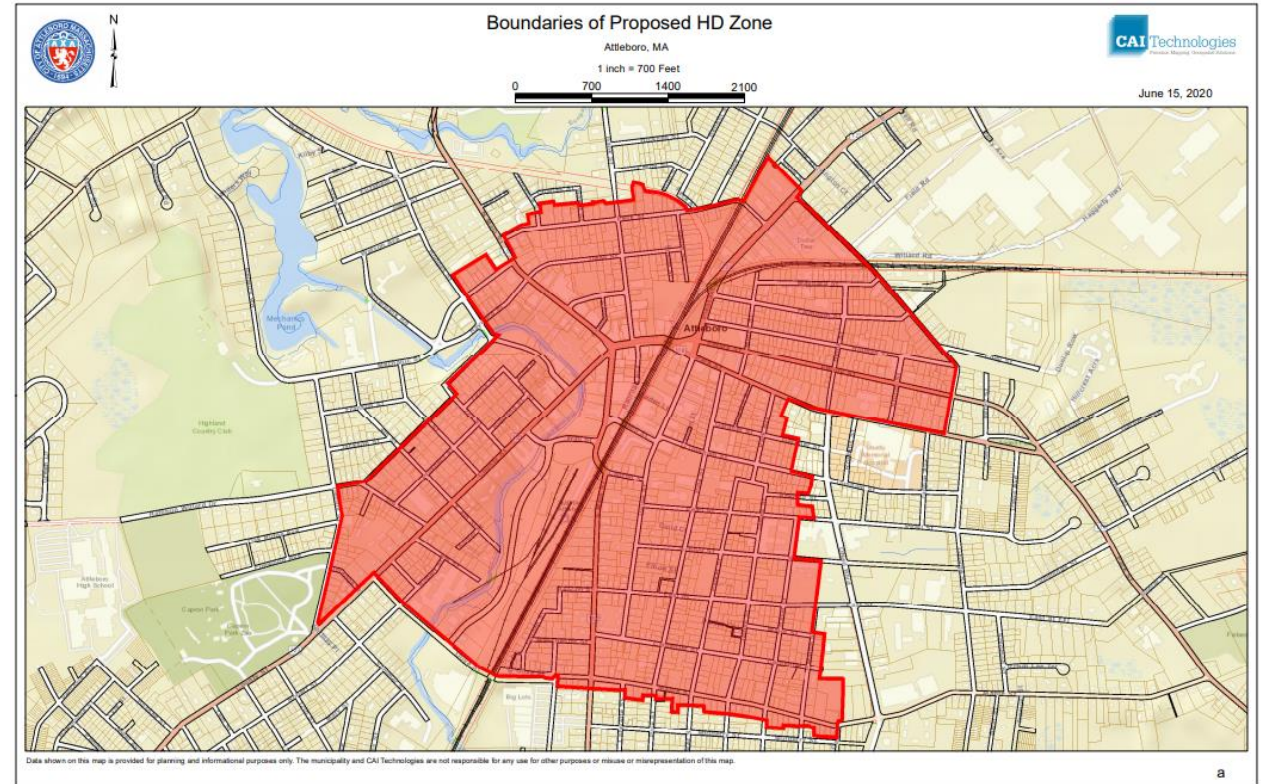


Plans and Studies (Pending)

- 2022 TOD Parking Garage Feasibility Study and Economic Impact Analysis
- 2022 Parking Management Plan
- 2022 Downtown Wayfinding Study
- 2022 TOD Vision and Plan (Updated)



Activities to Date



Other Tools for Redevelopment

- 2017 TOD Zoning Ordinance
- 2020 Housing Development Incentive Program
- 2021 District Improvement Financing



Activities to Date



First Private Development Project: One Wall Street

- 1.5 acres developed into market-rate, mixed-use building which finished construction in autumn of 2021
- Over \$34 million in private investment, no subsidy
- 136 residential units and approximately 3,000 square feet of retail facing the Intermodal Transportation Center

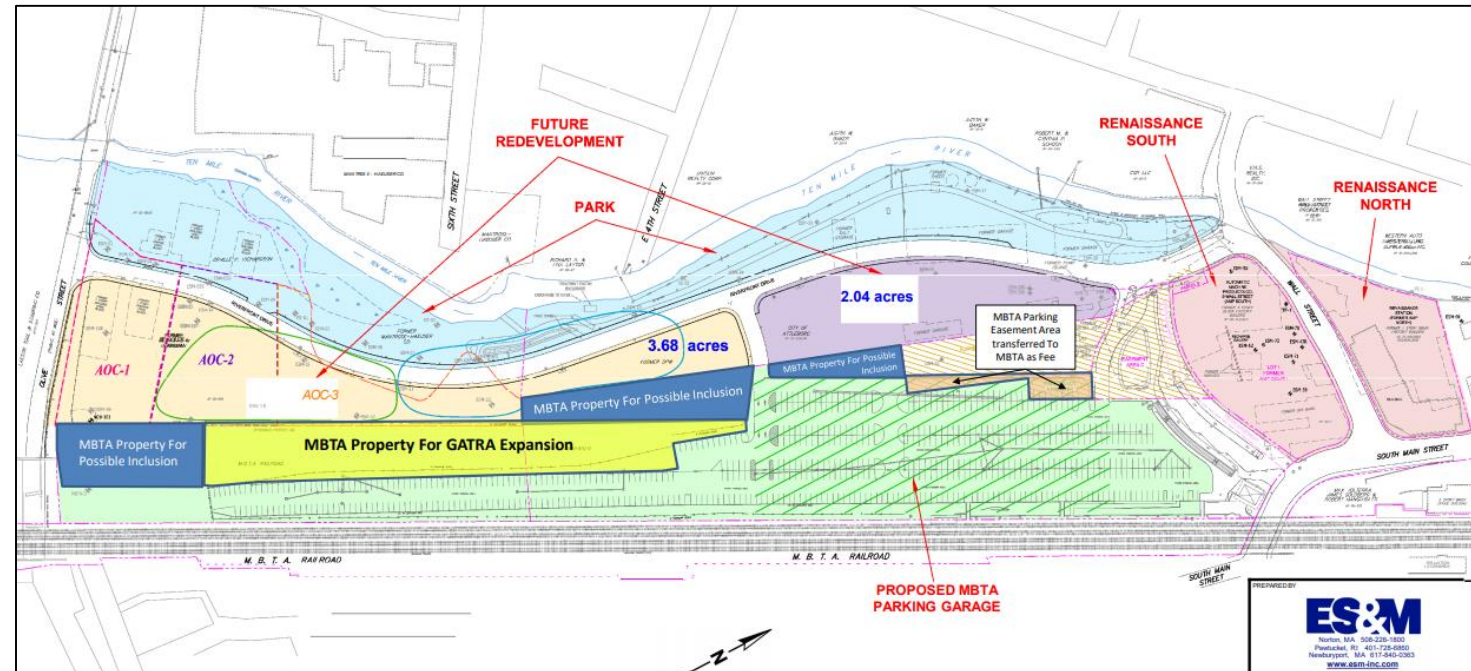
Partnership with MBTA on Future Land Disposition



