



TOWN OF NORTH KINGSTOWN

COMPREHENSIVE PLAN 2019 10-YEAR RE-WRITE



PREPARED BY:
INTERFACE STUDIO

TOWN OF NORTH KINGSTOWN

NORTH KINGSTOWN TOWN COUNCIL

Richard A. Welch President

Doreen Costa

Kerry P. McKay

Kevin Maloney

Ellen Waxman

Previous Town Council (2014-2016)

Kerry P. McKay, President

Jason Albuquerque

Carol Hueston

Kevin Maloney

Ellen Waxman

TOWN MANAGER

Ralph Mollis

Tom Mulligan (former)

Michael Embury (former)

TOWN CLERK

Jeannette Alyward

NORTH KINGSTOWN

PLANNING COMMISSION

James Grundy, Chair

Michael Annarummo (former member)

Brent Cleaveland (former member)

Paul Dion

Robert Jackson

Tracey McCue

Patricia Nickles

Gardner Palmer, Jr. (former Chair)

Patrick Roach

NORTH KINGSTOWN

PLANNING DEPARTMENT

Nicole LaFontaine, Director

Rebecca Lamond, Principal Planner

Maura Harrington, Supervising Planner

Shaun Lacey, Principal Planner

Beth Gagnon, Clerk II Specialist

CONSULTANT TEAM

INTERFACE STUDIO

Scott Page

Stacey Chen

Yoona Ahn

Chris DiStasi

COMMUNITY ECONOMIC FUTURES

Beth Ashman



TOWN OF
NORTH KINGSTOWN
COMPREHENSIVE PLAN
2019
10-YEAR RE-WRITE



ACKNOWLEDGMENTS

The Comprehensive Plan planning process was led by the North Kingstown Planning Department and a Steering Committee appointed by Town Council and composed of local residents, community leaders, public officials, and institutional and business representatives.

THANK YOU TO EVERYONE WHO CONTRIBUTED TO THIS PLAN:

STEERING COMMITTEE

Palmer Beebe (Wickford Economic Development Advisory Board)
Meredith Brady (Resident)
Sheila Brush (Resident)
Sandra Dobson (Resident)
Frank Fede (Resident)
Keith Finck (Leisure Services Adivory Committee)
Jim Ganung (Resident)
John Gibbons (Zoning Board of Review)
Jim Halley (Arts Council)
Meg Kerr (Resident)
Will King (Resident)

Greg Mancini (Resident)
April Williams McCrory (Resident)
Mike McGauvran (Resident)
Sheila McGauvran (School Committee)
Kerry McKay (Town Council)
Anthony Miccolis (Resident)
Chip Palmer (Planning Commission)
Harriet Powell (Groundwater Committee)
Jan Hall Stinson (Resident)
Bjorn Wellenius (Economic Development Advisory Board)

FUNCTIONAL GROUPS

LAND USE/TRANSPORTATION/HOUSING

Joseph Bambara (Zoning Board)
Meredith Brady (Resident)
Sheila Brush (Comprehensive Plan Steering Committee)
Sandra Dobson (Comprehensive Plan Steering Committee)
Michael McGauvran (Comprehensive Plan Steering Committee)
Everett Stuart (Resident)

NATURAL/CULTURAL/OPEN SPACE/CONSERVATION/RECREATION

Phil Dyer (Conservation Commission)
John McGinn (Groundwater Committee)
Henry Gauthier (Resident)
Donna Hutchinson (Resident)
Tony Jones (Arts Council)
Meg Kerr (Comprehensive Plan Steering Committee)
George Linnane (Leisure Services)
Harriet Powell (Groundwater Committee, Comprehensive Plan Steering Committee)
Nancy Sherman (Arts Council)

ECONOMIC DEVELOPMENT

Walter Berry (Conservation Commission)
Guy Cassaday (Resident)
April Williams McCrory (Comprehensive Plan Steering Committee)
Brent Cleaveland (Planning Commission)
Keith Finck (Leisure Services, Harbor Committee, Comprehensive Plan Steering Committee)
Jim Halley (Arts Council, Chamber of Commerce, Comprehensive Plan Steering Committee)
Stephen Souls (Chamber of Commerce)
Katherine Trapani (Quonset Development Corporation)

COMMUNITY FACILITIES/SERVICES

Denise Kaplan (Resident)
Sheila McGauvran (School Committee, Comprehensive Plan Steering Committee)
Patrick Roach (Resident)

ADDITIONAL STAKEHOLDERS AND PARTICIPANTS

Thank you to all of the residents and stakeholders who provided input to this plan through public forums and interviews, as well as hundreds more who provided online comment.

Carla Abbenante	Melissa Devine	Mary King	David Samson
Luke Abbenante	Timothy Donnelly	Steven King	Maria Samson
Jason Albuquerque	Mike Doyle	Guy Lefebvre	Maura Sayre
Mike Annarummo	Erin Ethier	Anne Lipsitz	John Smith
Patricia Ansalone	Brenda Ferbert	Malcolm C. Long	Linda Sollitto
Kassi Archambault	Steph Ferbert	Ken MacDonald	Amy Sonder
Richard August	Barbara Findley	Kevin Maloney	Lesley Squillante
Phil Augur	Jim Findley	Ron Mann	Andi Srabian
Pat Bachant	Chris Finlay	Kristen Martin	Glenn Stinson
Mike Baker	David Fogg	Ned McCrory	Stephanie Sullivan
Phil Bergeron	Peter Galvin	JoAnn Messerlian	Linda Supron
Jim Berson	Sharon Gamba	Marilyn Moffett	Sarah Tallarico
James Bessette	Ann Ganung	Sulina Mohanty	Randall Thompson
David Bigelli	Jim Ganung	Steve Moran	Rickey Thompson
Jane Brennan	Will Gates	Maria Mormile	Peter Trask
Todd Brown	Celia Gelfman	Sue Moore	Kristin Urbach
David Caldwell	Henry Gouthier	John P. O'Brien	Bob Vanderslice
Mike Callaghan	L. Harris	Kirk Pickell	Tim Wasco
Judi Cleaveland	Megan Healey	Skip Ponte	Ellen Waxman
Ahren Cohen	Carol Hueston	Miranda Prescott	Dick Welch
Tim Cranston	James Hulley	Joanne Resnick	Launa Whitman
Teresa Crean	Lisa Hunter	Carole Rollins	Dave Wrenn
Kevin Culley	Colin Kane	Craig Rollins	
Linda Cwiek	Karen King	Beth Russello	

TABLE OF CONTENTS

I. INTRODUCTION	9
II. OVERVIEW OF NORTH KINGSTOWN	17
III. PLANNING PROCESS	25
IV. PLAN ELEMENTS	37
ELEMENT 1 A Vibrant Town - Economic Development	45
ELEMENT 2 A Livable Town - Housing and Neighborhoods	79
ELEMENT 3 A Connected Town - Transportation and Circulation	99
ELEMENT 4 A Sustainable Town - Open Space, Recreation and The Environment	117
ELEMENT 5 A Historic Town - Historic and Cultural Resources	143
ELEMENT 6 A Civic-Minded Town - Community Services, Facilities, and Communication	155
ELEMENT 7 A Resilient Town - Natural Hazards and Climate Adaptation	173
ELEMENT 8 A Forward-Thinking Town - Land Use	191
V. IMPLEMENTATION	230
APPENDIX under separate cover	

LIST OF FIGURES

Figure 1. Timeline of North Kingstown	18	Figure 35. Median sale price trend for single family home, 2003-2015	87
Figure 2. Population change in North Kingstown, 1940-2013	21	Figure 36. North Kingstown average rent, 2004-2014	87
Figure 3. Indexed population change, 2004-2013	21	Figure 37. Survey responses regarding housing	92
Figure 4. Median household income, 2009-2013	23	Figure 38. Transportation network map	101
Figure 5. Distribution of households by median income, 2013	23	Figure 39. Highway functional classification map	103
Figure 6. Planning process schedule	23	Figure 40. Transit access map	104
Figure 7. Breakdown of 2008 and 2015 survey participant neighborhoods	26	Figure 41. Summary of public forum activity	106
Figure 8. Map and summary of resident survey participants	29	Figure 42. Survey responses regarding circulation	106
Figure 9. Resident survey summary diagrams	29	Figure 43. Proposed redesign of north Post Road	109
Figure 10. Collaborative map comments	30	Figure 44. Proposed road diet and redesign of south Post Road	110
Figure 11. Priority goals and actions summary	31	Figure 45. Proposed bike network map	113
Figure 12. Job growth, 2004-2014	34	Figure 46. Conservation areas map	119
Figure 13. Total jobs, 2003-2014	42	Figure 47. Water resources map	121
Figure 14. Jobs by industry sector in North Kingstown, 2014	46	Figure 48. Natural habitats map	122
Figure 15. Job by industry sector in Rhode Island, 2014	46	Figure 49. Diagram illustrating water quality impacts	123
Figure 16. Job change by industry sector in North Kingstown and Rhode Island, 5-year and 10-year trends	47	Figure 50. Comparison of publicly accessible open space	124
Figure 17. Employment by census block group, 2012	47	Figure 51. Park access map	125
Figure 18. Breakdown of business types, 2015	47	Figure 52. Recreational areas map	126
Figure 19. Post Road commercial properties map	47	Figure 53. Diagram illustrating measures to protect water quality	131
Figure 20. Post Road crash hot spots	48	Figure 54. Historic and scenic resources map	146
Figure 21. Survey responses regarding commercial development	50	Figure 55. Public infrastructure map	157
Figure 22. Summary of public forum activity	53	Figure 56. Water service area map	159
Figure 23. Proposed Post Road improvements to address physical and regulatory barriers to revitalization	54	Figure 57. Sewer service area map	161
Figure 24. Proposed improvements to Wickford to enhance its waterfront location and connect destinations	54	Figure 58. Flood hazard areas map	176
Figure 25. Proposed short-term and long-term public space improvements to Wickford waterfront incorporating flood resistance	57	Figure 59. Worst hurricane scenario map	178
Figure 26. Proposed public space improvements to Wickford parking lot	58	Figure 60. Historic and projected sea level rise	179
Figure 27. Proposed improvements to infrastructure, connectivity and programming at Wickford Junction to support development	69	Figure 61. Average daily level of high tide in Wickford today	181
Figure 28. Development over time, pre-1950s-2010s	71	Figure 62. Average daily level of high tide in Wickford with 1 foot sea level rise and exposure in North Kingstown	181
Figure 29. Population density map	71	Figure 63. Average daily level of high tide in Wickford with 3 foot sea level rise and exposure in North Kingstown	182
Figure 30. Household types and change, 2000-2010	72	Figure 64. Average daily level of high tide in Wickford with 5 foot sea level rise and exposure in North Kingstown	182
Figure 31. Age distribution and change, 2000-2013	72	Figure 65. Flood resilience and adaptation measures	184
Figure 32. Housing type, 2010	75	Figure 66. Existing land use map	193
Figure 33. Housing production, 2000-2014	80	Figure 67. Urban services boundary map	195
Figure 34. Housing tenure, 2010	84	Figure 68. Existing zoning districts map	199
	85	Figure 69. Future land use map	203
	85	Figure 70. Future land use of inconsistent areas map	204
	86	Figure 71. Existing zoning in inconsistent areas map	205
	86	Figure 72. Future zoning in inconsistent areas map	206
	86	Figure 73. Growth centers by future land use map	216



i. introduction



PURPOSE OF THE COMPREHENSIVE PLAN

The comprehensive plan is a citizen-driven guide for the future of North Kingstown that guides policy and budgeting decisions.

The primary purpose of the comprehensive plan is to form a rational basis for long-term physical development in the town and the formulation of zoning ordinances and land use regulations. The comprehensive plan provides a guide to what improvements should happen where and when and enables the Town to pursue grants for implementation.

As a vehicle for achieving community goals for the future, the process requires extensive community involvement. The comprehensive plan process enables a dialogue for competing interests to be expressed and work to present a single policy voice.

This Comprehensive Plan updates the previous 2008 Comprehensive Plan and incorporates the assessment of existing and future needs and conditions over the next 20 years as well as public input collected between April 2015 and April 2016.

The State of Rhode Island requires all municipalities to develop a comprehensive plan with a 20-year planning horizon. The state has a reciprocal system with regard to land use planning wherein State goals and policies as embodied in the State Guide Plan and the laws of the State are reflected in local plans and local plans can guide State actions. The comprehensive plan should be updated and re-adopted not less than every ten years.

The Comprehensive Planning and Land Use Act requires that the comprehensive plan address elements that include:

- natural resources,
- recreation,
- historic and cultural resources,
- housing,
- economic development,
- agriculture,
- services and facilities,
- energy,
- water supply,
- transportation,
- natural hazards and climate change, and
- land use.



Public kick off meeting

WHY PLAN?

North Kingstown's assets attract residents and businesses but more can be done to define the town's strengths and make it competitive.

North Kingstown's combination of old and new, its town character, amenities, and quality of life are attractive to residents and businesses.

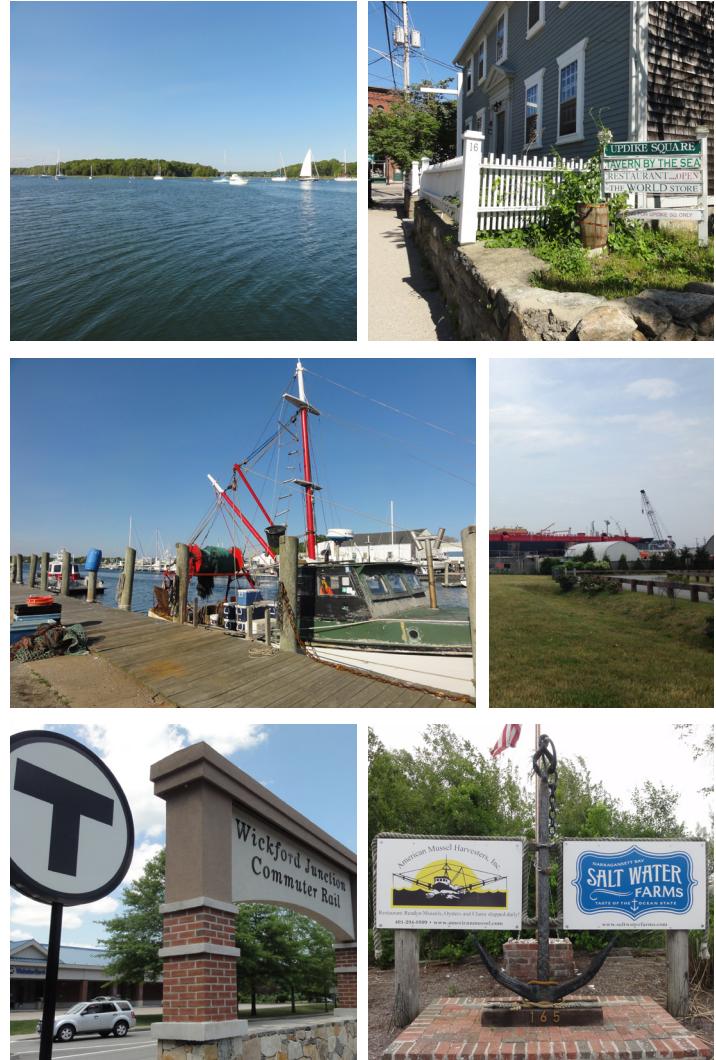
The extensive public outreach made it clear that the residents of North Kingstown love its unique assets - its waterfront location, history, scenic and rural characteristics, high quality schools, and town facilities - and the quality of life that they afford.

North Kingstown also counts among its assets economic strengths built on its industrial infrastructure, farm and marine industries, and transportation and access.

Residents expressed a strong desire to protect these assets while improving areas seen as languishing and directing growth to revitalize traditional village centers and commercial corridors.

However, challenges such as the changing economic climate, infrastructure and environmental constraints, and disconnection require a thoughtful approach to growth and revitalization.

This plan seeks to support the community vision of a thriving town that encourages economic growth to improve quality of life and strengthen the assets that make North Kingstown a desirable place to live.



“ To what extent do we want to be a bedroom suburb or quaint New England town or hub of economic activity? It doesn't have to be 'either/or' but is often treated that way. **”**

ADOPTION AND AMENDMENTS

North Kingstown's Comprehensive Plan was approved by the state in February 1995. The 2001 Comprehensive Plan Update was adopted in June 2001 and the 2008 Comprehensive Plan Update was adopted in September and October 2008 by the North Kingstown Planning Commission and North Kingstown Town Council, respectively. This Comprehensive Plan 20-Year Update includes all of the major amendments to the 1995 Plan adopted through 2008, and includes the following amendments that have been adopted since 2008:

- Amendment to Comprehensive Plan; Amend Water Service Area Map; Amend Future Land Use Map for western Route 2/102 intersection to Rural Gateway; Adopted by Town Council on November 30, 2012.
- Ordinance No. 13-06 (Uncodified) - Amendment to Comprehensive Plan - Future Land Use Map Amendment; Adopted by Town Council on July 15, 2013.
- Ordinance No. 13-09 (Uncodified) - Amendment to Comprehensive Plan - Future Land Use Map Amendment; Adopted by Town Council on August 26, 2013.
- Ordinance No. 13-18 (Uncodified) - Amendment to Comprehensive Plan - Addition of Transit Oriented Development Land Use; Adopted by Town Council on December 9, 2013.
- Ordinance No. 14-06 (Uncodified) - Amendment to Comprehensive Plan - Groundwater Overlay Map Amendment; Adopted by Town Council on May 5, 2014.
- Ordinance No. 14-13 (Uncodified) - Amendment to Comprehensive Plan - Amend text, Water Service Area and Future Land Use Map related to Rural Gateway and Compact Village District; Adopted by Town Council on June 23, 2014.
- Ordinance No. 14-14 (Uncodified) - Amendment to Comprehensive Plan - Amend text, Community Services and Facilities Map, and incorporate Village Centers Map; Adopted by Town Council on June 23, 2014.
- Ordinance 16-03 - (Uncodified) - Amendment to the Comprehensive Plan - Establishment of Redevelopment Agency; Adopted by Town Council on March 14, 2016.