Considerations:

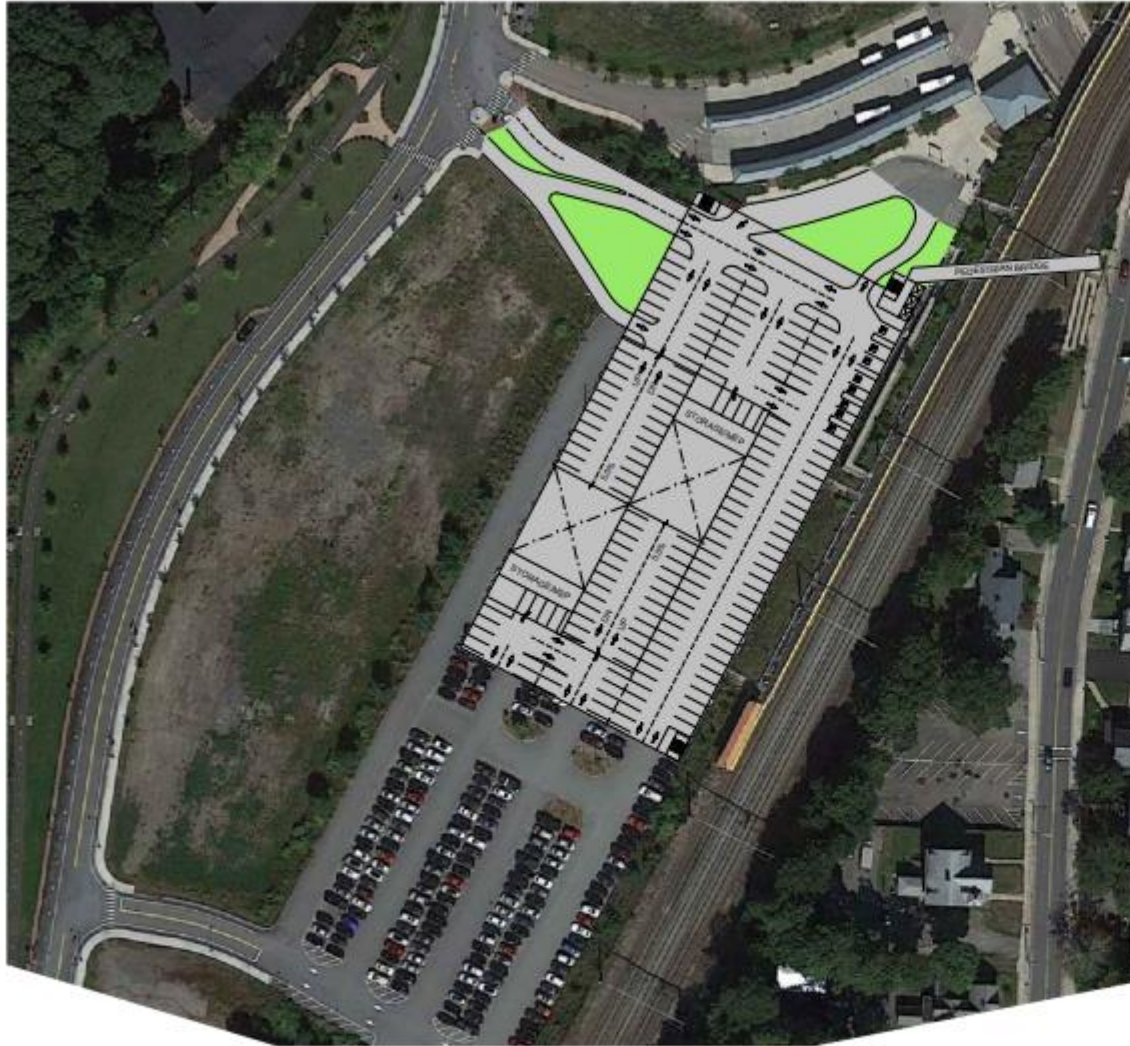
- The MBTA owns certain parcel fragments that would increase the development potential of the TOD
- The ARA is underway in title and survey work with regular “check-in” calls with MBTA Real Estate and Legal representatives
- MBTA partnership will ultimately define “Phase 1” of this project, and influence the full build out potential of the site
- The proposed parking structure carries requirements for the MBTA to fully update the Attleboro station

Critical Real Estate Transactions



Visions for the Future of Attleboro's TOD





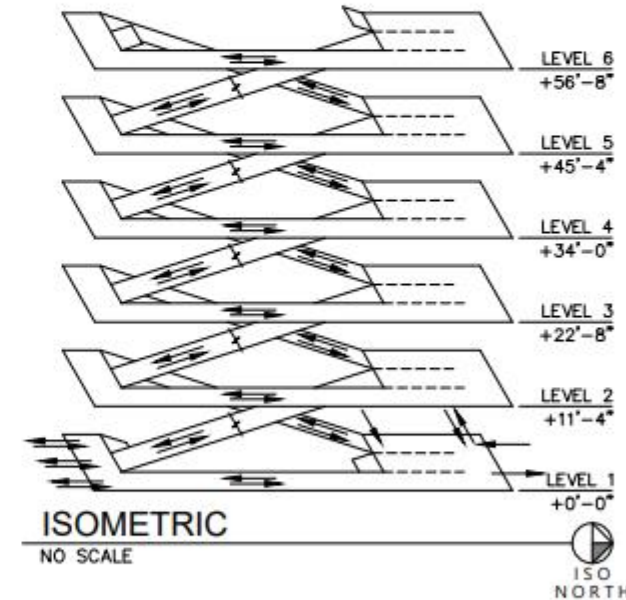
SPACE TABULATION - OPTION 1					
	STANDARD SPACES	ADA	ADA VAN	TOTAL SPACES	AREA (sf)
LEVEL 6	199	0	~	199	65,300
LEVEL 5	243	4	~	247	77,600
LEVEL 4	243	4	~	247	77,600
LEVEL 3	243	4	~	247	77,600
LEVEL 2	243	4	~	247	77,600
LEVEL 1	165	4	4	173	67,900
TOTAL	1336	20	4	1360	443,600

STANDARD SPACE = 9'-0" X 19'-0"

ADA SPACE = 8'-0" X 19'-0" W/ 5'-0" ACCESSIBLE AISLE

ADA VAN SPACE = 11'-0" X 19'-0" W/ 5'-0" ACCESSIBLE AISLE

PARKING EFFICIENCY = 326.2 SF/SPACE



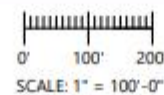
July 26, 2021

Option 1

Sheet 1 OF 8



14045 Ballantyne Corporate Place, Suite 380, Charlotte, NC 28277
Phone No. 704.716.8000



SCALE: 1" = 100'-0"



GATRA Greater Attleboro

Proposed Parking Structure
Attleboro, Massachusetts

Architect Renderings Parking Structure





Preliminary Architect Renderings

TOD Vision & Plan




Thank You

Catherine Feerick 

774 362 0024 

catherinefeerick@cityofattleboro.us 

www.cityofattleboro.us 

lighting the way



MAYOR JON MITCHELL

New Bedford JFK Memorial Highway



NY

NH

ME

MA

Boston

NORTH ATLANTIC

New Bedford, MA

RI

CT







May 2001





Photo credit:

[Untitled]



LEONARDO DASILVA





Photo credit: CDM Smith



 **START CROSSING**
Watch For
Vehicles

 **DON'T START**
Finish Crossing
If Started