RELEVANT PLANS

The re-write of the comprehensive plan used and relied on data and information presented in the following plans and reports. Copies of all documents are available in the Town of North Kingstown Department of Planning located at 55 Brown Street, North Kingstown RI 02852. The department can be contacted by phone at 401-268-1571 or email at: bgagnonglasberg@northkingstown.org

- **Water Supply System Management Plan-Executive Summary;** Sept. 18, 2015; Author/Publisher: Town of North Kingstown Depts. of Planning and Water Supply, 55 Brown St., North Kingstown, RI 02852, 401-268-1573, slicardi@northkingstown.org
- **Adaptation to Natural Hazards and Climate Change in North Kingstown, RI;** Aug. 1, 2015; 1st edition; Author/Publisher: URI Coastal Resources Center, Rhode Island Sea Grant College Program with the University of RI Environmental Data Center, University of RI Graduate School of Oceanography, South Ferry Rd., Narragansett, RI 02882, 401-874-6800, <http://www.crc.uri.edu/> and <http://seagrant.gso.uri.edu/>.
- **Multimodal Transportation Safety and Efficiency Assessment;** March 1, 2015; Author/Publisher: Vanasse Hangen Brustlin, Inc., 1 Cedar St., Suite 400, Providence, Rhode Island 02903, 401-272-8100, <https://www.vhb.com/>.
- **North Kingstown Community Market Study;** June 9, 2014; 1st edition; Author/Publisher: 4WARD PLANNING, 100 Park Ave., 16th Floor, New York, NY 10017, 646-383-3611, <http://landuselearning.com/>.
- **Wickford Junction TDR Assessment: Phase I Background and Market Analysis;** Oct. 15, 2013; 1st edition; Author/Publisher: 4WARD PLANNING, 100 Park Ave., 16th Floor, New York, NY 10017, 646-383-3611, <http://landuselearning.com/>.
- **Transfer of Development Rights and Identification of Village Centers Final Report;** Aug. 1, 2012; 1st edition; Author/Publisher: Horsley Witten Group, 370 Ives St., Providence, RI, 508-833-6600, www.horsleywitten.com.
- **Transfer of Development Rights and Identification of Village Centers Interim Report to Town Council;** Jan. 13, 2012; 1st edition; Author/Publisher: Horsley Witten Group, 370 Ives St., Providence, RI, 508-833-6600, www.horsleywitten.com.
- **Transfer of Development Rights and Identification of Village Centers Phase 1 Assessment;** March 4, 2011; 1st edition; Author/Publisher: Horsley Witten Group, 370 Ives St., Providence, RI, 508-833-6600, www.horsleywitten.com.
- **Healthy Places by Design North Kingstown;** May, 15, 2012; 1st edition; Author/Publisher: Horsley Witten Group, 370 Ives St., Providence, RI, 508-833-6600, www.horsleywitten.com.
- **Quonset Business Park Master Land Use And Development Plan;** Oct. 2008, Rev. April 2012; Author/Publisher: Maguire Group Inc Architects/Engineers/Planners, 225 Chapman St., Providence, RI, 401-272-6000, <http://www.cdrmaguire.com/>. Available from: Quonset Development Corporation, 95 Cripe St., North Kingstown, RI 02852, 401-295-0044, ktrapani@quonset.com
- **Wastewater Facilities Plan for the Town of North Kingstown;** Nov. 31, 2011; 1st edition; Author/Publisher: James J. Geremia & Associates, Inc, 272 West Exchange St., Suite 201, Providence, RI 02903, 401-454-7000, jim@geremiaengineering.com
- **Mapping Assets Vulnerable to Sea Level Rise Building Blocks for Climate Change Adaptation: Tools for Community Assessment and Planning;** May 1, 2011; 1st edition; Author/Publisher: URI Coastal Resources Center, Rhode Island Sea Grant College Program with the University of RI Environmental Data Center, University of RI Graduate School of Oceanography, South Ferry Rd., Narragansett, RI 02882, 401-874-6800, <http://www.crc.uri.edu/> and <http://seagrant.gso.uri.edu/>.
- **Sawmill Pond Watershed Assessment;** April 1, 2010; 1st edition; Author/Publisher: Horsley Witten Group, 370 Ives St., Providence, RI, 508-833-6600, www.horsleywitten.com.

PLAN COMPONENTS

- ***Harbor Management Plan and Harbor Ordinances***; Oct. 20, 2008; Author/Publisher: Town of North Kingstown Harbor Management Commission, 8166 Post Rd., North Kingstown, RI 02852, 401-294-3331 x8255, harbormaster@northkingstown.org
- ***Town of North Kingstown Comprehensive Plan Housing Element Update As Modified Affordable Housing Plan***; Nov. 22, 2004, Amended June 27, 2005; Author/Publisher: BC Stewart & Associates/Bay Area Economics, 2 Rolling Oaks Dr., Pocasset, MA 02559, 508-564-4170, <http://www.bbstewart-associates.org>.
- ***Strategy for Reducing Risks from Natural Hazards in North Kingstown, RI - A Multi-Hazard Mitigation Strategy***; June 13, 2005; Author/Publisher: Town of North Kingstown Dept. of Planning, 55 Brown St., North Kingstown, RI 02852, 401-268-1573, mharrington@northkingstown.org
- ***Post Road Corridor Plan***; May 1, 2005; 1st edition; Author/Publisher: The Cecil Group, Inc. with Edwards and Kelcey, 170 Milk St., Suite 5, Boston, MA 02109-3438, 617-426-5050, <http://www.cecilgroup.com>.
- ***Allen Harbor Calf Pasture Point Master Plan***; Sept. 1, 2000; 1st edition; Author/Publisher: The Cecil Group, Inc. with Parsons Brinckerhoff Quade & Douglass, Inc., 170 Milk St., Suite 5, Boston, MA 02109-3438, 617-426-5050, <http://www.cecilgroup.com>.
- ***Wickford Village Plan***; May 1, 1998; 1st edition; Author/Publisher: Wickford Village Plan Advisory Committee and Town of North Kingstown Dept. of Planning, 55 Brown St., North Kingstown, RI 02852, 401-268-1571, bgagnonglasberg@northkingstown.org
- ***North Kingstown Groundwater Protection Plan***; Oct. 1, 1991; Author/Publisher: Town of North Kingstown Depts. of Planning and Water Supply with the Groundwater Committee, 55 Brown St., North Kingstown, RI 02852, 401-268-1573, slicardi@northkingstown.org

The organization and format of this update is designed to be streamlined and user-friendly.

Chapter II. Overview of North Kingstown offers a brief overview of North Kingstown's historical context and key demographic trends.

Chapter III. Planning Process details the process, community engagement, and key public input that resulted from the process.

Chapter IV. Plan Elements contains the Vision, Overview, and eight topic areas that cover the elements required by the Comprehensive Planning and Land Use Act and together comprise the Comprehensive Plan.

The **Appendix** which is provided under separate cover contains additional data as required by the Rhode Island State Comprehensive Planning Standards Manual and data collected through the public input process.

The plan can be printed or viewed in full or broken into standalone segments. Chapters I, II, III, and the Vision and Overview sections of Chapter IV can serve as a summary of the Comprehensive Plan. Each plan element within Chapter IV can be pulled out as a self-contained, standalone section and includes key issues, goals, policies, and actions for implementation for that element.





ii. Overview of North Kingstown



HISTORICAL CONTEXT

North Kingstown's history can be traced back to the 1630s when Roger Williams established a temporary trading post near Cocomscussoc along major thoroughfares of the Narragansett People. Richard Smith later joined him and over time amassed large land holdings in what was known as "Narragansett Country."

In 1674, Kings Towne was founded by the colonial government and included the present day towns of North Kingstown, South Kingstown, Exeter, and Narragansett. Wickford was platted in 1709 and as the settlement rapidly expanded it was divided into North and South Kingstown in 1722.

In the 18th century North Kingstown was an agricultural community made up primarily of small to medium sized family farms. Wickford was a thriving seaport that grew to rival Newport.

In the 19th century, the textile industry took advantage of North Kingstown's rivers and streams and mill villages sprung up around the Hunt,

Annaquaticket, and Pettaquamscutt River systems. These included Lafayette, Hamilton, Belleville, Davisville, Annaquaticket, Shady Lea, and Silver Springs. Rail and trolley lines further propelled North Kingstown's industry with the Providence and Stonington Railroad, Newport & Wickford Railway & Steamship Line, and Sea View Trolley opening in the mid- to late-1800s.

By the 20th century, the textile industry began fading with most closing down in the 1930s. The next chapter of North Kingstown's economic growth came with the construction of the Quonset/Davisville military complex in 1938, with the Quonset Point Naval Air Station and Navy Construction Battalion Center at Davisville established in 1941-1942.

Between the 1930s and 1950s, summer resort communities sprouted up in Saunderstown, Mount View, Shore Acres, Plum Beach, and Barber Heights. By mid-century, North Kingstown had shifted to a mainly residential community.

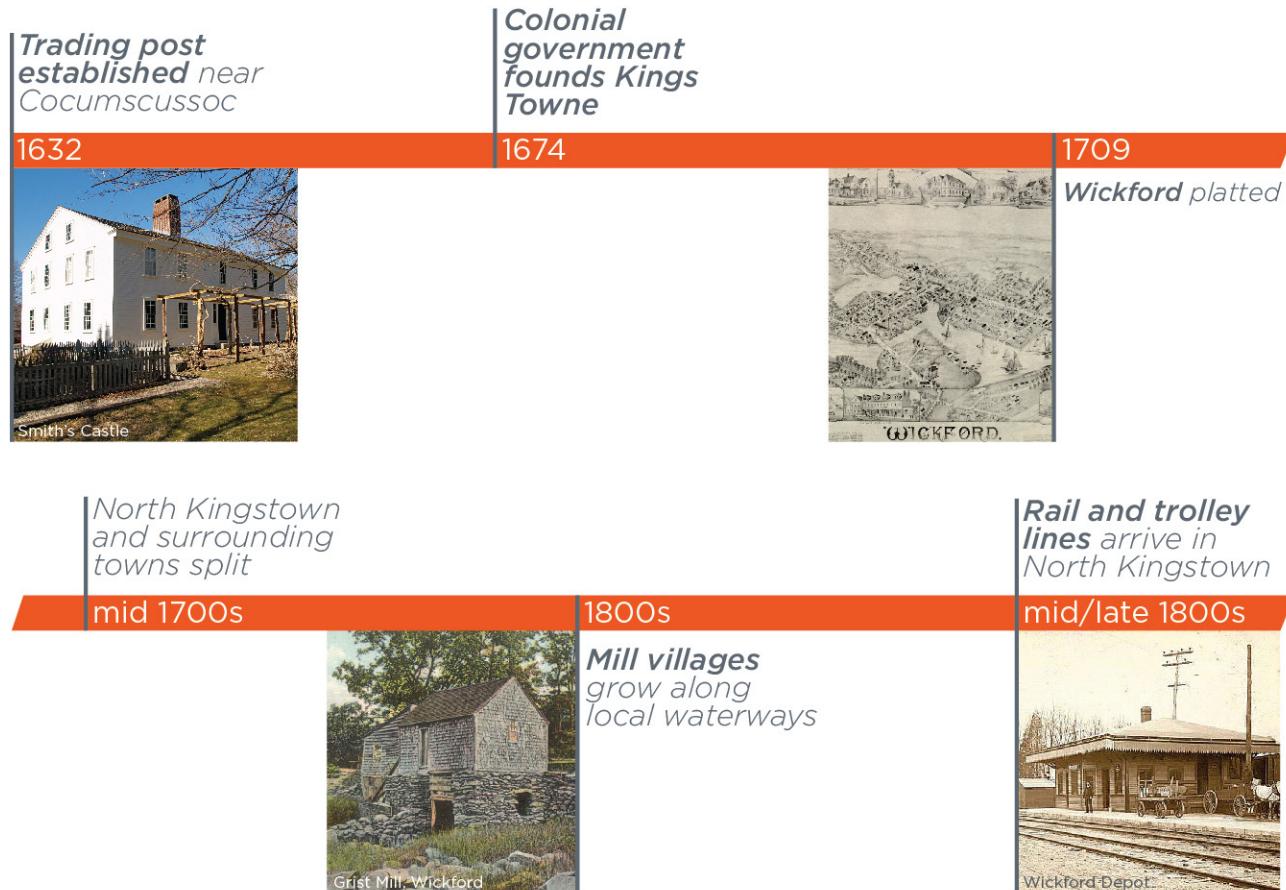


Figure 1. Timeline of North Kingstown

The Quonset Point Naval Air Station was established as part of the Lend-Lease Act of 1941, shortly before the US entered World War II. It served as the major northeastern naval base during the war and subsequent years. During its heyday Quonset's workforce, combined with that of the adjacent Davisville Construction Battalion Center, was the largest in the state of Rhode Island.

The Navy established the Construction Battalion Center at Davisville (N.C.B.C. Davisville) less than a year after Quonset was completed. The Davisville area of Quonset used to be home to the thriving, 370-acre Romano Farm and Vineyards. Davisville would become the birthplace of the 'Seabees' - a portion of service people in the U.S. Navy tasked with building bases, creating roadways and airstrips and numerous other construction projects during conflicts dating back to World War II. It was the Davisville Seabees and their innovative problem solving skills that led to the creation of what is now known as the Quonset hut.

During the Second World War, Quonset was involved in the development of a naval night fighter aircraft.

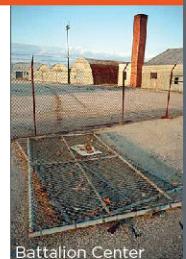
Quonset/Davisville military complex established
Great Hurricane of 1938

1938



Quonset Point Naval Air Station decommissioned

1974



1941-1942

Quonset Point Naval Air Station and Navy Construction Battalion Center at Davisville established

1994

Navy Construction Battalion Center at Davisville closed

After the war, Quonset Point saw depletion in ships on the base. It then went on to become a Naval Air Rework Facility. Like other WWII-era military installations across the country, Quonset Point fell victim to military budget cuts during the Nixon years and the Quonset base was decommissioned on June 28, 1974. The Navy declared most of Quonset Point surplus to its needs and the land and buildings were offered to the State of Rhode Island and North Kingstown for civilian use.

By the 1970's, activity gradually tapered off as the military's strategic focus shifted toward the Pacific Ocean. By the 1980s, Davisville's facilities had been stripped back to a skeleton crew and many of its buildings were sealed. Davisville was selected for closure during the Base Realignment and Closure (BRAC 1991) program and operational closure occurred on April 1, 1994.

Following their closures, the land at Quonset and Davisville was managed and developed by various state entities until the Quonset Development Corporation (QDC) was created by the Rhode Island General Assembly effective on January 1, 2005. (www.quonset.com/about-the-park/history-of-quonset)

*Summer resort communities grow and North Kingstown shifts to **mainly residential** community*

1930s to 50s



Quonset Development Corporation created

2005



KEY DEMOGRAPHIC TRENDS

North Kingstown is in a period of demographic stability

North Kingstown, which has historically been through tremendous population fluctuations, has experienced a period of population stability since 2000. Focusing in on the most recent decade, North Kingstown and most of its neighboring communities have experienced slight population declines similar to the statewide growth trend, while Warwick and Providence have changed course from decline to growth.

Rhode Island is one of the slowest growing states in the country. Changing little since 1970, it has grown only 0.4% since 2010. Most growth since 2000 has been in rural and suburban areas of the state.³

The Rhode Island Statewide Planning program projects a 0.3% annual growth rate in North Kingstown over the next 20 years, reaching a population of 28,390 by 2035.³

Household composition has been changing

North Kingstown follows regional and national trends of non-family household growth. Between 2010 and 2017⁴, growth has been in households of individuals living alone and families without children. In 2010, 63% were families with no children versus 68% in 2017. The growth rate is highest among empty nesters and young workers, while families with children have declined.^{1,2}

This is in line with Rhode Island trends. The state is getting older and projections show the Rhode Island working-age population will shrink an estimated 6% between 2010 and 2040.³

The population of North Kingstown is 93% white, a slight decline from 94% in 2010. There has been consistent representation from black, Asian and hispanic populations between 2010-2017⁴.

¹ US Census; ² 2013 American Community Survey (ACS); ³ RI Statewide Planning; ⁴US Census ACS 2013-2017 Estimates ⁵US Census 2018 Estimates.

Figure 2. Population change in North Kingstown, 1940-2018^{1,5}

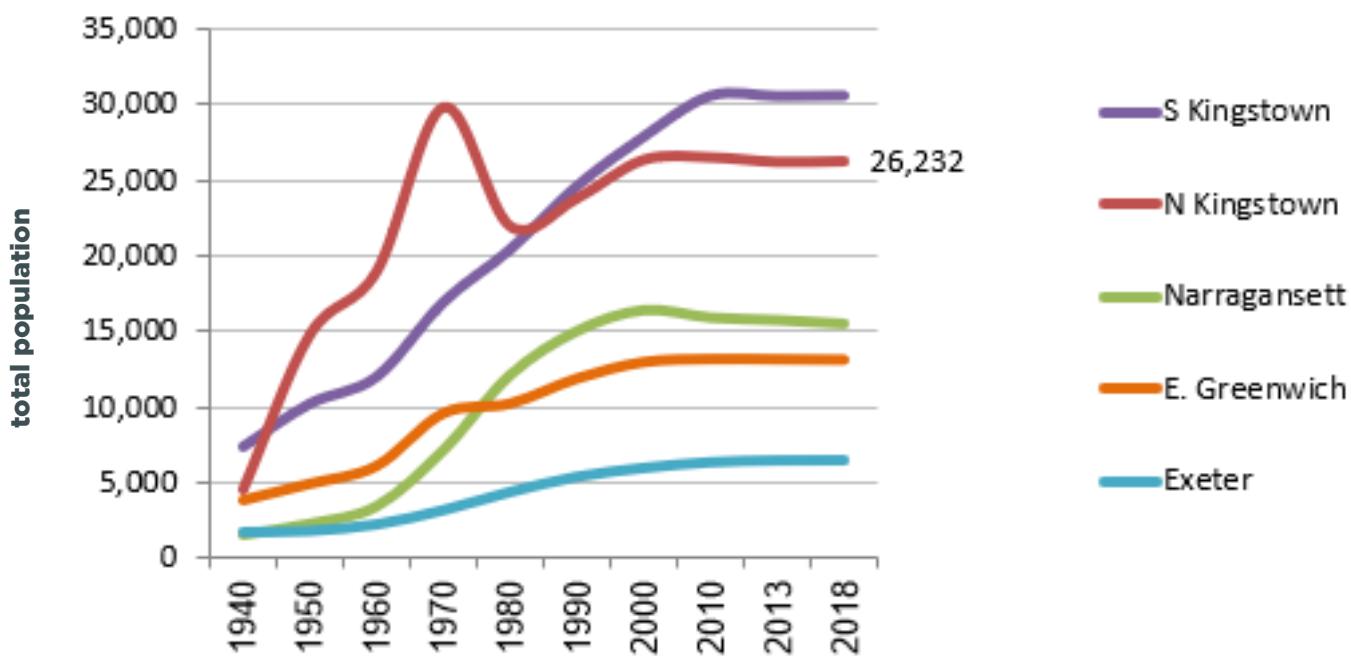
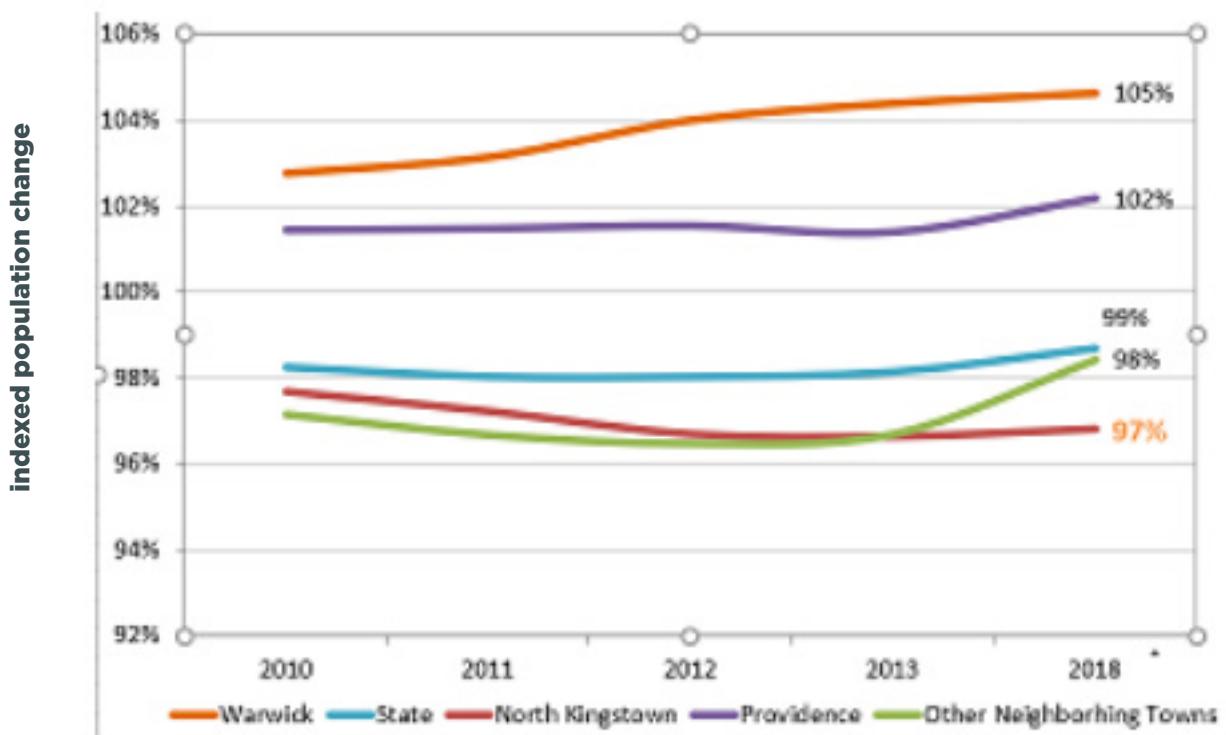


Figure 3. Indexed population change, 2005-2018^{2,3,5}



North Kingstown has an educated population

North Kingstown ranks 7th among the state's 39 cities and towns in attainment of bachelor's degree or higher. 51.5%⁴ of North Kingstown adults age 25 or older have a Bachelor's degree or higher compared to the statewide rate of 33%⁷, while 35%⁷ have a high school diploma but no Bachelor's degree, and 4.4%⁷ have less than high school. The high school graduation rate was 93%.