 **TIME REMAINING**
To Finish Crossing

 **DON'T CROSS**

PUSH BUTTON
→
TO CROSS

2001

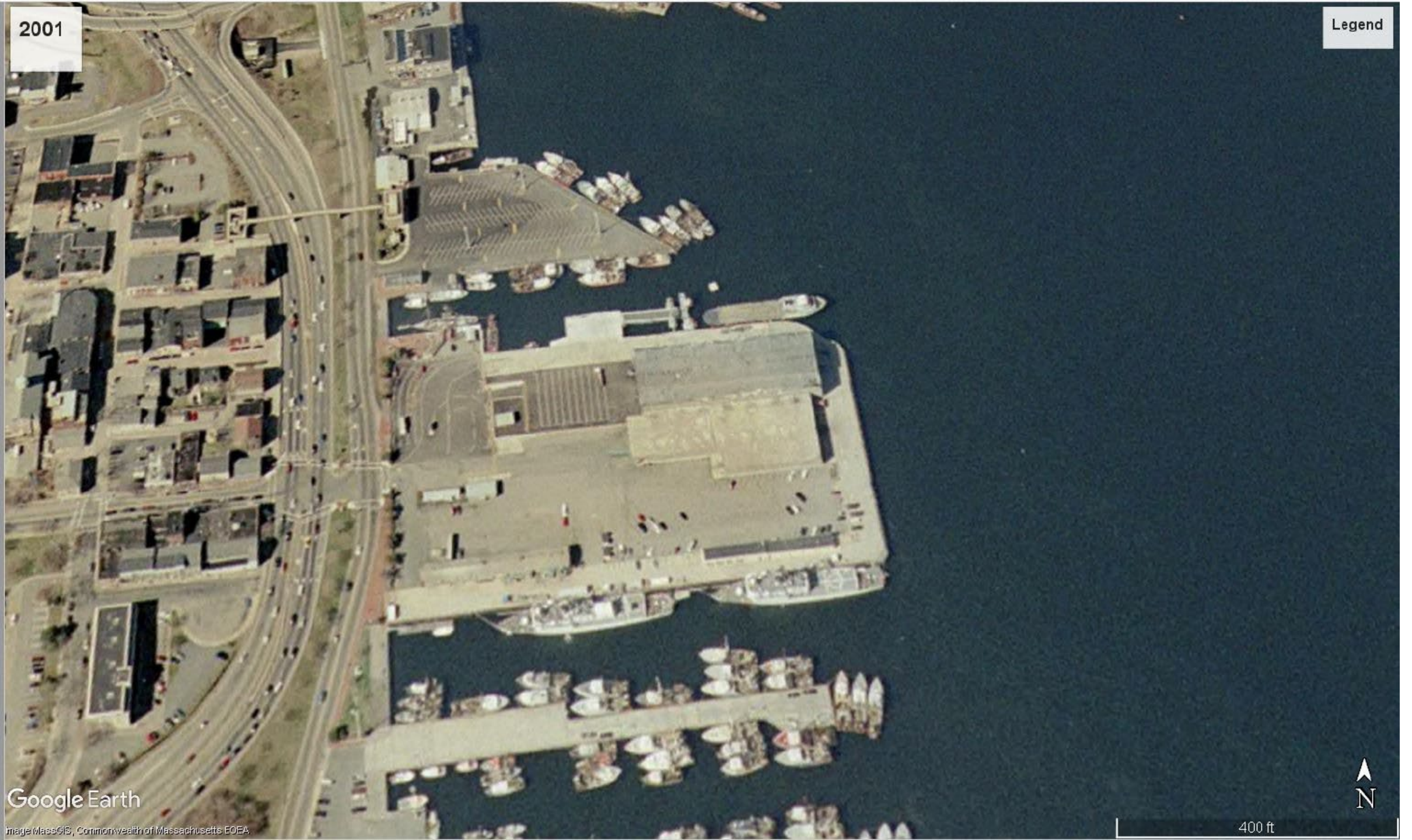
Legend

Google Earth

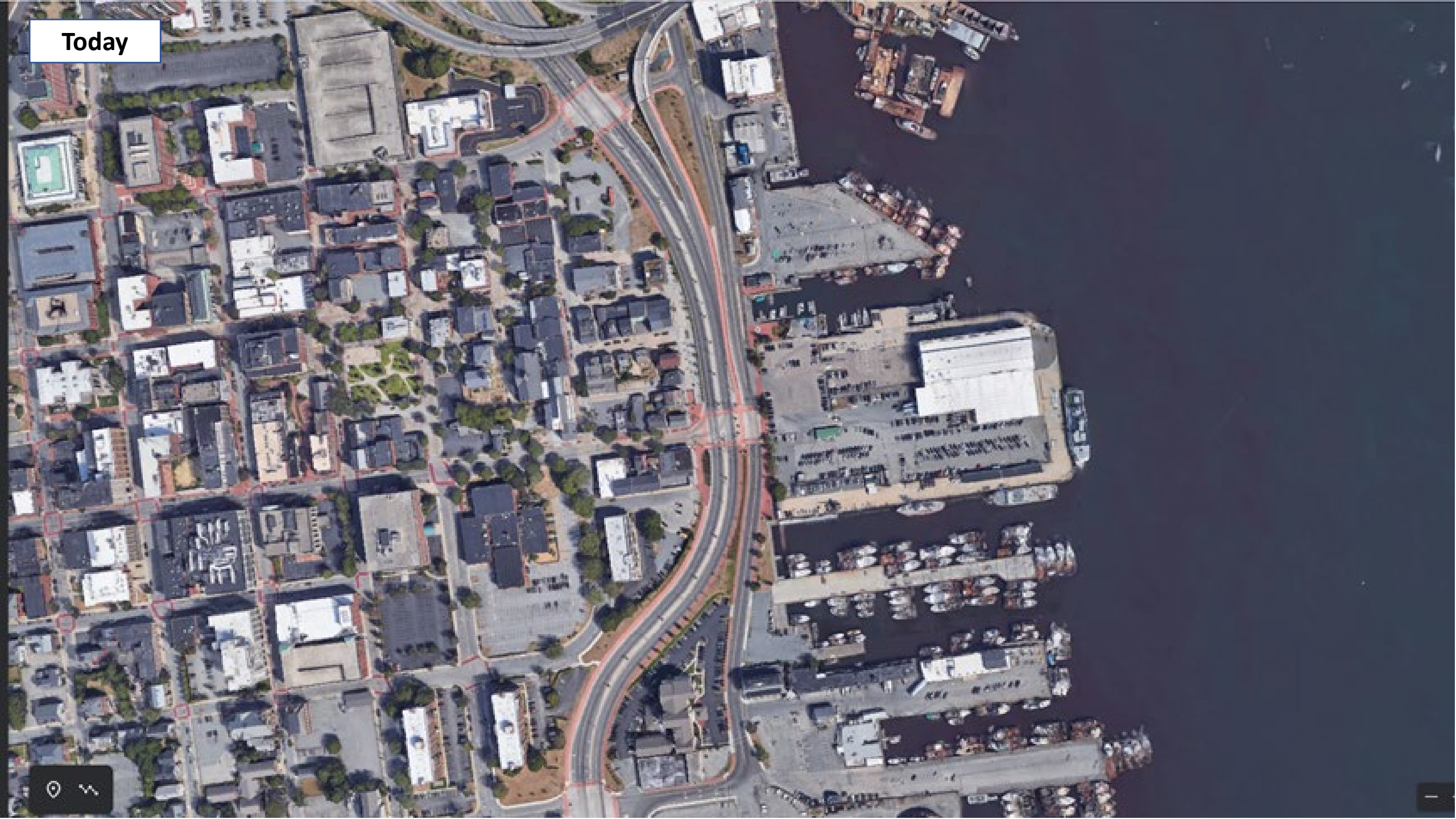
Image MassGIS, Commonwealth of Massachusetts EOEA

N

400 ft



Today





PORT OF NEW BEDFORD







Existing Conditions May 2001







Cork
wine & tapas bar

C
wine & tapas bar

SEALED
HOURS















EIGHTEEN & UNION

New Bedford, MA

11 & 13 COMMERCIAL STREET/
10 FRONT STREET
NEW BEDFORD, MA 02740

12/02/19

nca

Newport
Collaborative
Architects



Lafance
HOSPITALITY

Lanagan & Co. Inc.
REAL PROPERTY BROKER

SITEC
Civil and Environmental Engineering
Land Use Planning





CONTACT

Jennifer Carloni, Director
Department of City Planning
New Bedford, MA

508-979-1488

Jennifer.Carloni@newbedford-ma.gov



SRPEDD Moving Forward 2045 Webinar

Fairhaven Bike Path, Impact on the Community





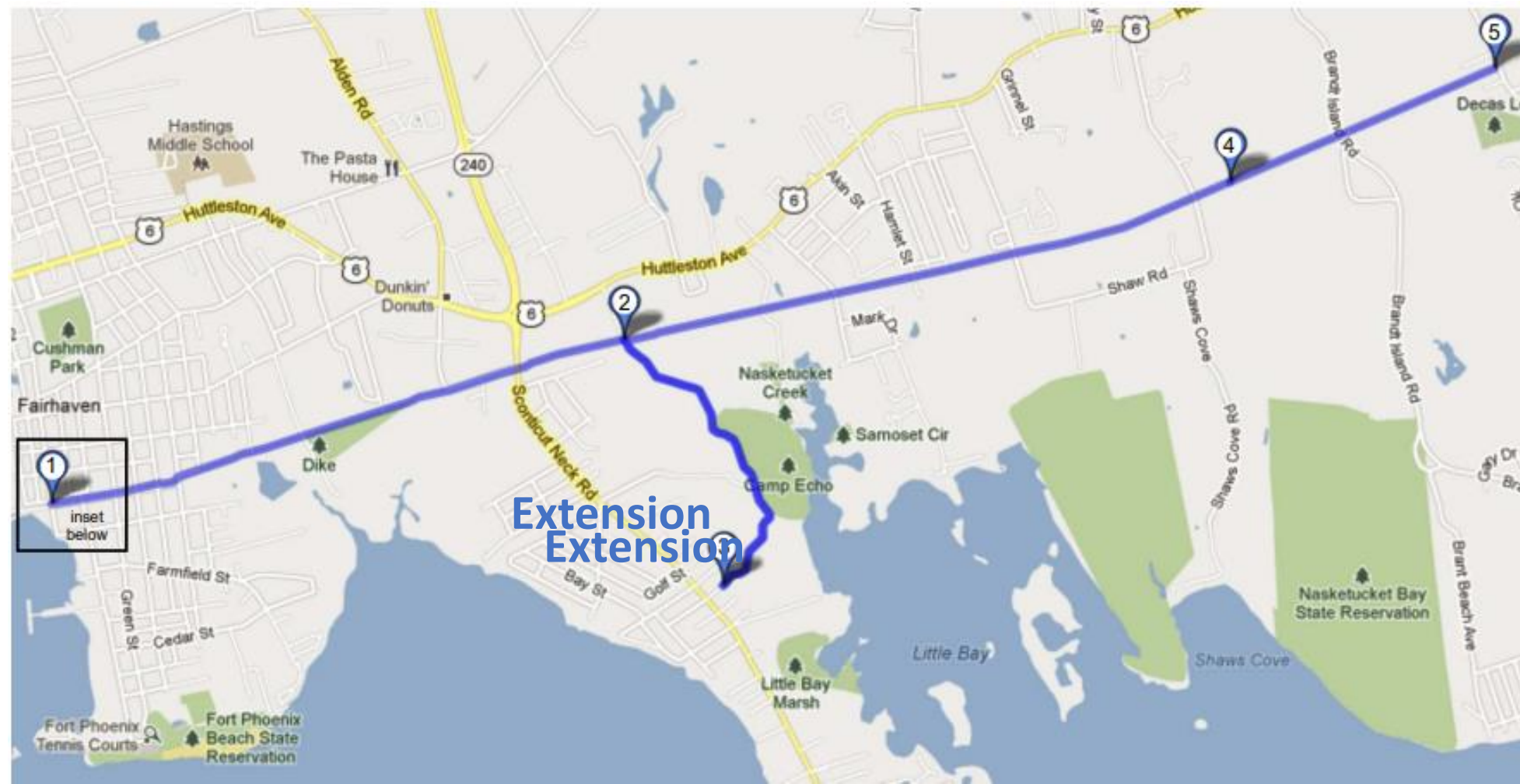
Fairhaven Bike Path, Impact on the Community