Incomes have been growing but child poverty has also increased

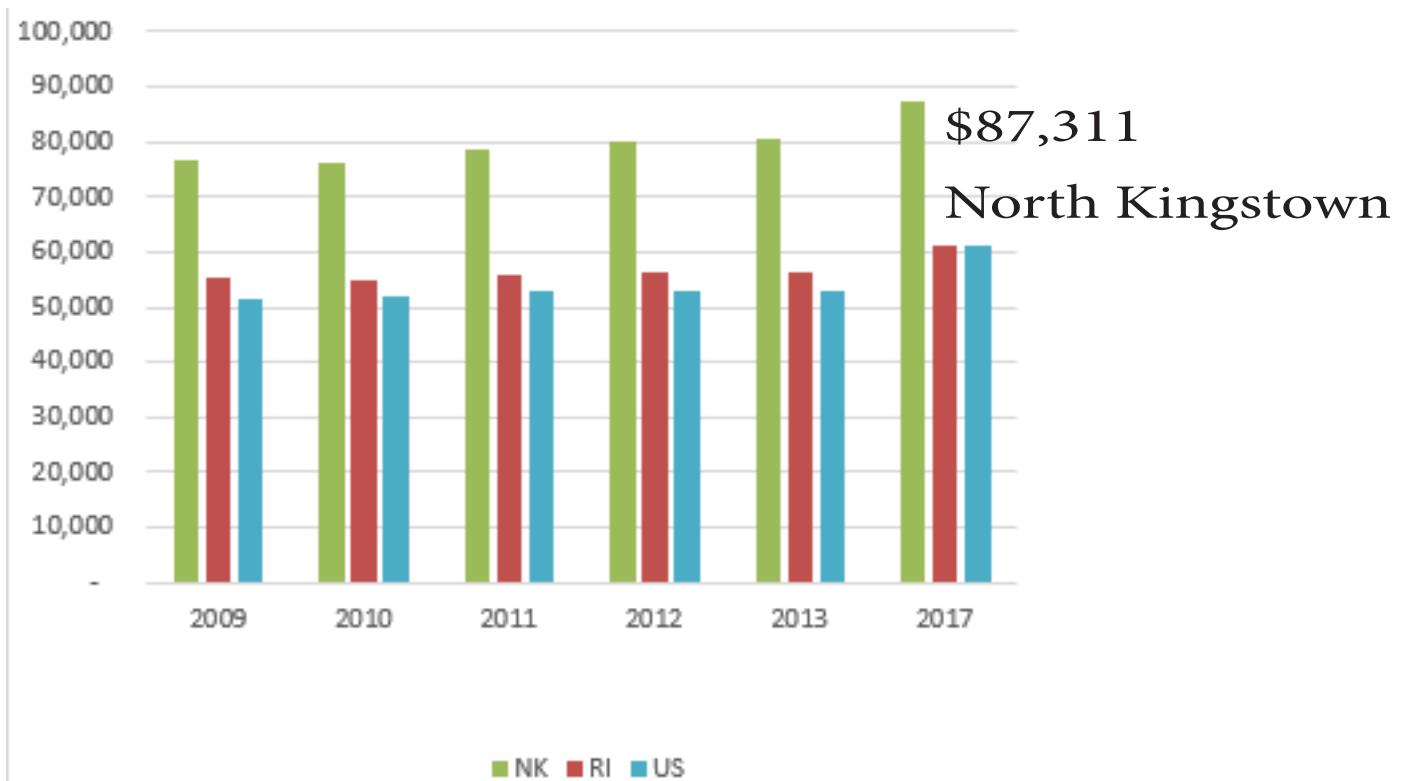
North Kingstown residents have above average household incomes. The income distribution is skewed toward upper income ranges, but not to the same extent as the adjacent four towns (East Greenwich, Exeter, Narragansett, and South Kingstown). The trend has been strong seeing growth in median household income, up 8.5% since 2010. Median income in North Kingstown was 130% of the statewide median in 2017⁷.

While many families in North Kingstown earn more than \$100,000 per year, the census estimates that 11%⁶ of children live in households below the poverty line in 2013 up from 9.7% in 2000. These estimates give North Kingstown a higher child poverty rate than all the surrounding towns and Warwick (although far below the statewide 17%)⁶. In contrast, poverty rates for adults and seniors are estimated at 6% and changed only slightly in the same period.^{1,2}

The unemployment rate, 3.2% in 2018,⁵ in North Kingstown has stayed very close to the US average during the latest recession and recovery, with elevated unemployment reaching a peak at 9.2% in 2010. Rhode Island unemployment was 4.1% for 2018.⁵

¹ US Census, 2013 ACS; ² 2009 and 2013 ACS; ³ Bureau of Labor Statistics; ⁴ US Census Population Estimates July 2018; ⁵ RI Department of Labor and Training 2018; ⁶ RI Kids Count 2018; ⁷ US Census ACS 5-year estimate 2013-2017.

Figure 4. Median household income, 2009-2017²⁷



**Distribution of Households by Median Income
2013-2017 ACS 5-year Estimates**

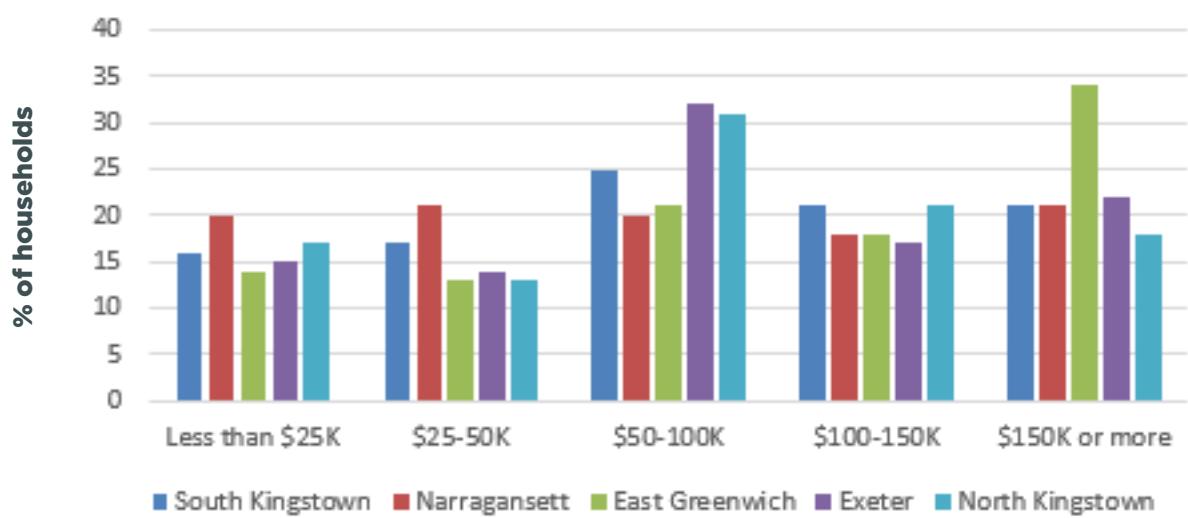


Figure 5. Distribution of households by median income, 2017²⁷



iii. planning process



PLANNING PHASES

The comprehensive planning process kicked off in April 2015 and was overseen by the Steering Committee and consisted of three phases:

a. RESEARCH AND ANALYSIS OF EXISTING CONDITIONS which combined data collection and analysis of census research and GIS data with listening and learning from the community through interviews, neighborhood tours, collaborative mapping, public forums, and a resident survey.

- b. DEVELOPING A VISION AND PRELIMINARY RECOMMENDATIONS in response to the research findings and community input with review and feedback through the steering committee, stakeholder functional groups, and public forums.
- c. DEVELOPING THE PLAN by refining the recommendations based on input from the steering committee and community, and bringing together the analysis, key public input, recommendations and implementation into a plan document.

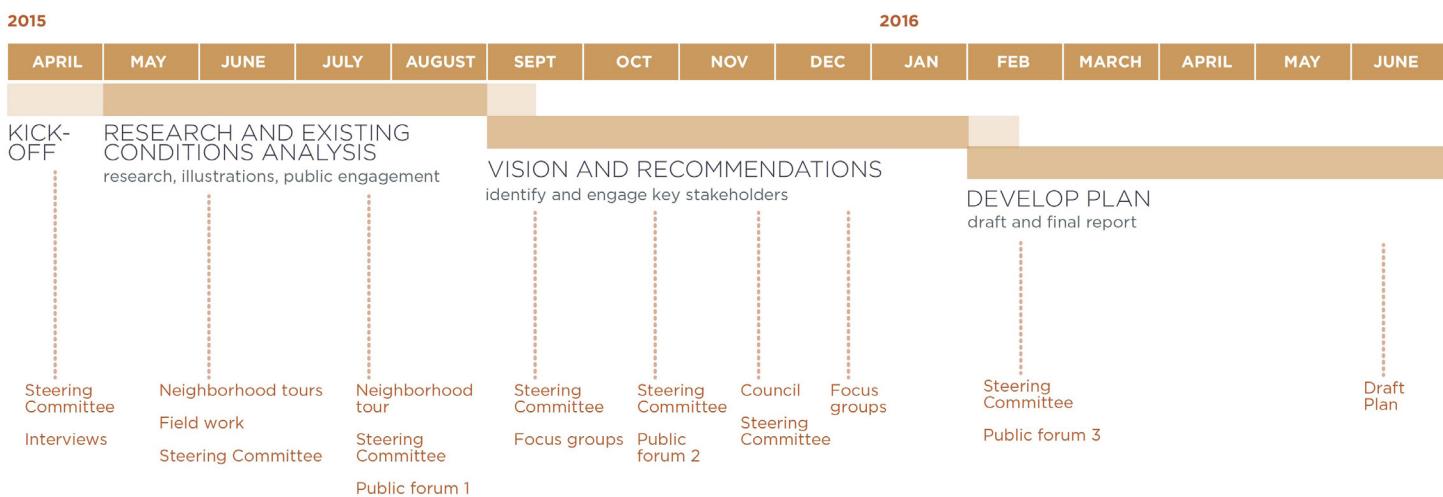


Figure 6. Planning process schedule

COMMUNITY ENGAGEMENT

STEERING COMMITTEE

A steering committee composed of local residents, community leaders, public officials, and institutional and business representatives was appointed by the Town Council to guide the project. The steering committee convened at key points in the process:

- April 9, 2015 kick off,
- June 10, 2015 - discuss interview themes and community participation plan,
- July 15, 2015 - review initial research findings and preview public kick off,
- September 17, 2015 - review full research and analysis to be discussed with functional groups,
- October 14, 2015 - review functional group findings,
- November 23, 2015 - review draft goals and brainstorm potential policies and actions,
- February 10, 2016 - review draft goals, policies and actions.

RESIDENT SURVEY

662 residents from across the town responded to a survey about their perceptions and concerns. The survey was available both in print and online formats.

INTERVIEWS

24 confidential interviews were conducted with a sample of residents, business owners, service providers, and public officials.

AREA TOURS

Four area tours were conducted by local residents and stakeholders and were open to the public.

- Wickford Village
- Post Road south of 403

- Davisville
- Wickford Junction and Route 2/102

The consultant team, Planning Department and members of the Steering Committee were also given a tour of the Quonset Business Park.

FUNCTIONAL GROUPS

Four stakeholder functional groups were formed by Town Council to discuss the following topic areas:

- Land use/transportation/housing
- Economic development
- Natural/cultural/open space/conservation/recreation
- Community facilities/services

Each functional group met twice: once in September to review the research and analysis findings and discuss key issues, and again in December to review the draft goals and brainstorm potential policies and actions.

PUBLIC FORUMS

Three public forums were held at the Beechwood House and online presentations and activities were available for those who could not attend the forums:

- June 11, 2015 public kick off,
- October 15, 2015 - review key research and analysis findings and develop vision and ideas for the future,
- February 11, 2016 - review draft goals and recommendations and weigh in on prioritization and implementation.

COMMUNITY ENGAGEMENT ACTIVITIES



RESIDENT SURVEY

A resident survey was conducted over June and July of 2015 with questions carried over from the 2008 Comprehensive Plan survey to track what has stayed the same and what has changed in public opinion. It was not a stratified random survey but used the same methodology as the 2008 survey whereby the survey was available online and also on paper at the Town Hall, Town Hall Annex, Senior Center, and Library.

A total of 662 people completed the survey in 2015 compared to 385 people for the 2008 comprehensive plan. The breakdown of resident neighborhoods was comparable to the 2008 survey and covered a broad range of North Kingstown neighborhoods.

Key results from the resident survey follow. For full results, please see the Appendix.

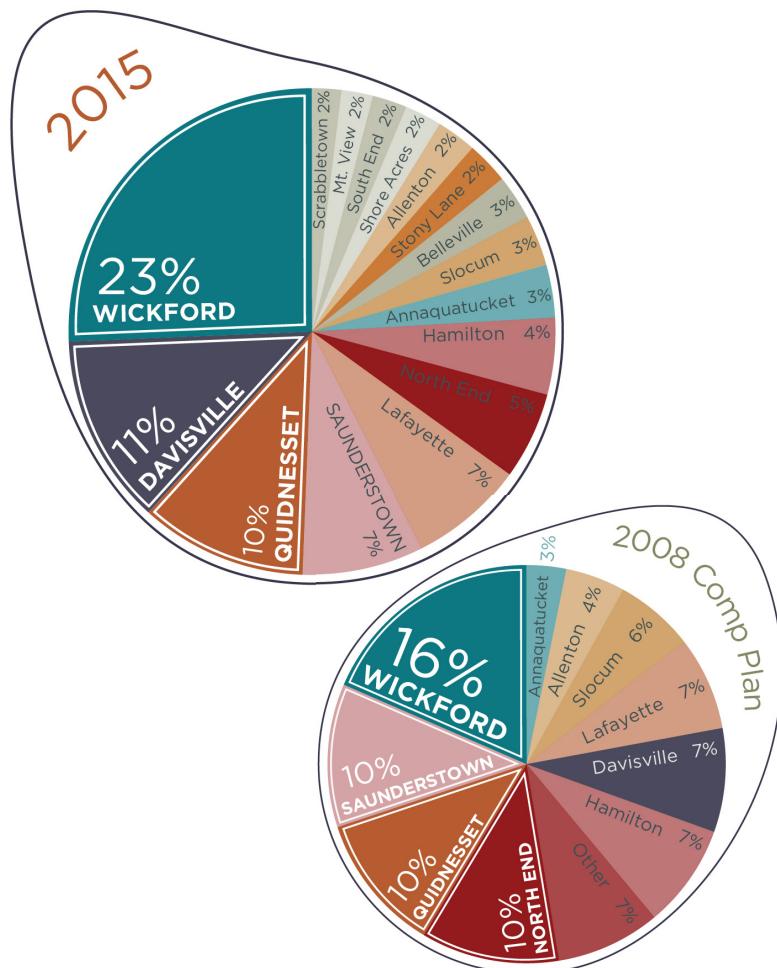


Figure 7. Breakdown of 2008 and 2015 survey participant neighborhoods

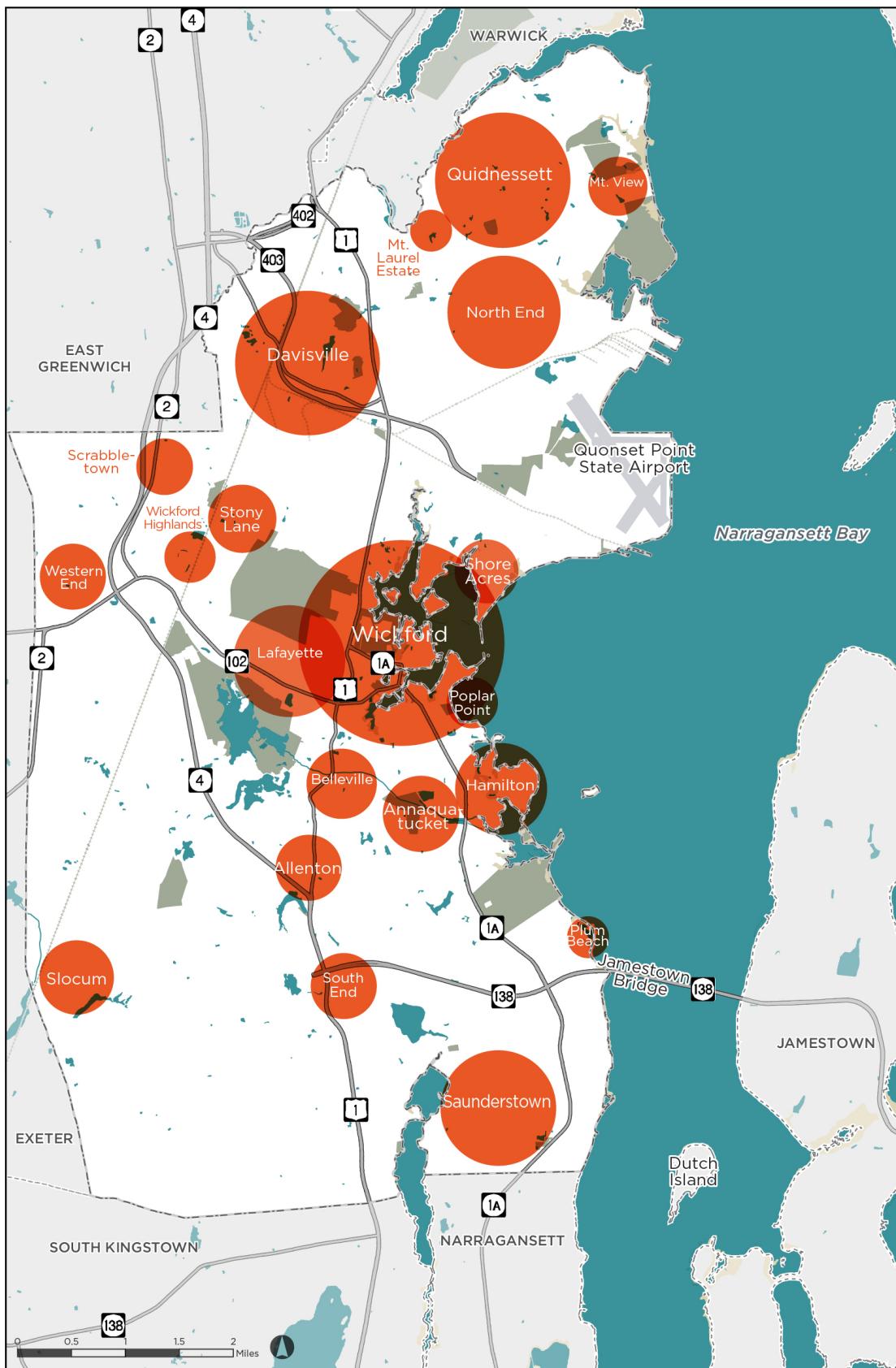
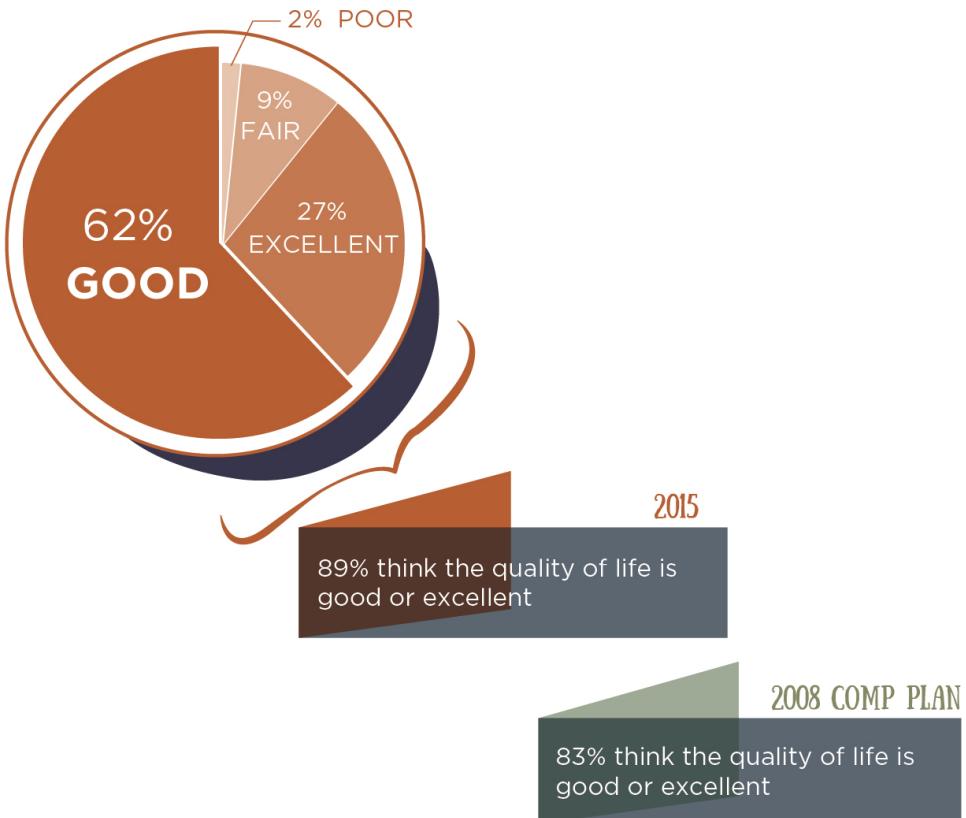


Figure 8. Map and summary of resident survey participants

Survey participants came from all over the town. The size of the circle on the map corresponds to the number of participants in each locale.