Agenda

- A little about the path
- Recreational Opportunities
- Year round use
- Commuting
- Safe Routes to School Program
- Real Estate Testimonials
- Commercial Business Testimonials
- Tourism Testimonials
- Connectivity to other communities
- What we have to look forward to

A little about the Phoenix Bike Trail

- Original path is **3.5 miles** long, runs from the west end of Town, near the waterfront, to the Mattapoissett Town Line.
- Extension is **1.7 Miles** long and runs down by the Towns two Wind Turbines, a jetee on Little Bay and then to Sconticut Neck Road.
- The path offers spectacular marsh and water views at several locations along the way.

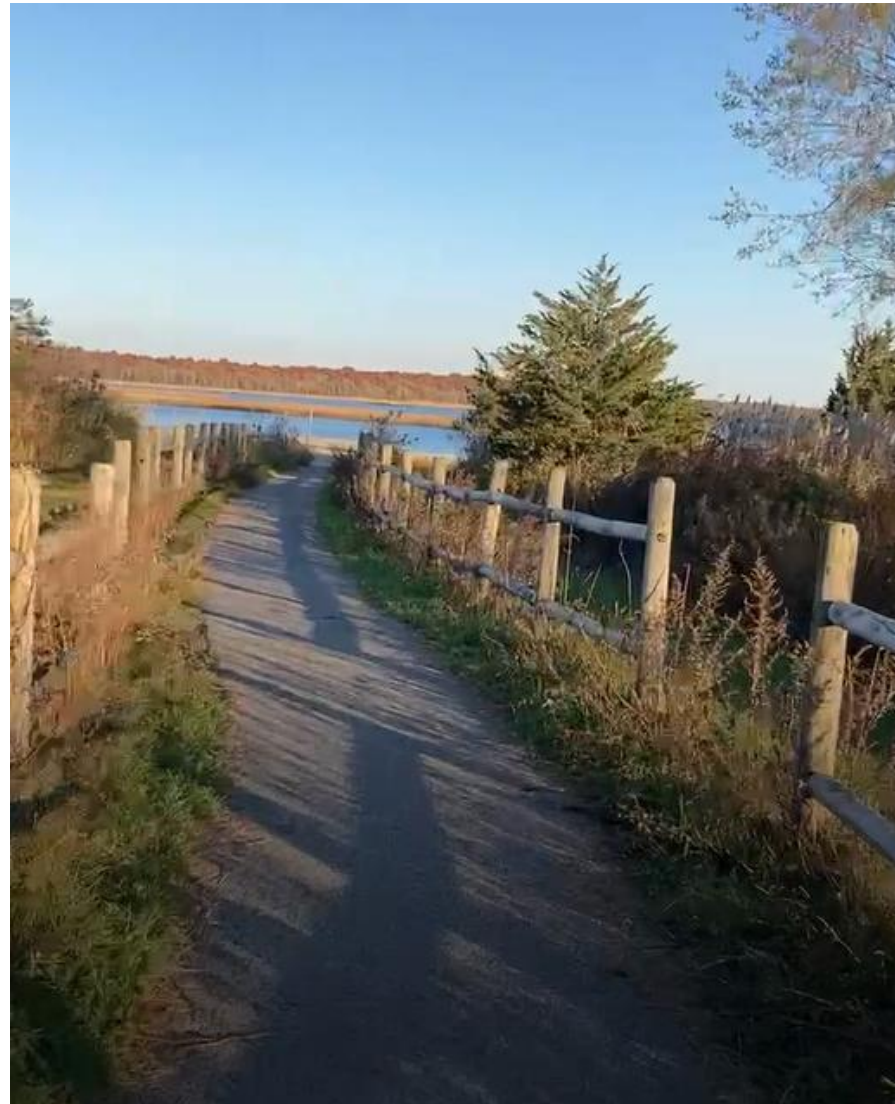


The path offers scenic views at many locations

Looking south to Little Bay



Path off extension to Jetty

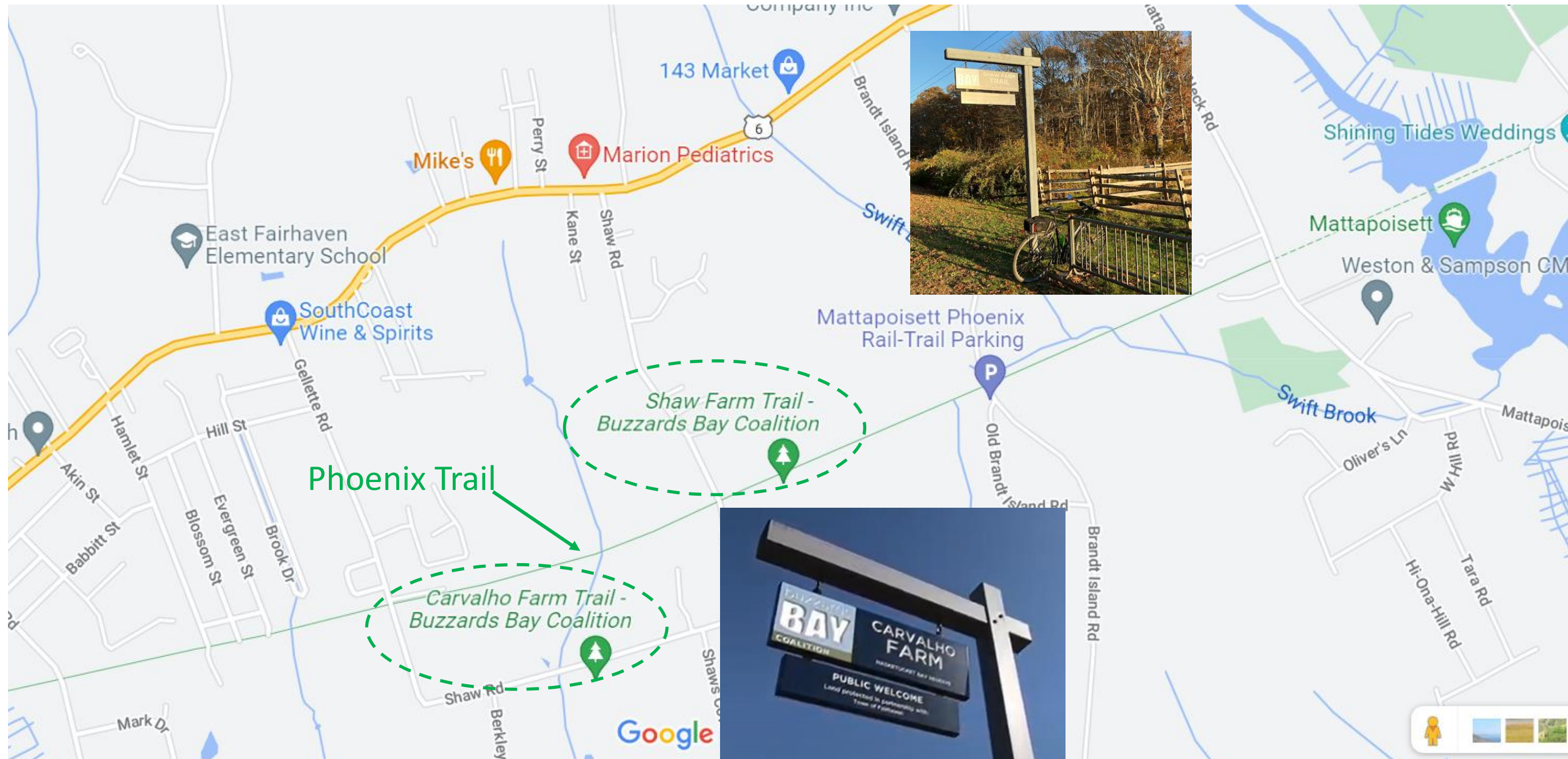


View at Jetty – looking north toward main path



Proximity to Conservation Land

- Shaw Farm Trail
- Carvalho Farm Trail



Conservation property provides hiking access to the water and nature trails

Shaw Farm Trail and Nasketucket Bay State Reservation

Publicly accessible property owned by the Commonwealth of MA and a Conservation Restriction held by the Buzzards Bay Coalition



Walk beside a gently flowing stream through the woodlands at Carvalho Farm.



The path is used year round



The path is used for commuting

Jim Andersen, who is a member of the Fairhaven Bikeway Committee:

“One of the main reasons I chose to move to Fairhaven and that I purchased the home I now live in is that I love to ride my bike. I often bike down the path to run errands at the grocery store, pharmacy, to stop at my favorite chocolate shop.

I also rode to the Senior Center during COVID to get my shots and testing and I ride to the REC Center to participate in Chair Yoga Classes”

(The Fairhaven Counsel on Aging and Recreation Centers are both located adjacent to the Bike path).



The path made the “Bike Bus” from the center to Leroy L. Wood School possible

Parents and Children from the Center of Fairhaven Ride to Wood Elementary School

Participation in the Safe Routes to School Program (SRTS) made the Town Eligible for a grant for infrastructure improvement

\$1.85M Programmed for 2024.

Students and Parents at the intersection of the Phoenix Bike Path and Sconticut Neck Road, on their way home from School.

Chip Hawthorne and daughter Rebecca ride to the meet the Bike Bus in the Center of Fairhaven.

“We really enjoyed participating in the Bike Bus program”



Real Estate Testimonial



SOUTH COAST ELITE
• REAL ESTATE GROUP •



Sherry Lopes

Realtor, License #9534379

5089512147