HOW WOULD YOU RATE THE QUALITY OF LIFE?



DO YOU THINK NORTH KINGSTOWN IS...

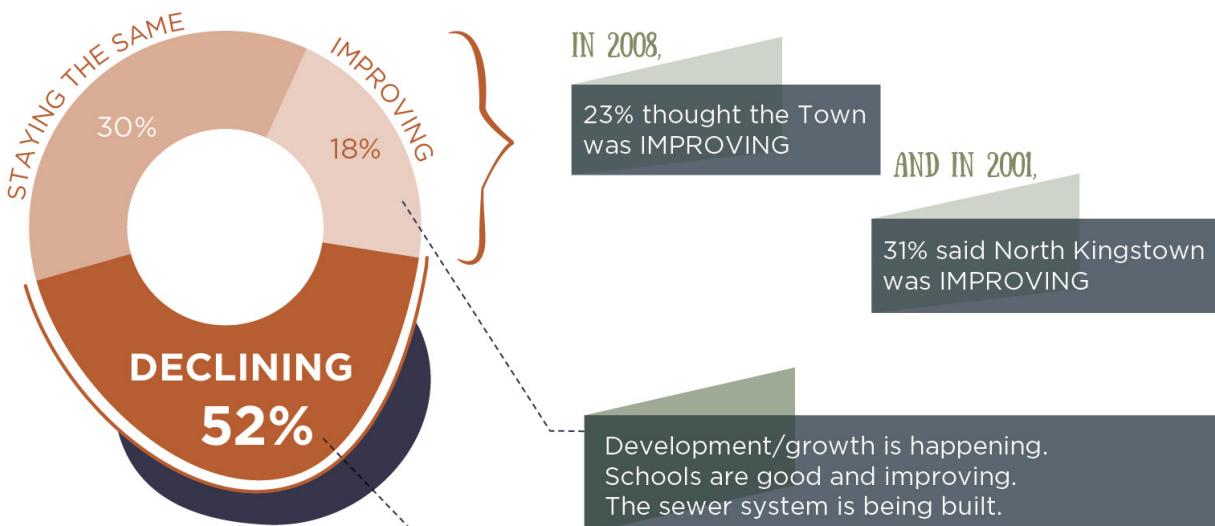


Figure 9. Resident survey summary diagrams

Most survey participants in 2015 rated quality of life very highly, but at the same time, half of the participants think the town is declining. This seeming discrepancy can be interpreted as a need to address specific concerns to maintain what is currently viewed as a high quality of life.

WHAT DO YOU LIKE BEST?

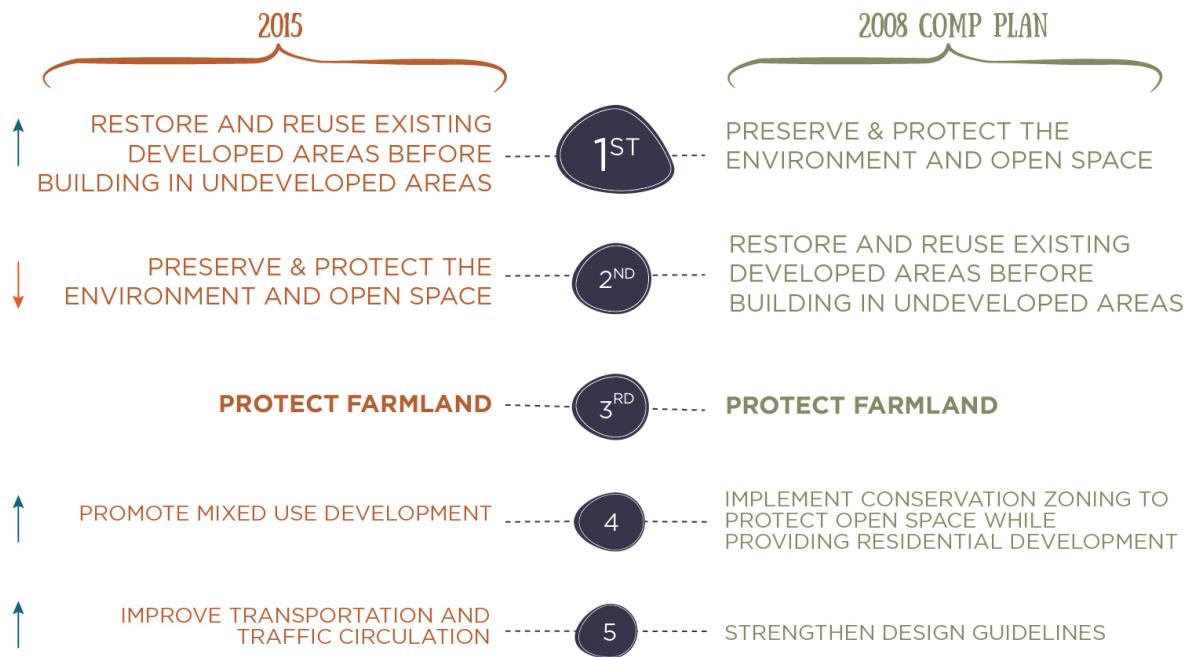
SURVEY
RESULTS



WHAT ARE YOUR MAJOR CONCERNs?



WHAT DO YOU THINK IS THE MOST IMPORTANT ACTION TO MANAGE LAND USE?



NOTE:

Blue UP arrows indicate higher ranking in 2015 than 2008

Red DOWN arrows indicate lower ranking in 2015 than 2008

COLLABORATIVE MAP

A large-scape map was presented at the public kick-off meeting in July 2015 and participants were asked to show us three places on the map: where they lived, a hidden gem, and a place that needs investment. The map was also installed at the Town Hall Annex and a version was available on-line for residents to continue populating the map. Post Road and Wickford village stand out as places where residents would like to see investment.

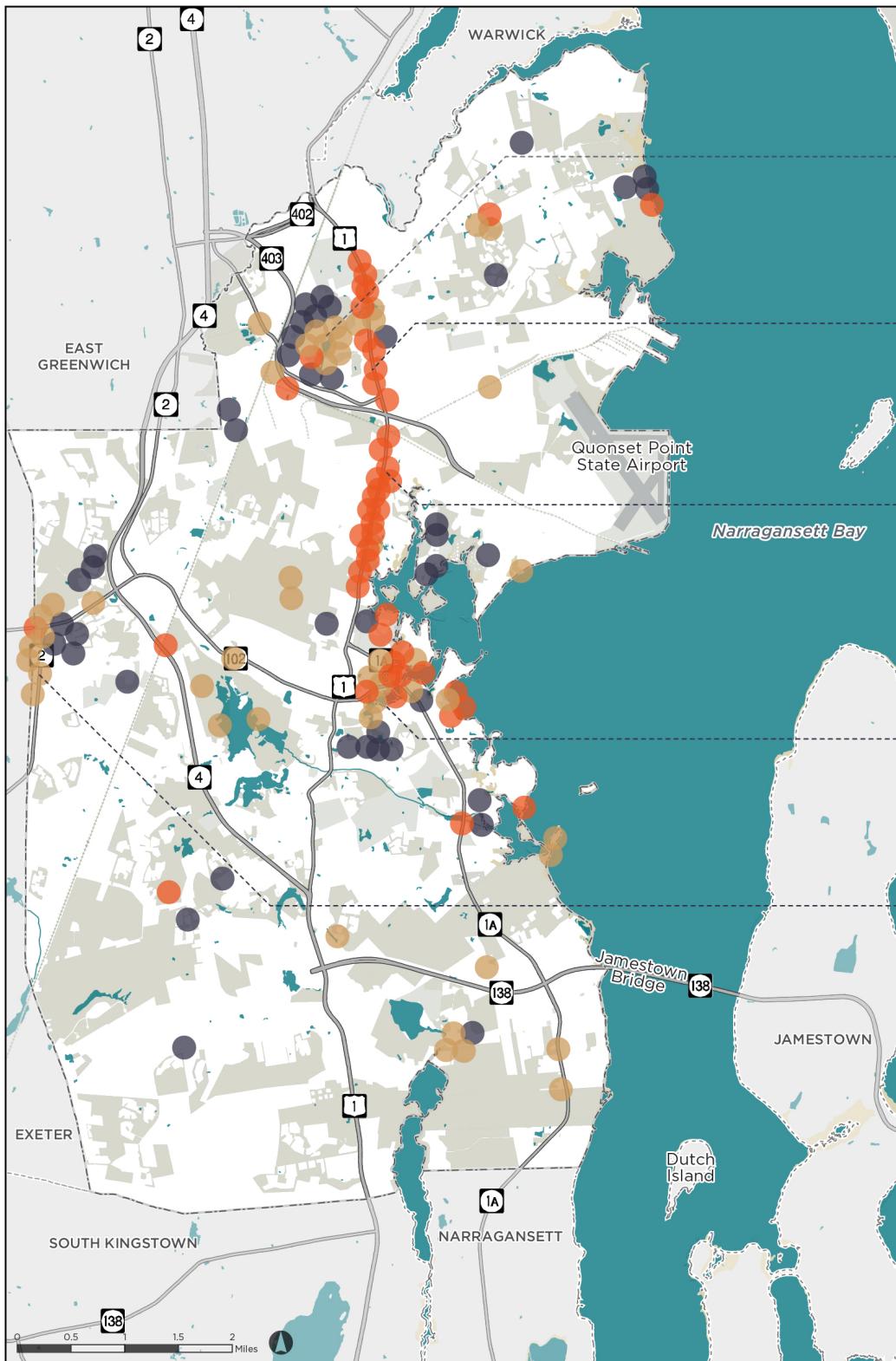


Figure 10. Collaborative map comments.

“

Beautiful water feature in the center of a dense neighborhood. Just needs to be cleaned and polished.

”



“

Infill and support existing development rather than neglecting and sprawling.

”



“

Make this area bike friendly, pedestrian friendly, and connected.

”



“

Downtown is the gem that draws people here, but there is little to do there. That has to change.

”

“

Scenic residential and farm land.

”

“

I would like to see the rural character protected.

”



IMPORTANT LOCATIONS

- Where participants live
- A hidden gem
- A place the town should invest in



BEACH ROSE CAFÉ

Village Inn

iv. plan elements



STICKY NOTE FOR TOMORROW

TOWN
LEADER

improved +
expanded
open space
farmland
QDC
Wickford

Collection of
Connected
villages support-
ed by strong
commercial
areas

OW

Diverse

Bike
Trail /
Village
Cres
Quonset

Walkable
Community
with
Restaurants
Things like EG

Quint
Village

destination
location

Resilient
to climate change
May require
moving structures

- LESS EXPENSIVE
- BETTER parts
- Support

Thoughtful
about
development

Reimagination of Post Rd
recognizing changed demog-
raphics, needs
Multimodal Transportation
improvements

Supportive
Community
- Destination
location

FISCALLY
RESPONSIBLE

OUTDoorsy

Diverse

Making
things happen
with mixed
commercial
areas

A TOWN
THAT
FEELS +
LOOKS
DIFFERENT

SHORELINE
CONNECTION
AVAILABLE

Interconnected
neighborhoods
&
commercial
areas

MAINTAIN
CHARACTER
&
CHARM

Environmentally
Progressive

Arts
Culture
Wickford
villages
Destination

Post restaurants
Quonset development
commercial

connected

Bike trail
multimodal transportation
Walkable

Outdoorsy
Shoreline

farmland

nature open space

trees parks

climate

Flood resistant
Resilient

Able to set
vision + zoning
and stick with
it

Bike trail to
town for
bike to
Quonset

Responses to the public kick off activity: "What do you want North Kingstown to be TOMORROW?" and word cloud illustrating the most common responses - the larger the word the more times it was mentioned.

VISION FOR THE FUTURE

North Kingstown is a great place to live, work and visit.

It is a growing economic hub and vibrant seaside community renowned for its scenic beauty and historic character.

The town promotes sustainable and resilient development to ensure all residents enjoy a high quality of life with excellent schools, parks, services and waterfront amenities, as well as convenient connections to local and regional destinations.

North Kingstown is...

A VIBRANT TOWN

ELEMENT 1: Economic development

A LIVABLE TOWN

ELEMENT 2: Housing and neighborhoods

A CONNECTED TOWN

ELEMENT 3: Circulation

A SUSTAINABLE TOWN

ELEMENT 4: Open space, recreation and the environment

A HISTORIC TOWN

ELEMENT 5: Historic and cultural resources

A CIVIC-MINDED TOWN

ELEMENT 6: Community services, facilities, and communication

A RESILIENT TOWN

ELEMENT 7: Natural hazards and climate adaptation

A FORWARD-THINKING TOWN

ELEMENT 8: Land use

OVERVIEW

This chapter is divided into eight elements that cover the topic areas required by the Comprehensive Planning and Land Use Act and comprise the Comprehensive Plan. Each element consists of:

- the **community vision and goals** which present the aspirations for the future and provide guidance in taking steps to achieve it,
- an overview of **key issues**,
- **accomplishments** since the 2008 Comprehensive Plan,
- a summary of **key public input** from the resident survey, interviews, tours, functional groups, public forums, and online activities,
- **goals**, which are designed to help achieve the vision and provide a framework for organizing the policies,
- **policies**, which are statements that guide the town's decision makers, and
- **actions**, which are specific and measurable items for the Town to implement to fulfill the goals and vision and an **implementation program** that outlines the timeframe and partners responsible for implementation.

A VIBRANT TOWN

ELEMENT 1: Economic development

The economic development element speaks to residents' primary concerns about the revitalization of commercial areas and the continued growth of Quonset as a major job center. The plan aims to encourage local business growth and jobs to support a robust local economy that enhances residents' quality of life and supports town character. The plan addresses the need to advance regulatory change, infrastructure improvements, strategies for promoting businesses, and better connections between Quonset and local businesses and the town as a whole. This element is organized under the following key economic development goals:

- Position North Kingstown as a competitive economic hub and good place for business
- Leverage the success of Quonset as a jobs center for the benefit of the town as a whole
- Encourage the development and redevelopment of existing commercial and industrial areas
- Encourage place-specific, resource-based businesses, such as agriculture and marine-related industries, that enhance sense of place

A LIVABLE TOWN

ELEMENT 2: Housing and neighborhoods

The housing and neighborhoods element addresses the need for housing options that serve a diverse population. The plan's recommendations include strategies to help residents stay in town and encourage residential development that supports town character, preserves affordability, and contributes to sustainability and resiliency. This element is organized under the following key housing goals:

- Provide a range of housing choices
- Encourage residential development away from environmentally constrained and sensitive areas, and that reflects town character and supports walkable neighborhoods

A CONNECTED TOWN

ELEMENT 3: Circulation

The circulation element aims to ensure that all residents have access to safe and convenient transportation options including walking, biking and public transit. The plan encourages safe roadway design that incorporates Complete Streets concepts and enhanced alternative transportation options to better connect destinations in town, particularly Wickford Junction, Quonset, Wickford Village, and Post Road. This element is organized under the following key circulation goals:

- Design safer and more attractive roadways for all users
- Promote alternative transportation options for better local and regional connections
- Upgrade and maintain transportation infrastructure

A SUSTAINABLE TOWN

ELEMENT 4: Open space, recreation and the environment

The open space and environment element aims to protect the town's natural resources and open space, recognizing their economic, environmental, recreational and scenic value. The plan sets forth strategies to preserve open space, integrating recreation and resiliency where possible; create a connected open space network; conserve resources; and enhance the waterfront, the town's key natural asset, through better access and active uses. This element is organized under the following key open space and environment goals:

- Protect, preserve, and restore natural resources
- Promote sustainable water and energy measures to conserve resources and reduce greenhouse gas emissions
- Increase public awareness of conservation and sustainability
- Provide high quality recreation facilities and opportunities for all residents
- Enhance public access to active open space, recreation areas and the waterfront

A HISTORIC TOWN

ELEMENT 5: Historic and cultural resources

The historic and cultural resources element aims to strengthen the unique assets that contribute to town character and sense of place, provide socio-economic benefit and enhance residents' quality of life. This element is organized under the following key historic and cultural resources goals:

- Protect and promote the town's historic assets
- Promote and foster local arts programs

A CIVIC-MINDED TOWN

ELEMENT 6: Community services, facilities, and communication

The community services, facilities and communication element supports the provision of excellent services and encourages civic engagement. The plan includes strategies to support priority infrastructure improvements such as sewer installation; efficient and cost-effective services through resource sharing, consolidating town government, and long-range school planning; better communication through a range of tools including an updated town website; and strong civic engagement. This element is organized under the following key community services, facilities and communication goals:

- Ensure high quality services that provide for health, welfare, education, and public safety
- Maintain and upgrade town facilities to ensure access to and safe provision of services
- Share information effectively and expand civic engagement

A RESILIENT TOWN

ELEMENT 7: Natural hazards and climate adaptation

The natural hazards and climate adaptation element addresses current and future hazards to ensure the town is prepared to meet these challenges. The plan promotes resilience and adaptation measures to protect existing property, resources, and infrastructure, and minimize the exposure of future development to natural hazards and climate change, in particular sea level rise. This element is organized under the following key natural hazards and climate adaptation goal:

- Promote resilience and adaptation to natural hazards and a changing climate to protect lives, infrastructure, resources, and property

A FORWARD-THINKING TOWN

ELEMENT 8: Land use

The land use element espouses balanced growth that incorporates resilience and resource conservation to maintain our town character and enhance our quality of life. The plan encourages focused growth in sustainable patterns that contribute to connected neighborhoods and assets, protect natural resources, and support a strong economy. This element is organized under the following key land use goals:

- Preserve town character and focus growth in existing and designated growth areas that limit the need for new infrastructure; remove blight; preserve town character; preserve open space; provide access to jobs, housing, services and transportation
- Promote sustainable patterns of development that support walkable neighborhoods, thriving commercial areas, job growth, and access to natural assets

PRIORITY GOALS AND ACTIONS

Over the course of the community engagement process, the following priorities emerged:

- commercial development that revitalizes Post Road
- sewer extensions
- focused growth
- better waterfront access and a more active Wickford waterfront
- streamlined regulations
- preparation for flooding and sea level rise

These are key results from the final public forum and online activity where participants were asked to weigh in on the plan's goals and actions. For full results, please see the Appendix.