E: SLopes417@aol.com

I always add to real estate listings "easy access to the bike path". When talking to clients I will always say

"and the added benefit is being so close to the bike path." For buyers with children attending Wood School I mention the "bike bus" from center Fairhaven to Wood.

Personally I see the bike path as a huge benefit to the town. Always comment on how many people come and park in the South St. area with bikes and notice the amount of walkers, families with carriages, bikers with grocery bags and bikers sitting outside in Willow Park, Margaret's benches and bikers taking the loop from the center to Ft. Phoenix.

Bike path is the easy connector to grocery stores, restaurants and Sconticut Neck/East Fairhaven. Exercise and get errands done at the same time!

My own perspective- for years, my husband and I got up on weekends very early, drove to the Cape Cod Canal, power skated and then drove home by 9:30 a.m. We would have skated 14 miles total but wasted time driving there, taking bikes off/on car and then driving home. Now we get on our bikes and ride the path. Save time, totally enjoy the beauty of the scenery and have added time that we would have been driving to ride longer distances.

Real Estate Testimonial



KYLE BUENO

Sales Associate LICENSED MA and RI

774.526.2977

857.220.3020

kyle@howeallen.com

http://howeallen.com



"As a local realtor for Howe Allen Realty here in Fairhaven, I see first hand the impact our amenities bring to our community from both a listing and buyer agent perspective. Whenever I list properties in the area, out of town buyers ask me, "Why Fairhaven"? My answer? It's the town's rich history, access to recreational facilities from **our bike path**, town beaches, pickle ball courts, and hiking trails; local eateries, and its people who welcome all visitors with open arms ...

I'm an avid cyclist myself and you can find me often riding on the Phoenix Bike Trail"

Sample Listing for home in proximity to the bike path

Room Levels, Dimensions and Features			
Room	Level	Size	Features
Features			
Appliances: Range, Dishwasher, Disposal, Microwave, Refrigerator, Washer, Dryer, Vent Hood			
Area Amenities: Public Transportation, Shopping, Tennis Court, Park, Walk/Jog Trails, Bike Path, Conservation Area, Highway Access, House of Worship, Marina, Public School			
Basement: Yes Full, Interior Access, Bulkhead, Concrete Floor			

Features			
Appliances: Range, Dishwasher, Refrigerator, Washer, Dryer, Vent Hood			
Area Amenities: Public Transportation, Shopping, Tennis Court, Park, Walk/Jog Trails, Bike Path, House of Worship, Private School, Public School			