DO YOU SUPPORT THE PLAN'S GOALS?



Figure 11. Priority goals and actions summary



Examples of Post Road development and redevelopment.

HOW SHOULD WE COMMIT OUR LIMITED RESOURCES?

TOP TEN ACTIONS

- 1 ECONOMIC DEVELOPMENT**
Revitalize Post Road by addressing physical challenges ...
- 2 ECONOMIC DEVELOPMENT**
Revitalize Post Road by addressing regulatory challenges ...
- 3 ECONOMIC DEVELOPMENT**
Enhance Wickford as a destination ...
- 4 CIRCULATION**
Encourage Complete Streets design ...
- 5 OPEN SPACE/ENVIRONMENT**
Preserve open space for natural resource protection and climate adaptation ...
- 6 HISTORIC/CULTURAL RESOURCES**
Maintain inventory of extant historic structures and identify priorities for rehabilitation, redevelopment and historic designation.
- 7 HISTORIC/CULTURAL RESOURCES**
Promote town history and historic assets ...
- 8 OPEN SPACE/ENVIRONMENT**
Explore the creation of new recreation facilities ...
- 9 HOUSING**
Encourage the development of: transit-oriented, walkable housing, senior housing & workforce housing.
- 10 ECONOMIC DEVELOPMENT**
Support and promote small business ...

BREAKDOWN OF ALL VOTES BY TOPIC AREAS*

Economic Development	38%
Open Space/Environment	16%
Housing	11%
Historical/Cultural Resources	11%
Circulation	10%
Services	7%
Land use	7%

* NOTE: Actions related to the topic of natural hazards and climate adaptation are folded into the other topic areas

over **50%** of all votes



A VIBRANT TOWN

A plan for ECONOMIC DEVELOPMENT

VISION

We are a **vibrant** and **welcoming** town with a **robust** and **thriving** local economy.

North Kingstown will encourage local business growth and jobs to support a robust local economy that enhances our town character, improves residents' standard of living and quality of life, and expands the tax base, while ensuring future development and investments protect the environment and are resilient in the face of changing economic and environmental conditions.

GOALS

1. Position North Kingstown as a competitive economic hub and good place for business
2. Leverage the success of Quonset as a jobs center for the benefit of the town as a whole
3. Encourage the development and redevelopment of existing commercial and industrial areas
4. Encourage place-specific, resource-based businesses, such as agriculture and marine-related industries, that enhance sense of place

OVERVIEW OF KEY ISSUES

Job growth in North Kingstown has been one of Rhode Island's economic success stories in the last decade. Over the same period, Rhode Island also experienced job gains since the low point in 2009.

North Kingstown's economic strength comes from a high concentration of jobs in manufacturing accounting for 43% of jobs relative to the state with 10%. Recent trends show North Kingstown's growth in some of these sectors slowing compared to the state particularly in accommodation and food services.

Despite its coastal recreation opportunities and historic Wickford Village, North Kingstown has an average to low concentration of jobs in the accommodation, restaurant, arts, entertainment, and recreation sectors, demonstrating a missed opportunity for potential growth.

Agriculture accounts for 1% of the jobs in North Kingstown by industry sector and has not been a high growth industry over the last decade. Between 2008-2018, there was a slight decline in the state, but in North Kingstown, the industry held steady and grew from 35 to 82 jobs. As a legacy industry with strong public support as it contributes to the traditional rural character of town, an exploration of new opportunities and emerging trends will be needed to breath new life into the industry.

The Town should encourage the revitalization of existing industrial and commercial locations in an environmentally sustainable manner that is compatible with nearby land uses. Existing commercial centers, particularly Wickford Village and Post Road, are in need of improvement. As there is limited market demand, however, a broader approach will be needed to generate activity and improve infrastructure to create the conditions to support revitalization.

A statewide sales tax exemption on original works of art is available.

North Kingstown is a job center with over one-third of the jobs in the immediate region.

North Kingstown has experienced **16% job growth** over the 10-year period between 2008 and 2018, gaining more jobs (more than 2400) than its neighbors combined (with an average of 115 gained across five adjacent communities).¹

Figure 12. Job growth, 2008-2018¹

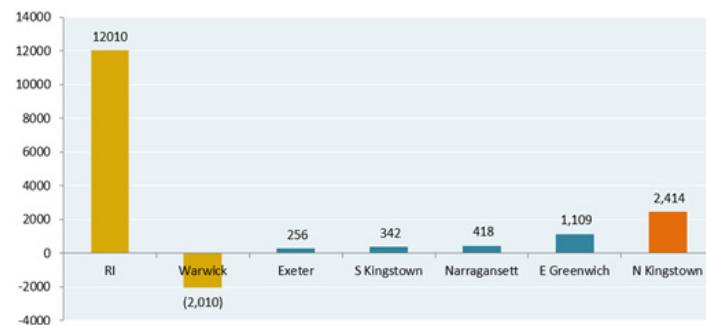


Figure 13. Total jobs, 2008-2018¹



¹ Rhode Island Labor Market Information.

Figure 14. Jobs by industry sector in North Kingstown 2018¹

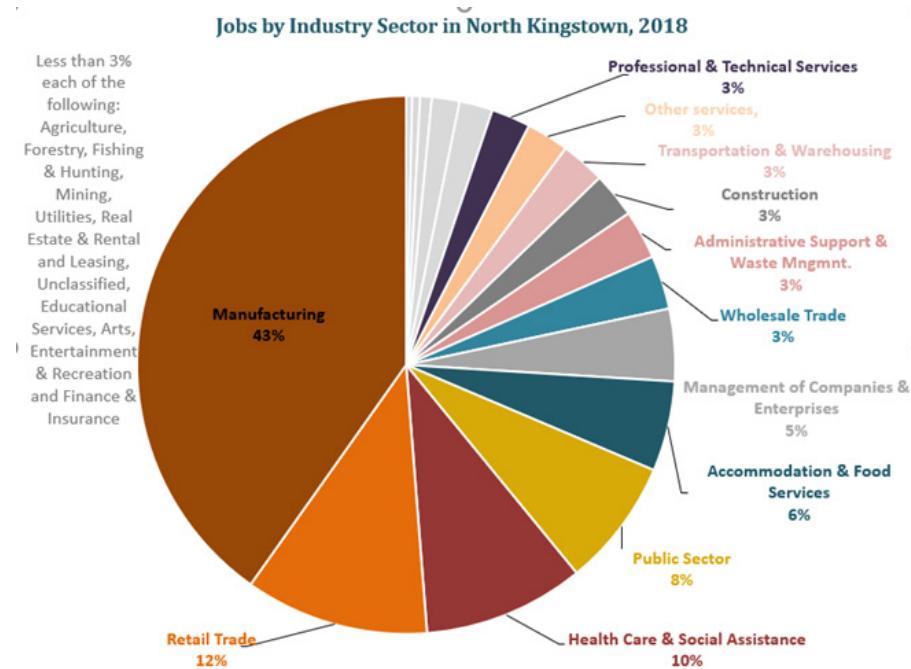
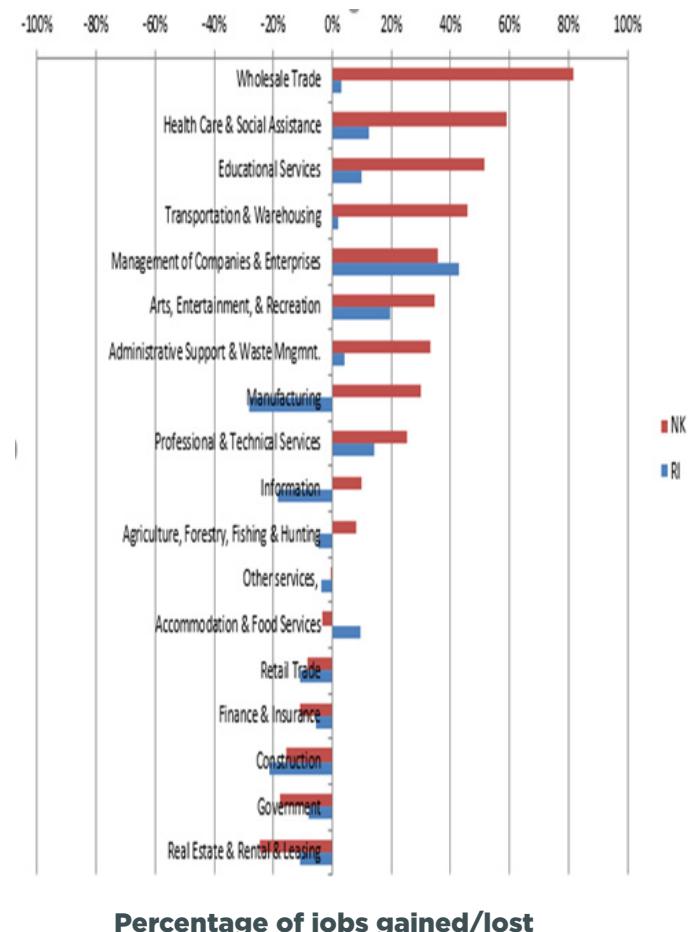
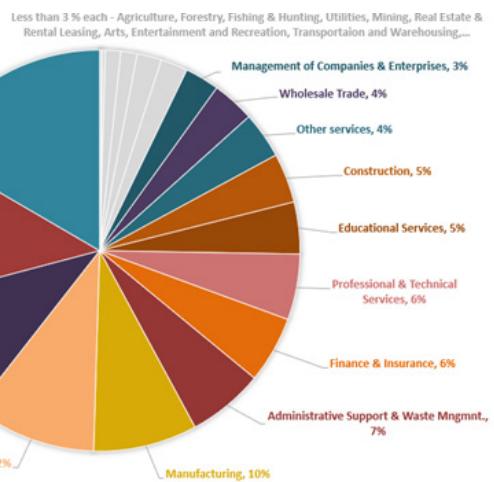


Figure 16. Job change by industry sector in North Kingstown and Rhode Island, 2008-2018¹



Manufacturing is the top industry sector in North Kingstown and has generated the most job growth. Agriculture has also experienced job growth over the last decade.

Figure 15. Jobs by industry sector in Rhode Island, 2018¹



Manufacturing accounted for **43%** of the 16,172 private sector jobs in North Kingstown in 2018 and **a large majority** of the 2,414 private sector jobs created between 2008 and 2018 in North Kingstown.¹

Between 2008 and 2018, North Kingstown's growth in **manufacturing, wholesale trade, and transportation and warehousing** greatly outpaced the state, but other sectors, particularly **construction, finance & insurance, real estate and rental leasing** and **accommodation & food services** lagged behind the state.¹

¹ Rhode Island Labor Market Information.

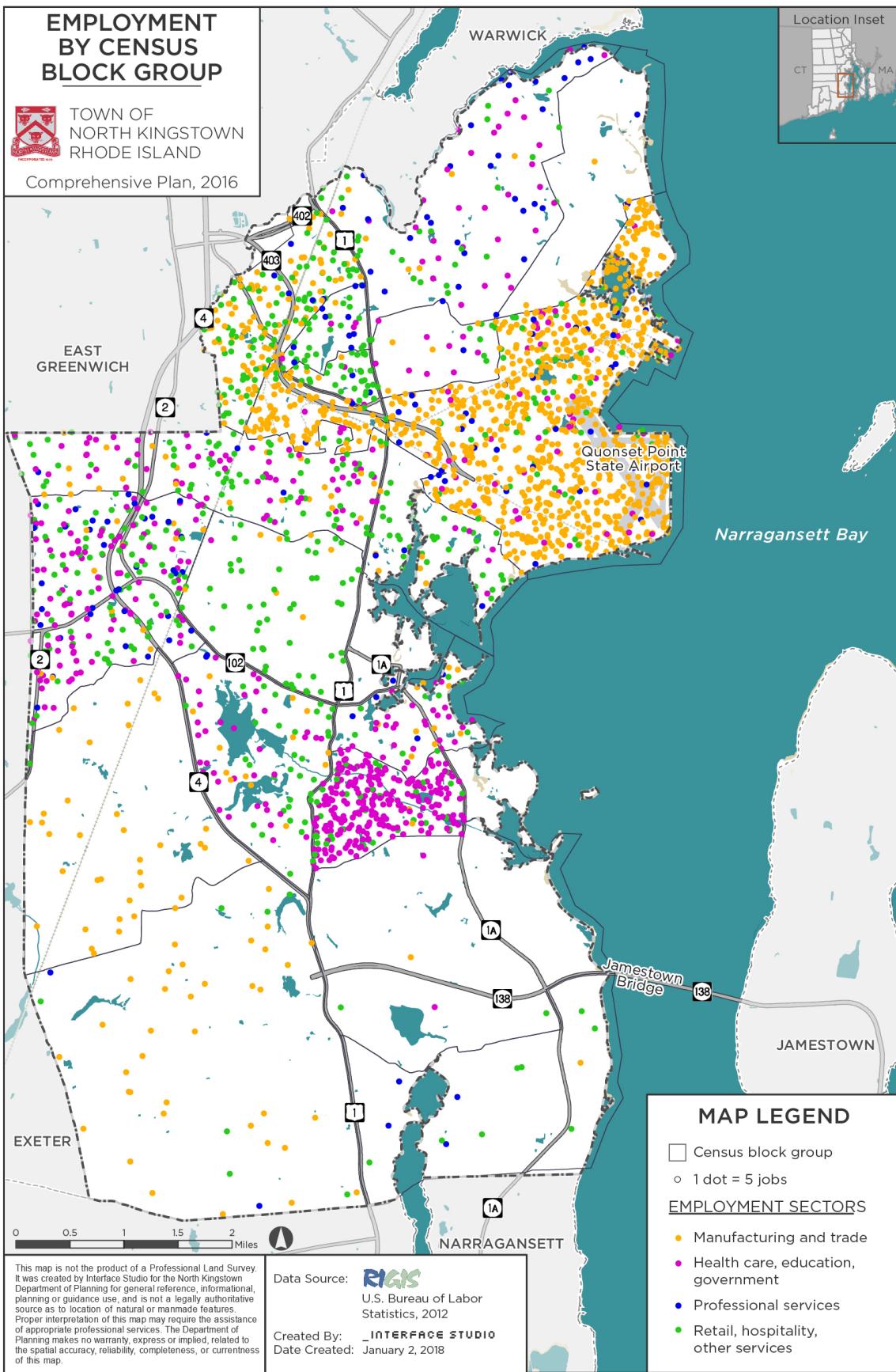


Figure 17. Employment by census block group, 2012.

This map shows where jobs are concentrated by census block group. The colors show 4 employment sectors. Most of the jobs in town are located in the central and north part of the town.

Quonset Business Park and the Port of Davisville are major economic drivers for North Kingstown and the state of Rhode Island and the town's hub of jobs and industry.

Quonset is home to **over 200 companies** and **over 10,000 jobs**, accounting for **two-thirds** of all North Kingstown jobs with **thousands** of additional jobs projected as companies such as Electric Boat expand.¹

An estimated **1,100-1,200** North Kingstown residents are employed at Quonset.¹

The **Port of Davisville** is one of the **top ten auto importers** in the country and the **only public port** in Rhode Island.¹

Manufacturing and **wholesale trade** generated the greatest number of additional jobs between 2009-2014, comprising **77%** of the job growth during that period in North Kingstown.²

With 10,000 people coming to work at Quonset, there has got to be a way to get them in the community.

¹ Quonset Development Corporation; ² Rhode Island Labor Market Information.

Existing commercial centers need improvement and each has its distinct characteristics. However there is limited market opportunity.

The 2014 market study shows little market demand for new retail and service, but finds potential for a **change in type and scale**:

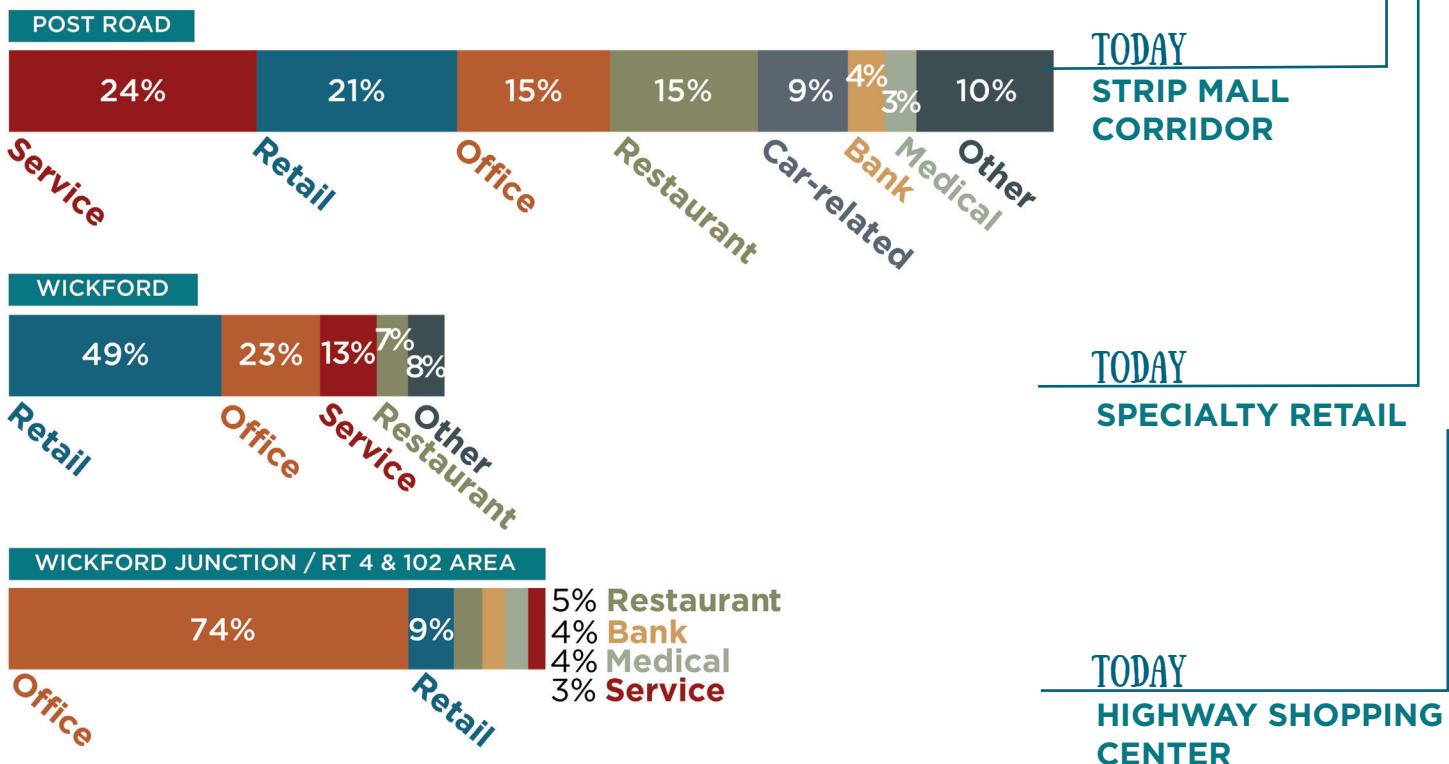
- For Post Road, more workforce housing and services that fare well near high-density housing.
- For Wickford Village and Wickford Junction, small scale, independent enterprises.¹

76% of survey participants consider **Post Road revitalization** a priority, but traffic counts are far higher around Route 4/102.

“There used to be a reason to go through Post Road with the Navy and before Route 4, but now it's a ghost road.”

Figure 18. Breakdown of business types, 2015.

Source: Interface Studio field survey, 2015.



¹ North Kingstown Community Market Study: Economic and Real Estate Analysis for Sustainable Land Use Outcomes, 2014.

TOMORROW

A revitalizing mixed use corridor tied to the dense surrounding neighborhoods and Quonset.

POST ROAD

Post Road is a typical strip corridor that has suffered a slow decline since its heyday when the Navy base was located in Quonset and before Route 4 and 403 directed traffic away from the corridor. Regulatory and physical challenges, including easements and state rights of way constraints, Post Road Corridor zoning/lot size, and roadway design, have stalled the redevelopment of vacant parcels along the corridor and must be addressed. National Grid holds a century-old easement right along Post Road that was once vital as a railway service corridor in a mostly undeveloped rural area over 100 years ago but today imposes a major constraint on urban development. The opportunity exists to leverage the growth at Quonset to build up the residential and customer base to support Post Road businesses.

TOMORROW

The historic “heart of North Kingstown” and a classic New England waterfront village.

WICKFORD

Currently a location for specialty retail and town events, Wickford’s history, waterfront and growing arts community should be the building blocks for its economic success. Wickford’s shops, however, have experienced high turnover and have not yet produced the retail and restaurant mix seen in comparable waterfront villages. To reach its potential as a destination, several key areas must be addressed, including: creating design standards to preserve village character, improved traffic and walkability, lack of parking, sewers, flooding and sea level rise, emphasis on the waterfront, balancing the needs of businesses and residents and connectivity to assets around the village.

TOMORROW

A new walkable mixed use center built around the rail and bus transit hub.

WICKFORD JUNCTION

Its location at the high traffic intersection of Routes 4 and 102 have spurred the development of this area as a highway shopping center with mainly big box and chain stores. The new multimodal transit hub has the potential to be the central driver of a more compact and less auto-dependent scale of growth that encourages more activity in and around the Junction through housing, office and retail development that supports transit and improved connections to and from the Junction.

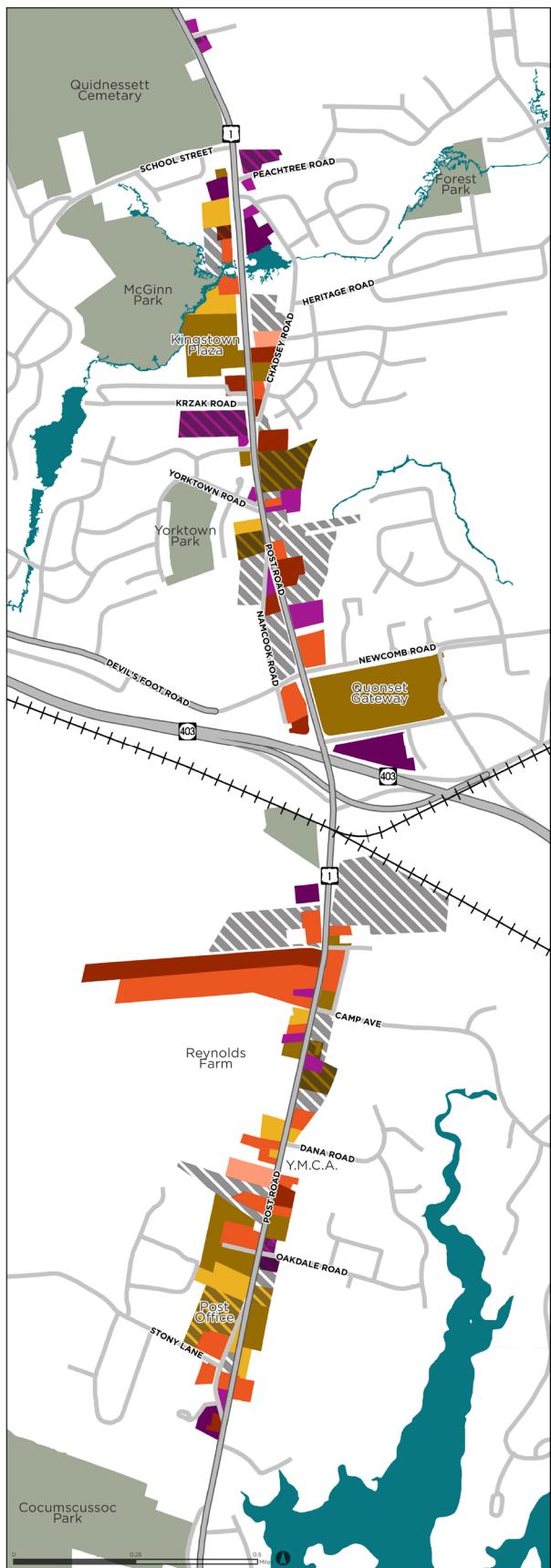
Post Road vacancy and infrastructure are challenges to making it a vibrant commercial corridor.

“While redeveloping the existing and often empty commercial areas should be a priority, it has to go hand in hand with improving Post Road itself.”



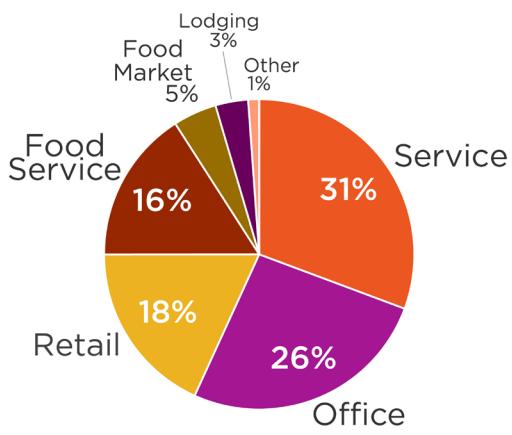
Post Road conditions

Post Road North stretches from Frenchtown Road to 403, and Post Road South runs from 403 to West Main Street. Commercial properties between School Street and Richard Smith Drive were surveyed for the map below.



COMMERCIAL PROPERTIES: POST ROAD NORTH

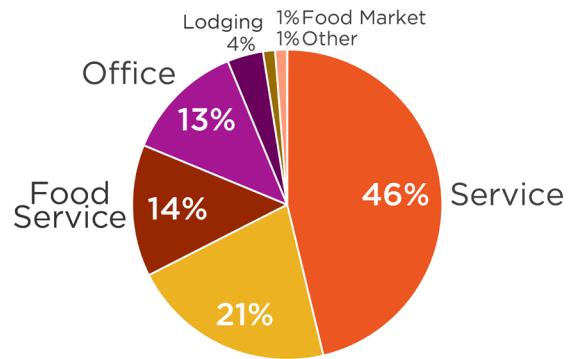
COMMERCIAL TYPE BY BUSINESS



About 88 total businesses

COMMERCIAL PROPERTIES: POST ROAD SOUTH

COMMERCIAL TYPE BY BUSINESS



About 80 total businesses

COMMERCIAL TYPE BY PARCEL

- Service
- Retail
- Office
- Restaurant or Other Food Service
- Shopping Center
- Lodging
- Other
- Vacant or Partially Vacant

Source: Interface Studio field survey, 2015

Figure 19. Post Road commercial properties map.

Post Road is designed to move a high volume of cars through quickly but daily traffic has declined and the corridor is surrounded by densely populated neighborhoods.

Average annual daily traffic was **19,000-21,800**, a **downward trend** over the last decade.¹

Approximately **4,700** people live within a **10-minute walk** of Post Road.²

1,248 crashes between 2008-2015 along Post Road.

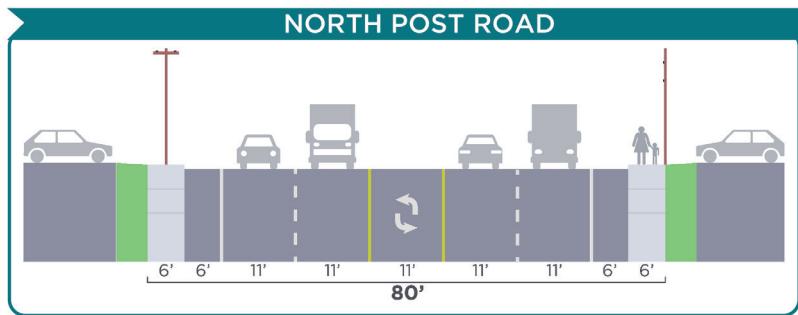
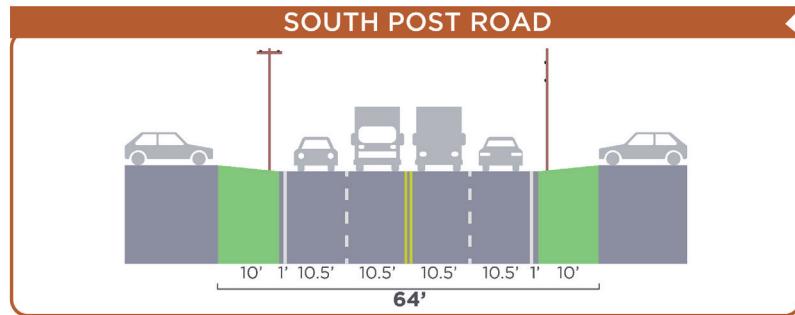


Figure 20. Post Road crash hot spots

Source: Rhode Island Department of Transportation (Jan. 2008-Sept. 2015)

¹ Garofalo, RIDOT; ² U.S. Census 2010.





ACCOMPLISHMENTS

Since the 2008 Comprehensive Plan update, the Town of North Kingstown has initiated the following projects and programs:

AGREEMENT

- Municipal services agreement with Quonset
- Sewer agreement

REGULATIONS

- Transfer of Development Rights
- Compact Village Development ordinance
- Wickford Junction transit-oriented development
- Post Road ordinance
- Unified development regulations

PLANS/STUDIES

- North Kingstown Community Market Study
- Transfer of Development Rights and Identification of Village Centers reports

INFRASTRUCTURE

- Water Service Area
- Post Road sewer installation

Port of Davisville in Quonset Business Park.

KEY PUBLIC INPUT

In public input gathered through the survey, public forums, online activities and interviews, commercial development emerged as a top concern. A majority favor more commercial options, but the type and location is important.

For most residents, this means focusing on the revitalization of existing commercial areas, particularly Post Road and Wickford Village, and encouraging the development of small businesses over big box stores of the type seen around Wickford Junction.

76% of the survey respondents said Post Road was a top priority for commercial development, citing vacancy and physical deterioration as top concerns.

Restaurants, entertainment and retail were among the top 5 types of development survey respondents most wanted to see in North Kingstown.

Residents and stakeholders viewed economic growth at Quonset Business Park very favorably and considered continued development of Quonset a priority. However, many felt the business park should be better connected to the rest of town, physically and programmatically.

“
People define North Kingstown by Wickford and Post Road.
”



WHAT DO YOU DO IN NORTH KINGSTOWN? WHAT DO YOU NEED TO LEAVE NORTH KINGSTOWN FOR?

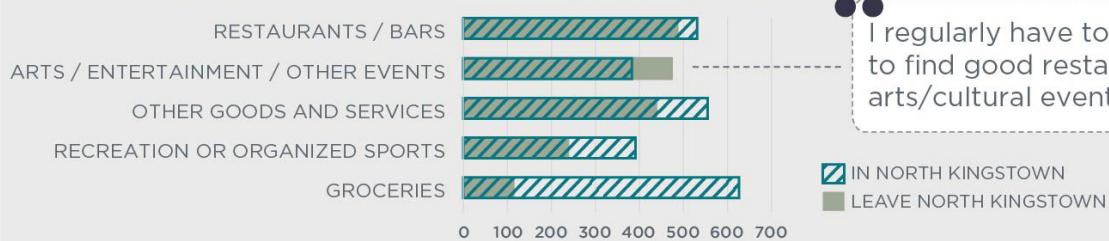
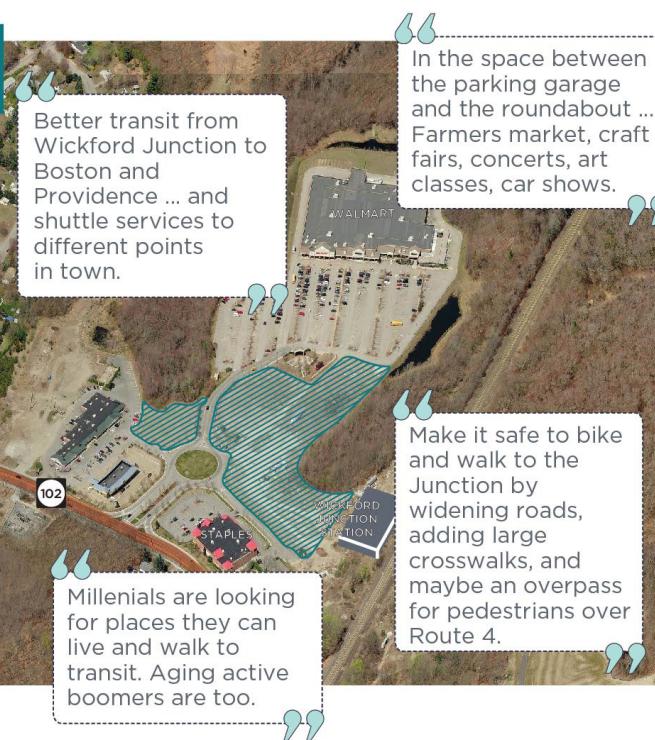


Figure 21. Survey responses regarding commercial development.

HOW COULD WE IMPROVE WICKFORD JUNCTION?

TOP IDEAS IN ORDER OF THEIR IMPORTANCE TO PARTICIPANTS

- Better transit**
between North Kingstown, Providence, and Boston
- Programming**
such as a farmer's market or outdoor activities
- Bike connections**
to major destinations around town
- A mix of uses**
such as housing, retail, and offices
- More retail**
- In-town transit options**
- A Park & Ride transit hub**
- Open space**



HOW COULD THE WATERFRONT AT WICKFORD BE BETTER?

26%
said we need to have more spaces for **PROGRAMS & RECREATIONAL ACTIVITIES**

- "Stage at Brown Street Wharf"
- Public market
- Social Hub
- Marine check-in kiosk

23%
said we need **BETTER ACCESS to OPEN SPACE**

- Pedestrian bridge
- Waterfront walkway
- Open Space - green space and seating area
- Bike access
- Pedestrian friendly

23%
said we need **DEVELOPMENT**

- More Restaurants with outdoor dining
- Micro brew pub
- Art & Culture Center

19%
said we need **BETTER LANDSCAPING**

- Grassy areas for sitting
- Coastal perennial landscape

Wickford Junction received mixed reviews from residents, mainly due to the type of commercial development and potential strain on natural resources. Most participants in the planning process saw the station as an asset that could be a driver of economic development but was not yet fulfilling its potential. More activity, better connections, and mixed use, transit-oriented development were seen as important steps to improve Wickford Junction.

Figure 22. Summary of public forum activity generating ideas for improving Wickford Junction and Wickford Village.

Wickford Village was identified as the heart of North Kingstown but needs more activity and better use of its waterfront location to be a destination.

GOALS, POLICIES AND ACTIONS

GOAL 1:

POSITION NORTH KINGSTOWN AS A COMPETITIVE ECONOMIC HUB AND GOOD PLACE FOR BUSINESS

POLICIES AND ACTIONS:

1.1 Ensure a clear and predictable process in business interactions with the Town of North Kingstown and market the town as a good place for business.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
★	1.1.a	Streamline regulations and the regulatory process, through tools such as Viewpoint, by implementing the LEAN study findings (See Appendix) and creating guidance documents and checklist to facilitate the development review process.	Town Council	1 to 3 years	Staff time, town budget
★	1.1.b	Utilize the economic development administrator to serve as a liaison between the town, businesses, and nonprofit economic development groups, and oversee implementation of town economic development process, actions and local decision making, which include:	Town Council	1 to 3 years	Staff time, town budget
		o Maintaining an active role in statewide and regional economic development programs.	Economic Development Administrator (EDA)	1 to 3 years	Staff time, town budget
		o Maintaining an up-to-date and accessible inventory of commercial and industrial sites, incentives, and regulatory information.	EDA	1 to 3 years	Staff time, town budget

EDA=Economic Development Administrator



ECONOMIC REVITALIZATION/ DEVELOPMENT FUND

A fund to finance projects and programs that create and/or retain jobs, improve the local and/or regional tax base, or otherwise enhance the quality of life in the community. Such a fund can support goals such as job creation/retention, downtown/commercial center revitalization, and community development.

1.1 Ensure a clear and predictable process in business interactions with the Town of North Kingstown and market the town as a good place for business. (continued)

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
		o Conducting tours of available sites and town amenities.	EDA	1 to 3 years	Staff time, town budget
		o Helping small business owners and entrepreneurs navigate the regulatory process.	EDA	Ongoing	Staff time
★	1.1.c	Prepare an economic development plan and develop a marketing strategy that highlights the town's natural assets, economic opportunities, transportation, and quality of life.	EDA	1 to 3 years	Staff time, EDA grants
		o Connect to state marketing initiatives targeting local and regional real estate brokers, businesses and institutions.	EDA	1 to 3 years	Staff time, EDA grants
		o Develop relationships with business incubators, collaborative working spaces, educational and training institutions to determine needs and market North Kingstown opportunities.	EDA	1 to 3 years	Staff time, EDA grants
		o Promote local businesses through marketing at events and programs including but not limited to the Town Gift Certificate and Greeter program and Shop Shop Local initiatives such as Small Business Saturday.	EDA	1 to 3 years	Staff time, EDA grants, NK Chamber of Commerce, QDC, state funds
	1.1.d	Establish an economic revitalization/development fund.	Town Council	3 to 5 years	Town budget
	1.1.e	Develop small business training, technical assistance, and incubation.	EDA	3 to 5 years	Staff time, grants, Commerce RI, local trades schools
	1.1.f	Incorporate a plan to develop pad ready sites or analyze the use of pad-ready sites, streamlined permitting or an accelerated approval process.	Planning Commission	1 to 3 years	Staff time, EDA grants

EDA=Economic Development Administrator, QDC=Quonset Development Corporation



GOAL 2:

LEVERAGE THE SUCCESS OF QUONSET AS A JOBS CENTER FOR THE BENEFIT OF THE TOWN AS A WHOLE

POLICIES AND ACTIONS:

1.2 Support the growth of the business park in a manner compatible with the community.

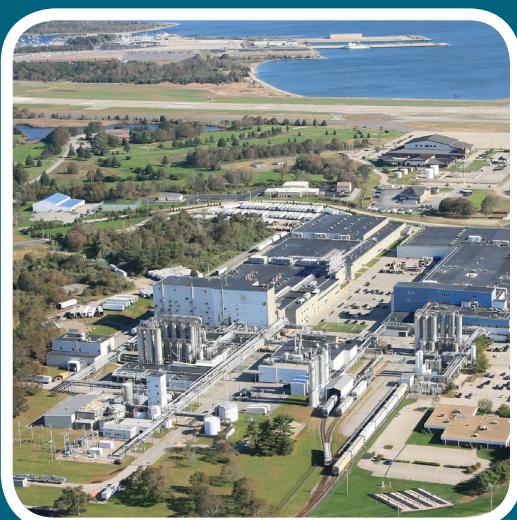
PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
★	1.2.a	Monitor implementation of the Quonset/Davisville Master Plan and work with Quonset Development Corporation, Commerce RI, and Rhode Island Airport Corporation to ensure the protection of the town's interests.	Planning Commission	Ongoing	Staff time, Federal EDA, state funding
	1.2.b	Provide vegetative landscaped buffering to protect neighboring communities.	Planning Commission	1 to 3 years	Staff time, QDC
	1.2.c	Provide town professional staff participation at the Quonset Development Corporation Technical Review Committee to ensure development is consistent with community goals and environmental regulations for construction practices.	Planning Department	Ongoing	Staff time
	1.2.d	Partner with QDC to support growth at Quonset Davisville that increases the payment in lieu of taxes (PILOT) to the town.	Town Council	1 to 3 years	Staff time
	1.2.e	Maintain and update performance standards as needed.	Planning Department	Ongoing	Staff time
	1.2.f	Maintain streamlined, transparent development review that is protective of the town's interests.	Planning Department	Ongoing	Staff time

QDC=Quonset Development Corporation

1.3 Continue to encourage an eco-industrial model of clean, green, and safe operations through safety standards, efficiency and zero waste practices.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	1.3.a	Work with businesses to encourage industrial development that utilizes best practices for green energy or energy efficiency and emissions.	Town Council	Ongoing	Town and QDC staff time
★	1.3.b	Create opportunities for resource conservation and reuse.	Town Council	Ongoing	Town and QDC staff time
	1.3.c	Increase the use of multi-modal facilities and expanded freight rail to conserve energy, reduce congestion, and minimize roadway and bridge wear and tear.	Town Council	Ongoing	Staff time, RIDOT, Statewide Planning Program, QDC, RIDEM

RIDEM=Rhode Island Department of Environmental Management, RIOER=Rhode Island Office of Energy Resources, RIDOT=Rhode Island Department of Transportation, QDC=Quonset Development Corporation



Toray cogeneration facilities

INDUSTRIAL EFFICIENCY AND ZERO WASTE PRACTICES

Greener operations can benefit energy and resource intensive industries by allowing for the capture and re-use of waste, by-products and heat generated during production. Toray Plastics in Quonset, the largest single user of electricity in Rhode Island, has invested in cogeneration systems which create electricity through the capture of waste heat.