Local Maritime College Testimonial



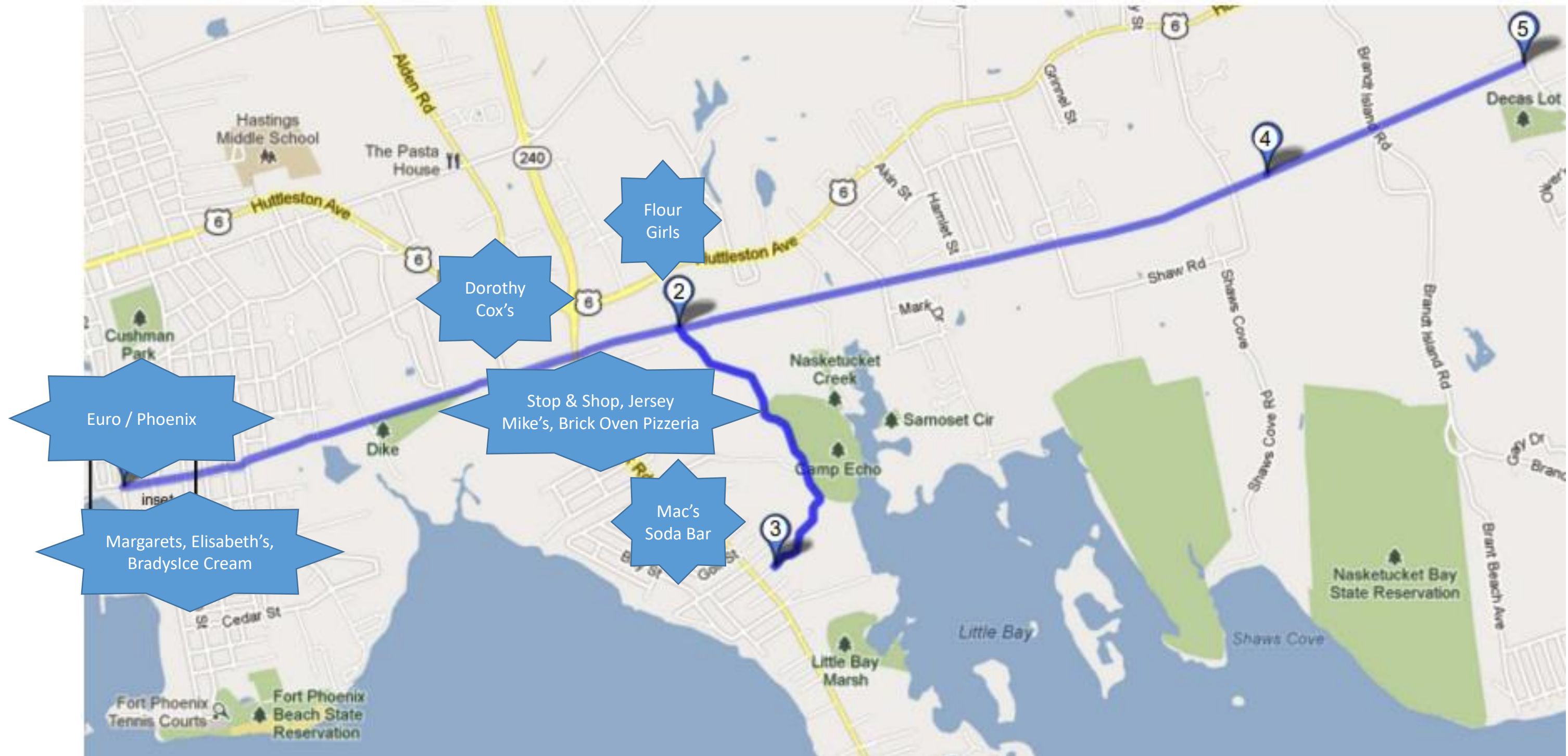
Northeast Maritime Institute
32 Washington St.
Fairhaven, MA 02719
(508) 992-4025

“Our students use the path for recreational purposes and to run errands into the commercial district along route 6. It’s a great asset to our community”

Eric Dawicki, President, Northeast Maritime Institute



Examples of Commercial Business where people are known to ride or walk in off of the Phoenix Bike Trail to Shop



Business Testimonial

Dorothy Cox's
SINCE 1928

Families visit commercial establishments just off the bike path

Pictured: The Tapper-Richard Family (Case, Isaac and Mae) from East Fairhaven, at Dorothy Cox's chocolates enjoying an ice cream while their parents enjoy a frappe.

Mom, Jennifer says ...

“Isaac is able to ride with friends from where we live now in East Fairhaven, to meet friends halfway between where the live now and their prior home in the Center of Fairhaven”.



Business Testimonial

Margaret's, Elisabeth's and Brady's Ice Cream, located near the west entrance to the Bike Path.

Prospective owner of the businesses:

“I am considering purchasing these businesses, in part, because of their proximity to the Bike Path”



GAIL ISAKSEN



Gail Isaksen, owner of a business in the center, Euro at Phoenix store and also owns several residential properties near the center



“ People do venture off the bike path to eat at the local restaurants and to shop down town at the Euro Ships store on Main St”.

“My tenants love to use the bike path for walking their dogs”.

“I have always enjoyed riding, walking and jogging on the bike path”.





Jevon Malcolm, Mac's Soda Bar

"We do see people ride in on their bikes to stop in for a breakfast, lunch or an ice cream

Personally, I love the bike path. I live near the entrance to the bike path at Orchard St. and use it sometimes to ride down to visit my father who lives on Brandt Island Road in Mattapoisett.

I see a group of women that park and walk together from the Orchard St. location".

Business

Family

Social



Testimonial about a local business

Flour Girls

“The Fairhaven bike path has been a great addition to the area. It provides my family with a safe place to ride our bicycles. My oldest learned how to ride a bike on the path. We love riding our bicycles from Mattapoisett to Fairhaven to get snacks and coffee at Flour Girls. We are hopeful that the path will eventually pass through our town of Marion”.

Brian Griswold
Marion, Ma



Business Testimonial



"I often do see many people come in for a sub and then hit the bike path".

Chris Breault General Manager Fairhaven MA

Cell- 774-328-0944

Store- 508-717-3747

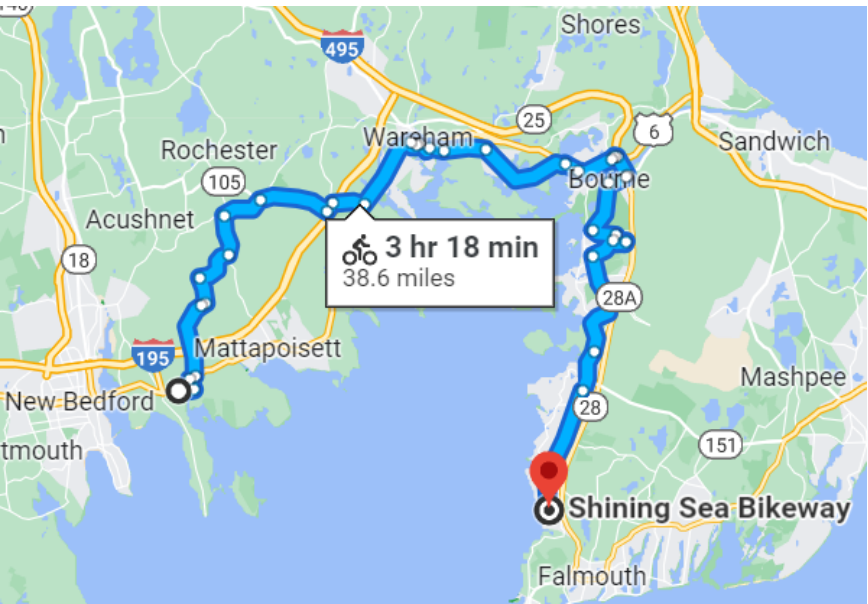


Tourism

Galen Mook – Mass Bike and Kristeen Keeney,
East Coast Greenway, touring
Southeastern Massachusetts

Distance from Fairhaven

25 Miles from the Bourne Bridge, Cape
Cod Canal
39 Miles to Falmouth, Shining Sea
Bikeway, Ferries to the Islands



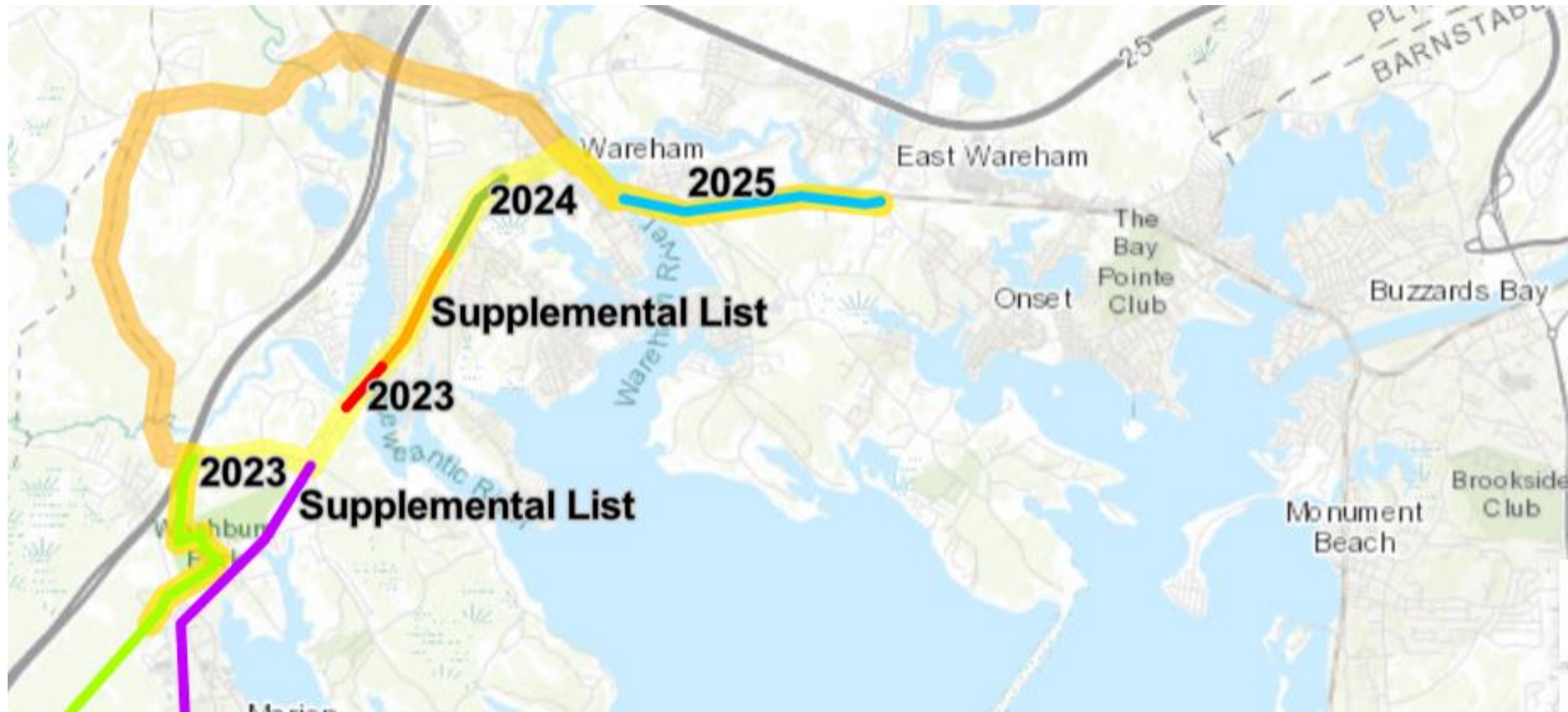
What we have to look forward to:

- Connectivity to Mattapoisett Center
- Magnificent Coastal Pathway



What we have to look forward to

Route 6 TIP Projects will bring us much closer to a day trip to Cape Cod





QUESTION & ANSWER



STAY IN TOUCH

Contact:

Lizeth Gonzalez
lgonzalez@srpedd.org

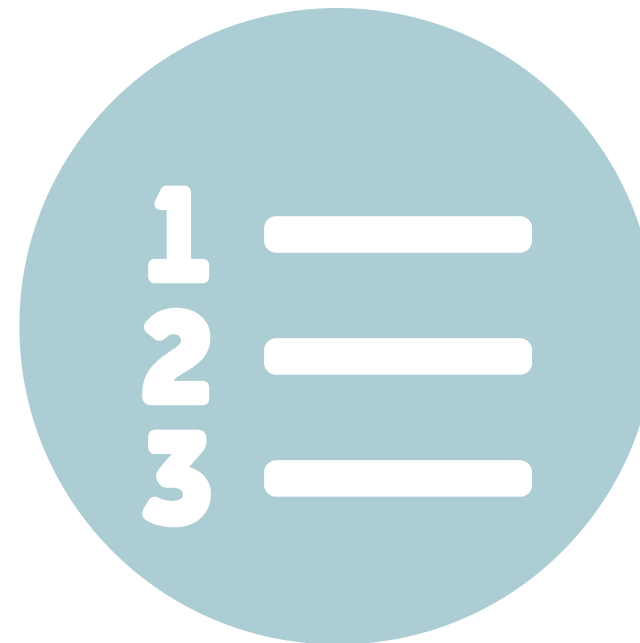
Website: [https://srpedd.org/
MovingForward2045](https://srpedd.org/MovingForward2045)

 @srpedd

 Facebook.com/SRPEDD

Thank You!

...Don't forget to participate in the project exercises!



**Moving Forward
2045 Survey**



**Improvement
Map**

IMAGE CITATIONS

Condon, P. M., Cavens, D., & Miller, N. (2009). Urban Planning Tools For Climate Change Mitigation. Cambridge, MA; Lincoln Institute of Land Policy.

NACTO (2016, May 5). Network & System principles. National Association of City Transportation Officials. Retrieved April 11, 2022, from <https://nacto.org/publication/transit-street-design-guide/transit-system-strategies/network-system-principles>

Fall River Route 79 Reconstruction Project, Public Hearing October 27, 2021

Hudson Downtown Rotary, BSC Group, Downtown Rotary and Streetscape Improvements

Boston, Columbus Ave Center-Running Bus Land, MBTA