1.4 Encourage better connection between Quonset Business Park and North Kingstown.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
★	1.4.a	Work with Quonset Business Park to balance interests of town and Quonset Business Park with regard to the location of businesses that would otherwise be taxpaying entities on Post Road or other parts of town.	Town Council	1 to 3 years	Staff time
★	1.4.b	Pursue partnerships between Quonset companies and North Kingstown businesses especially on Post Road and the Quonset Gateway and connect Quonset workers to events and businesses in North Kingstown.	Town Council	3 to 5 years	Staff time
	1.4.c	Institute a mix of office, retail, light industrial, institutional and public space uses in Quonset Gateway relative to the town as a whole/that town can handle.	Planning Commission	1 to 3 years	Staff time
	1.4.d	Work with the RIAC through the master planning process to evaluate any infrastructure expansion projects at the airport.	Planning Department	Ongoing	Staff time
	1.4.e	Support the continued use and expansion of the roll-on roll-off operations at the Davisville Piers.	Town Council	Ongoing	Staff time

RIAC=Rhode Island Airport Corporation

Midnight Sun

DRUMS PERFE CRYSTALS SCARVES
WINDCHIMES NECKLACES GHANA BASKETS AND
CANDLES JEWELRY SALT LAMPS CELTIC DESIGNS

FAIRTRADE

13

WEST MAIN ST MAIN ST

NO
PARKING
ANY TIME

WICKFORD

GOAL 3:

ENCOURAGE THE DEVELOPMENT AND REDEVELOPMENT OF EXISTING COMMERCIAL AND INDUSTRIAL AREAS

POLICIES AND ACTIONS:

1.5 Foster conditions to encourage growth that is compatible in size and scale in existing commercial areas, including Lafayette, Post Road, Shady Lea, Wickford Junction, and Wickford Village.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
★	1.5.a	Use incentives to encourage commercial and industrial revitalization in appropriate sites, such as in existing commercial areas with infrastructure.	Town Council	Ongoing	staff time, Commerce RI
PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	1.5.b	Provide opportunities for high quality mixed use projects that enhance village character and promote infrastructure efficiency and alternative transportation use.	Planning Commission	Ongoing	staff time

1.6 Foster conditions to allow for the revitalization and growth of Post Road.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	1.6.a	Undertake collaboration to address common needs of businesses and coordinate improvements along Post Road.	EDA	3 to 5 years	staff time
★	1.6.b	Revise Post Road ordinances to allow for greater flexibility in uses, including mixed use, commercial, and residential, and address standards for height, parking and buffers, lighting, signage, frontage, sidewalks.	Town Council	Ongoing	staff time
★	1.6.c	Assess the quality and marketability of vacant parcels on Post Road by reducing the impact of utility poles and easements.	Town Council	1 to 3 years	Staff time, town budget, RIDOT, National Grid, FHWA

FHWA=Federal Highway Administration, RIDOT=Rhode Island Department of Transportation

1.7 Improve the pedestrian environment of Post Road to better connect with the community.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
★	1.7.a	Update Post Road design guidelines to improve Post Road's appearance and pedestrian experience, and encourage Complete Streets design ¹ .	Planning Department	1 to 3 years	staff time
★	1.7.b	Reduce curb cuts, improve safety and congestion on Post Road.	Planning Commission	3 to 5 years	staff time, town budget, RIDOT, business owners
	1.7.c	Develop an access management plan for Post Road to create space for landscaping, crosswalks and pedestrian amenities.	Planning Department	5 to 7 years	staff time
	1.7.d	Provide incentives to Post Road property owners to make improvements, including but not limited to landscaping, signage, 50-50 sidewalks partnerships and façade improvement.	Town Council	Ongoing	town budget, staff time, RIDOT
	1.7.e	Develop pocket parks and other scenic areas on Post Road.	Planning Department	5 to 7 years	town budget, staff time, RIDOT

¹ See Element 3 on Circulation for detailed illustrations of proposed Complete Street redesigns for Post Road.

1.8 Improve the safety of Post Road.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	1.8.a	Establish site-specific means to improve safety and adequate movement in conformance with applicable roadway corridor design standards such as:	Town Council	Ongoing	town budget, staff time, RIDOT
		o Intersection redesign; segment redesign; signalization; round-about design; cloverleaf design; sidewalk construction and stormwater management; bicycle lanes; reduced/combined curb cuts through access management.	Town Council	Ongoing	town budget, staff time, RIDOT
	1.8.b	Work with RIDOT to improve safety at high accident locations.	Town Council	Ongoing	town budget, staff time, RIDOT
	1.8.c	Work with RIDOT to provide pedestrian-activated crosswalks, crossings, median waiting areas and lighting that will allow for the safe crossing of Post Road.	Town Council	Ongoing	town budget, staff time, RIDOT
		o Identify unsafe and congested areas for future improvement.	Town Council	1 to 3 years	town budget, staff time, RIDOT

RIDOT=Rhode Island Department of Transportation



Figure 23. Proposed Post Road improvements to address physical and regulatory barriers to revitalization.
 Different sets of improvements can help revitalize Post Road including sidewalk improvements, bike lane installation, and curb cuts reductions.

1.9 Enhance Wickford Village as a waterfront destination for restaurant, retail, harbor activity, and recreation.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
★	1.9.a	Pursue the development of diverse and destination businesses in Wickford that generate activity at different times of the day and different times of the year.	EDA	1 to 3 years	staff time
		<ul style="list-style-type: none"> o Encourage businesses to stay open later especially during events. 	EDA	1 to 3 years	Wickford Merchants Association
		<ul style="list-style-type: none"> o Encourage expansion of Wickford farmer's market and consider year-round location. 	EDA	1 to 3 years	Staff time, Wickford Merchants Association, Farmer's Market and Local Food Promotion Program (USDA)
		<ul style="list-style-type: none"> o Support the development of Wickford Village as a boater destination. 	EDA	5 to 7 years	staff time
★	1.9.b	Develop flood resistant programming and public space on the Wickford parking lot to improve waterfront access.	Planning Department	1 to 3 years	staff time, RIEMA
	1.9.c	Improve connections throughout Wickford.	Planning Department	3 to 5 years	Staff time, RIDOT
		<ul style="list-style-type: none"> o Develop a connected waterfront walkway. 	Planning Department	7 to 10 years	Town budget, RIDEM, other grants
		<ul style="list-style-type: none"> o Improve visibility and access to Wickford commercial properties that do not have street frontage. 	EDA	5 to 7 years	Wickford Merchants Association
		<ul style="list-style-type: none"> o Open and identify public access points to the waterfront. 	Planning Department	3 to 5 years	staff time
★	1.9.d	Manage parking in Wickford Village during events and conduct a parking study to identify alternate parking locations such as Wilson Park, Wickford Middle School, Wickford Elementary and the Library.	Planning Department	1 to 3 years	Wickford Merchants Association, NKPD, staff time, town budget

RIEMA=Rhode Island Emergency Management Agency, RIDOT=Rhode Island Department of Transportation, USDA=United States Dept. of Agriculture, WMA=Wickford Merchants Association, NKPD=North Kingstown Planning Department



“ Increase waterfront access. Wickford has one of the best harbors on the bay and is centrally located. We need to increase access for all. ”



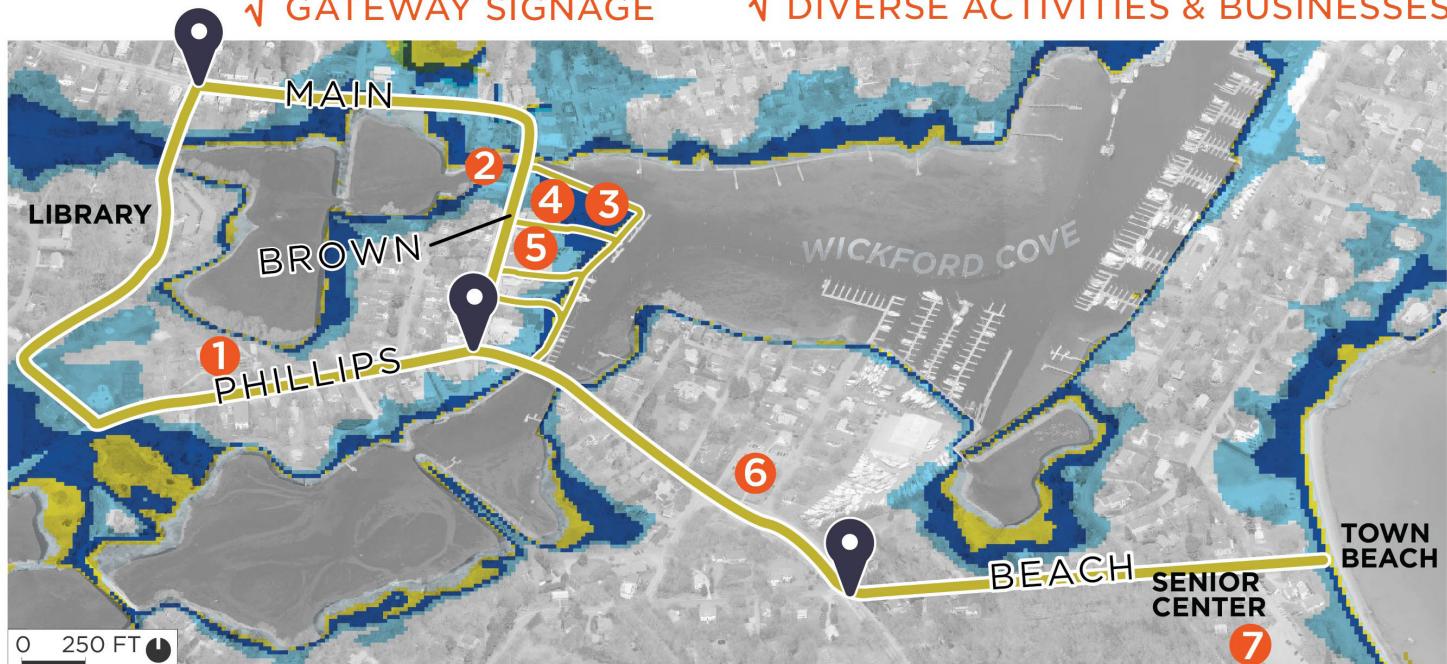
“ A tourist center in Wickford... Town Hall Annex would be a good location. ”

3 The waterfront walkway in Wickford ends in the parking lot.

4 Town Hall Annex

- ✓ RELOCATED PARKING
- ✓ SEWERS
- ✓ GATEWAY SIGNAGE

- ✓ BETTER CONNECTIONS
- ✓ WATERFRONT WALKWAY
- ✓ DIVERSE ACTIVITIES & BUSINESSES



Sea Level Rise 1'
Sea Level Rise 3'
Sea Level Rise 5'

Gateway Signage
Improved Connection

OPPORTUNITY SITES
1 Wickford Elementary
2 Wickford Market Place
3 Parking Lot

4 Town Hall Annex
5 Wilsons
6 Town Hall
7 Community Center

Figure 24. Wickford Village opportunity sites and proposed improvements connect destinations.

Proposed improvements in Wickford Village aim to enhance its waterfront location and connect destinations, while adapting to sea level rise.



Figure 25. Proposed short-term and long-term public space improvements to Wickford waterfront incorporating flood resistance

ABOVE: Both short-term and long-term can be implemented to protect Wickford waterfront.

Figure 26. Proposed public space improvements to Wickford parking lot

RIGHT: Ideas for improving the parking lot aim to transform it into a new public space that can accommodate different town events and programs, and enhance access to the waterfront.



1.10 Encourage opportunities for commercial, office, and industrial land uses to increase local employment and tax income to the Town, while protecting the environment.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	1.10.a	Evaluate the ability of new industrial and commercial development to be environmentally sound, compatible with adjacent land uses, and consistent with environmental regulations.	Planning Department	Ongoing	Staff time
	1.10.b	Identify commercial and industrial land where adequate infrastructure and services are available or are scheduled for improvement or provision.	Planning Department	3 to 5 years	Staff time, RIEMA
	1.10.c	Assess whether existing and proposed commercial and industrial uses overburden the existing and planned infrastructure and do not adversely impact natural resources.	Planning Department	Ongoing	Staff time, RIDOT

RIEMA=Rhode Island Emergency Management Agency, RIDOT=Rhode Island Department of Transportation

1.11 Encourage more activity and better connections at Wickford Junction.

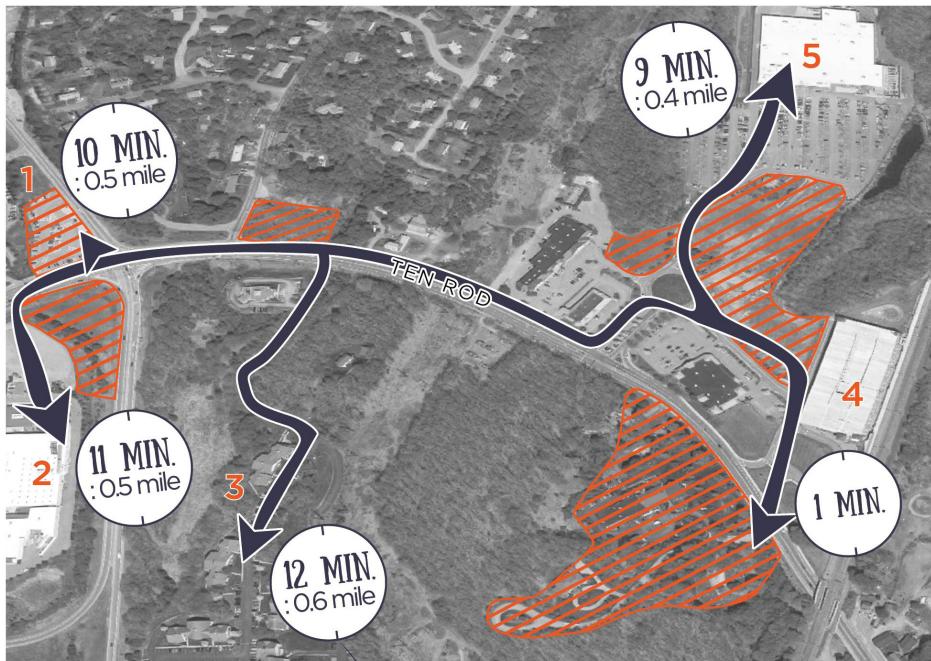
PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	1.11.a	Dedicate programming of the common spaces and/or surface parking lots in Wickford Junction to bring year-round activity.	EDA	5 to 7 years	Property owner, staff time, town budget to assist
	1.11.b	Establish mixed use transit-oriented development to bring more people and activity to Wickford Junction station.	Planning Commission	Ongoing	Property owner, staff time
	1.11.c	Establish better connections between and within Wickford Junction and surrounding neighborhoods and destinations, including Wickford Village, in North Kingstown through Complete Streets design and transit connections.	Planning Commission	1 to 3 years	RIPTA, RIDOT, town budget

RIPTA=Rhode Island Public Transit Authority, RIDOT=Rhode Island Department of Transportation



WHAT ARE COMPLETE STREETS?

Complete Streets are designed to provide all users, including pedestrians, bicyclists, motors and transit riders of all ages and abilities with safe and convenient access and mobility. Complete Streets depend on context and may include: sidewalks, bike lanes, public transportation stops, safe crossing opportunities, medians, pedestrian signals, curb extensions, and narrower travel lanes.



IF YOU WALK FROM THE TRAIN STATION, IT TAKES...

From the train station, Park & Ride, Stop & Shop, Walmart and other destinations are all about a half mile away which is roughly 10 minutes by walking.

- ✓ INFRASTRUCTURE
- ✓ BETTER BIKE AND PEDESTRIAN CONNECTIONS
- ✓ TRANSIT-ORIENTED DEVELOPMENT
- ✓ MIXED-USE DEVELOPMENT

■	Bike & Pedestrian Connections
▨	Opportunity Site
1	Park & Ride
2	Stop & Shop
3	Meadows
4	Professional Office Park
5	Wickford Junction Transit Center
	Walmart

- ✓ YEAR-ROUND PROGRAMMING
(Examples: Craft Fair, Ice skating, Farmer's Market, Movie Nights)



Temporary structure to accommodate diverse programming

Figure 27. Proposed improvements to infrastructure, connectivity and programming at Wickford Junction to support development

GOAL 4:

ENCOURAGE PLACE-SPECIFIC, RESOURCE-BASED BUSINESSES THAT ENHANCE SENSE OF PLACE

POLICIES AND ACTIONS:

1.12 Continue to allow and promote the expansion and development of agriculture, silviculture, aquaculture, commercial fishing and other resource-based businesses, including newly emerging agricultural trends.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	1.12.a	Link resource-based businesses to North Kingstown heritage and tourism to promote marine economy and agritourism.	EDA	7 to 10 years	staff time, Federal EDA, state funding
★	1.12.b	Support and expand local farm operations, products and farmers markets and work with farmers to highlight locally grown food and opportunities to support local agriculture.	EDA	1 to 3 years	staff time
		o Support the implementation of the Rhode Island Agricultural Partnerships' Five Year Strategic Plan to ensure the viability of farming and forestry, to ensure the continued provision of healthy foods.	EDA	3 to 5 years	staff time
		o Conduct a full food system needs assessment and inventory from cultivation to production, distribution, and waste reuse.	EDA	7 to 10 years	staff time, town budget, RI Food Policy Council, RIDEM, USDA-NRCS, American Farmland Trust

EDA=Economic Development Administrator, RIDEM=Rhode Island Department of Environmental Management, USDA-NRCS=US Dept. of Agriculture National Resources Conservation Service

1.12 Continue to allow and promote the expansion and development of agriculture, silviculture, aquaculture, commercial fishing and other resource-based businesses, including newly emerging agricultural trends. (continued)

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	1.12.c	Establish an agricultural preservation program through purchase of land and development rights.	Planning Department	Ongoing	NRCS, RIDEM, town budget, local preservation trusts and foundations
		o Use Transfer of Development Rights and Farm, Forest and Open Space to support agricultural land preservation and help keep land in active agricultural use.	Planning Department	1 to 3 years	staff time
		o Designate lands for agricultural preservation.	Planning Department	1 to 3 years	staff time
		o Map agricultural lands.	Planning Department	1 to 3 years	staff time
		o Obtain support from local, state and federal programs to fund the purchase of agricultural land.	Planning Department	Ongoing	staff time
	1.12.d	Identify areas or districts of the community that should be targeted for the development of innovative and other agricultural operations.	Planning Department	3 to 5 years	staff time
		o Consider the creation of an agricultural zone.	Planning Department	5 to 7 years	staff time
	1.12.e	Identify partnerships between municipalities and active farms and/or community groups to better support agricultural uses.	Planning Department	3 to 5 years	staff time



A LIVABLE TOWN

A plan for HOUSING and NEIGHBORHOODS

ELEMENT

2

VISION

We are a livable town of **safe, walkable** neighborhoods with **friendly** and **diverse** residents.

North Kingstown will encourage a range of housing options to serve households of varying sizes, ages, and socio-economic levels, and ensure housing development is in keeping with town character. Affordability, sustainability and resiliency will be especially important considerations when and where the town decides to provide new services and facilities to support new housing.

GOALS

1. Provide a range of housing choices
2. Encourage residential development away from environmentally constrained and sensitive areas, and that reflects town character and supports walkable neighborhoods

OVERVIEW OF KEY ISSUES

North Kingstown's residential neighborhoods grew around the villages, the main transportation corridors, and summer cottage communities on the Narragansett Bay. In the 1950s and 1960s, northern North Kingstown developed rapidly around Quonset. Route 4 spurred the development of subdivisions in the western and southern portions of town in the 1980s and 1990s. Since the 2000s, residential development has continued at a slower pace.

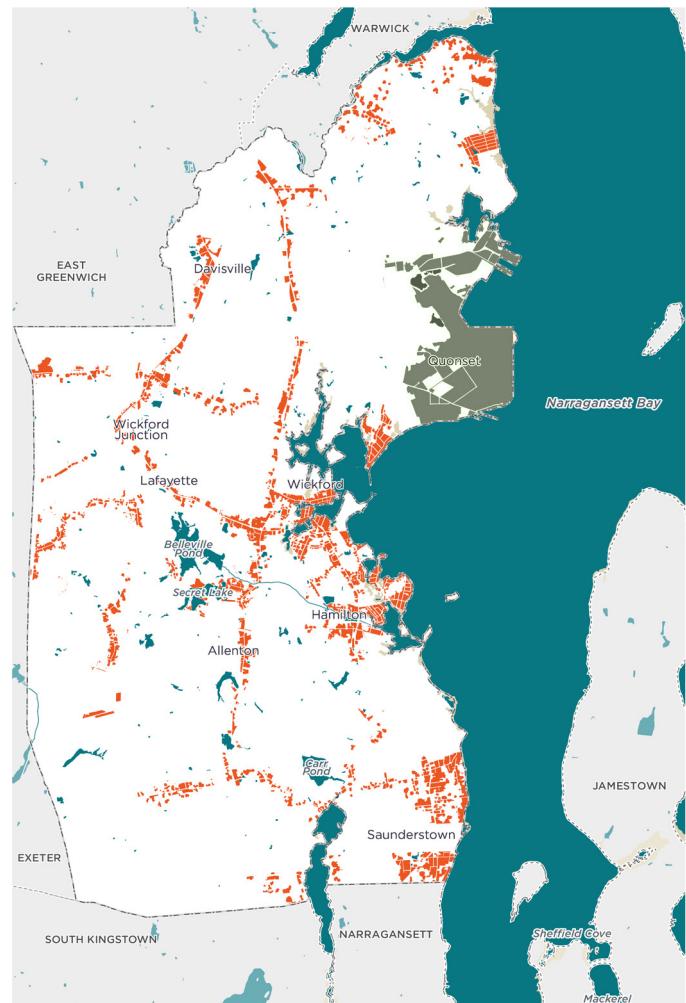
The older residential communities remain the most densely populated [see figure 28]. These communities include the North End and Davisville, Lafayette, Hamilton, Allenton, Wickford, Stony Lane, and the summer cottage communities of Saunderstown, Mount View, and Plum Beach.

Historic homes are concentrated in the village of Wickford, with many examples dating to the 1700s. Overall, housing units in North Kingstown have a median age of 44 years with a median year built of 1969 according to American Community Survey estimates for 2009-2013. Housing is well maintained and stable, with no condition-related concerns such as deterioration or high rates of foreclosure. There are no local shelters located in North Kingstown. Given that more than half of LMI households are cost burdened, there is a potential risk of homelessness.

The composition of neighborhood housing has changed little since the last Comprehensive Plan update in 2008, with single-family homes accounting for three-quarters of the town's housing stock and the majority of new construction consisting of the same. Demographic trends and the 2014 market study indicate that there is demand for more varied housing products including rental and multifamily.

The town's 2014 market study found that non-family households are the fastest growing sector and this segment prefers to rent. The over 55 and 25-34 year old populations represent the near-term demand for housing. These populations also wish for smaller units which are not as easily accessible in North Kingstown as the single-family homes.

The percent of North Kingstown's population which are young empty nesters, or 55 to 64 year olds, is increasing. Older empty nesters, 65 to 75 will see the greatest increase. The young workforce and

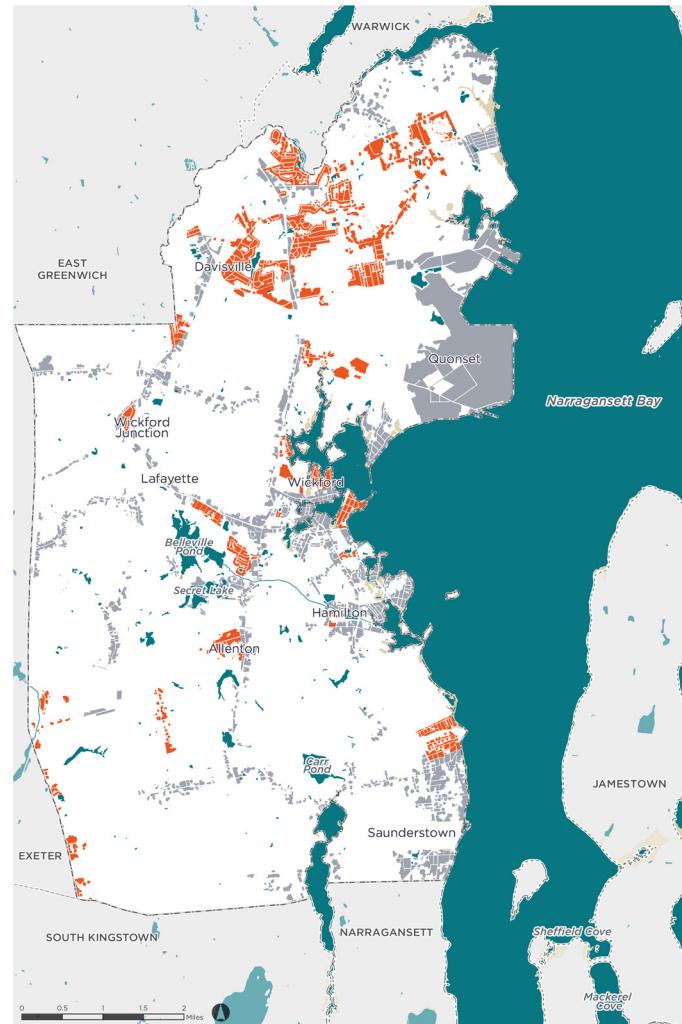
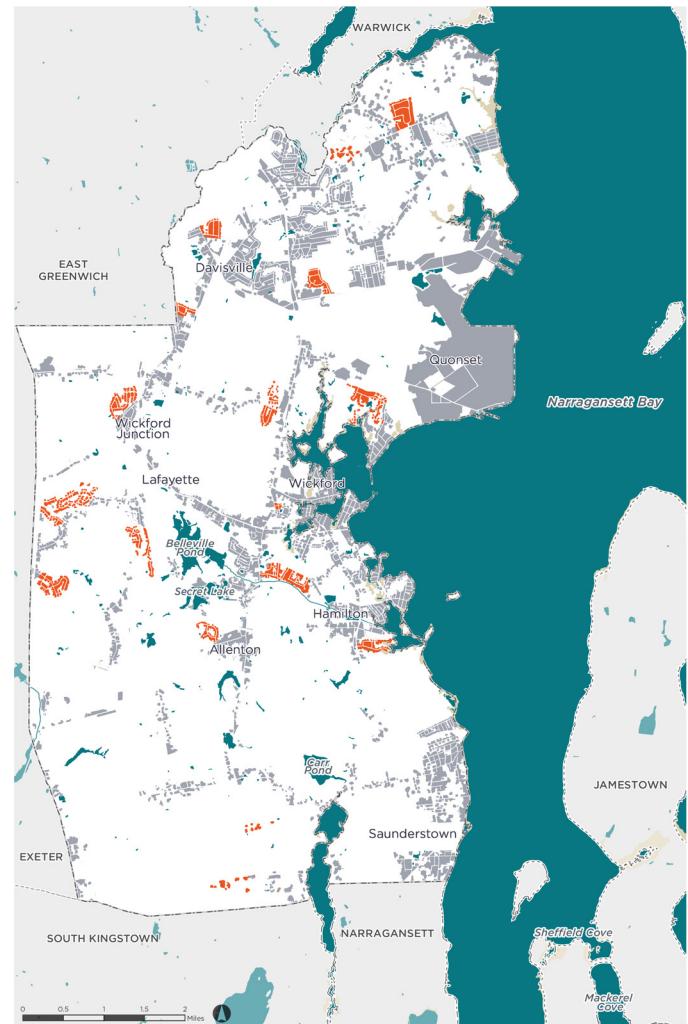


pre-1950s

Figure 28. Development over time, pre-1950s-2010s

grads cohort (adults under 34) will also slightly increase. Families (ages 35 to 54) will represent a smaller percentage of total population. The population of North Kingstown is also seeing a rise in median income, most notably being an increase in the number of households earning \$75,000 to \$100,000.

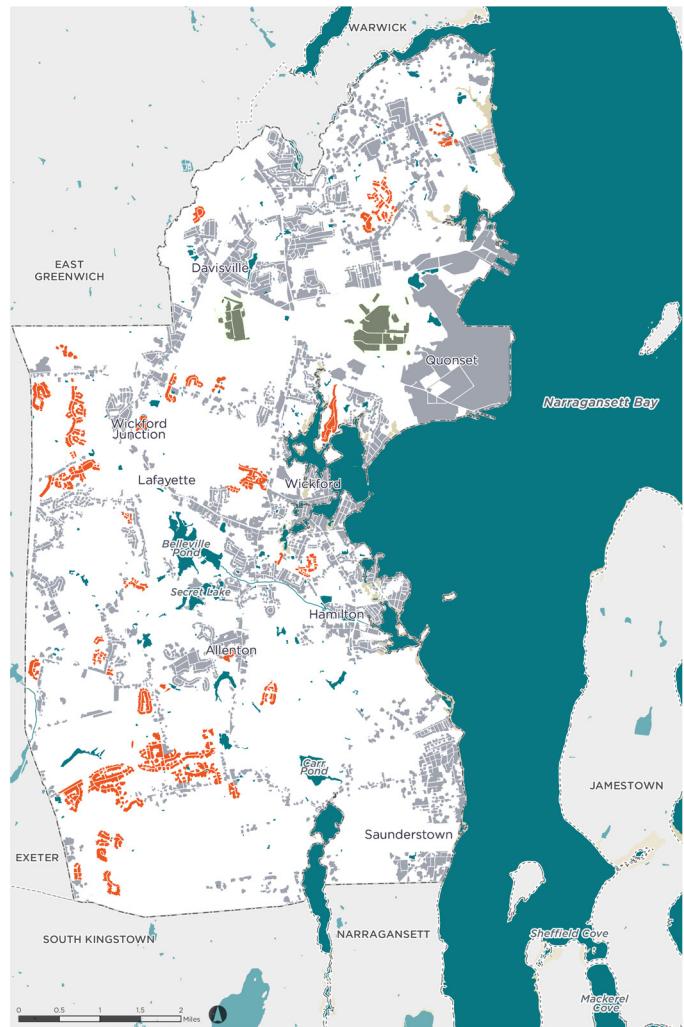
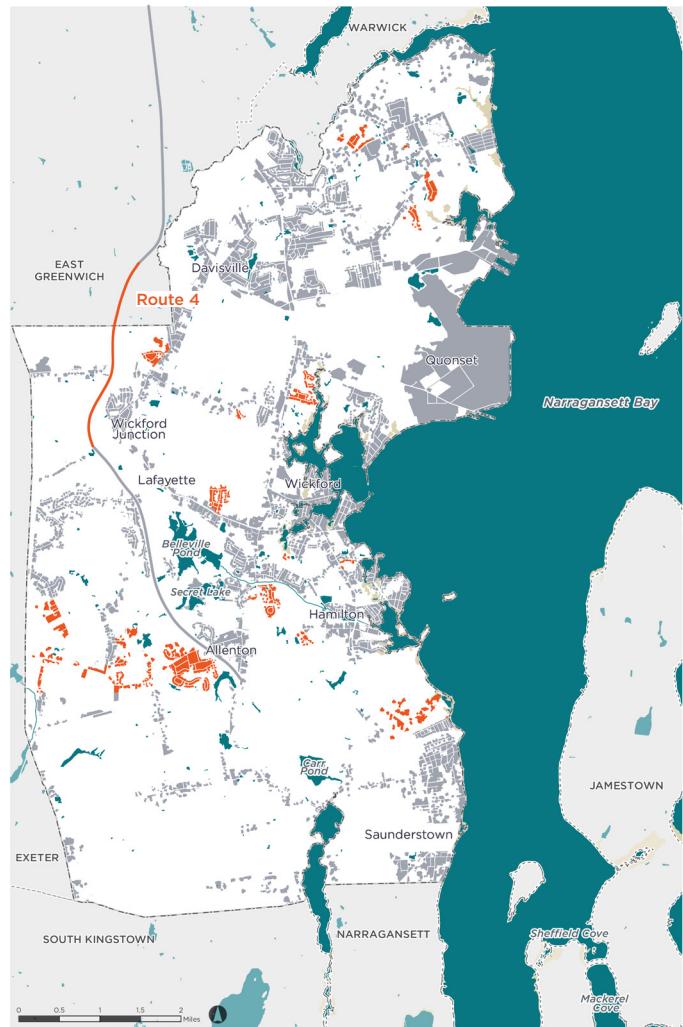
The market demand indicates support for approximately 500 to 1,600 additional residential units of a smaller scale (1-2 bedrooms) in North

**1950s-1960s****1970s**

- Residential development
- Other development
- Development in progress

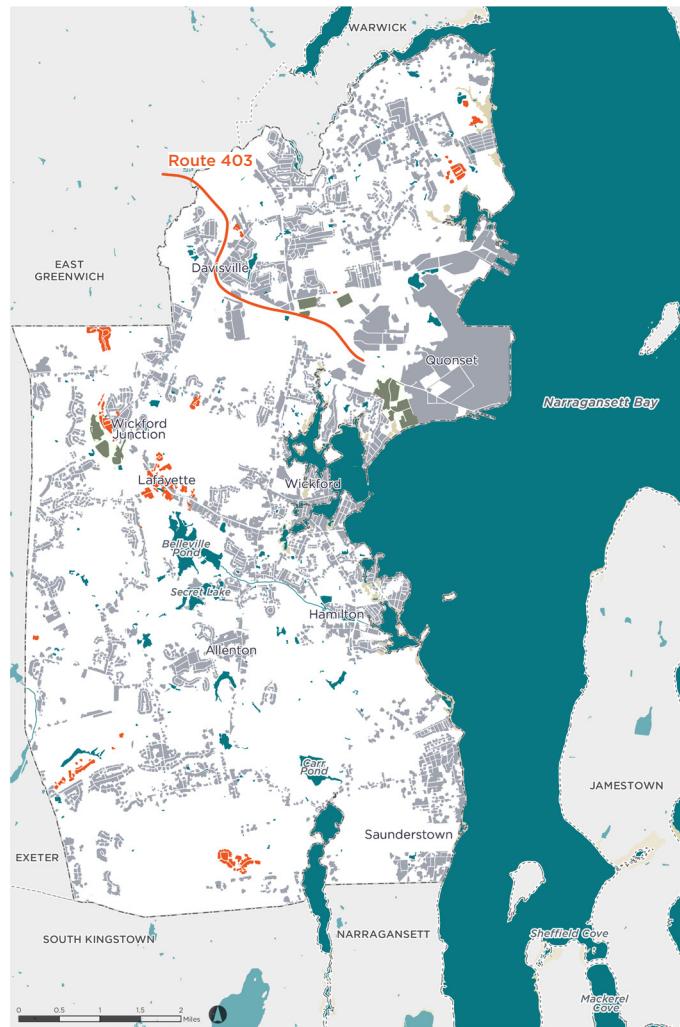
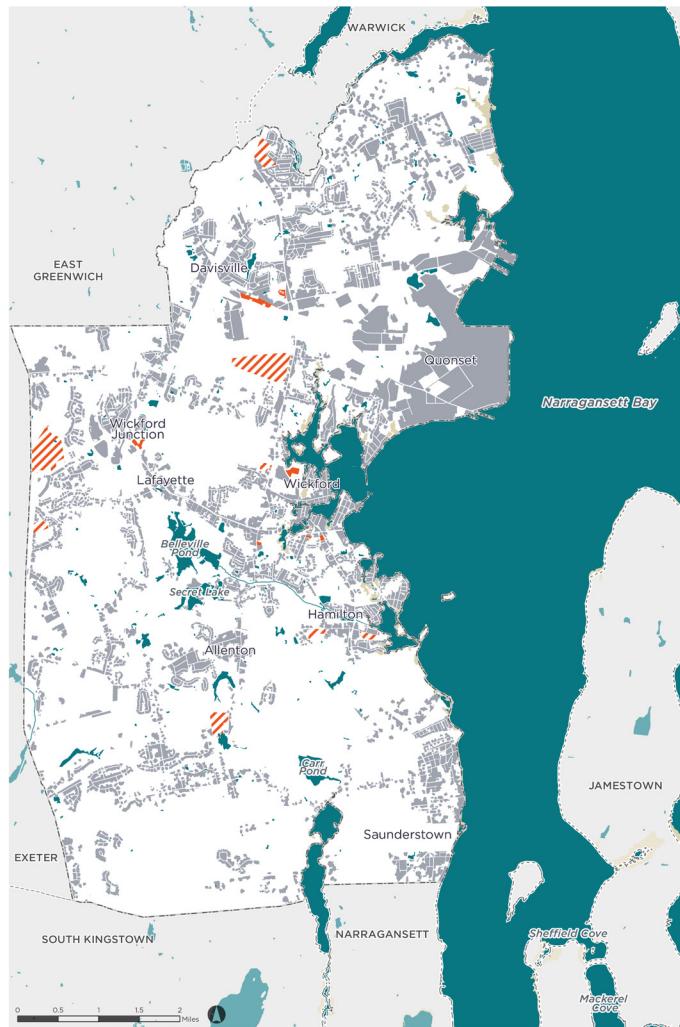
Kingstown within the next fifteen years. There will be a focus on providing additional rental options. According to the market study, Wickford Junction offers the greatest potential for housing demand. Post Road can also absorb some additional units.

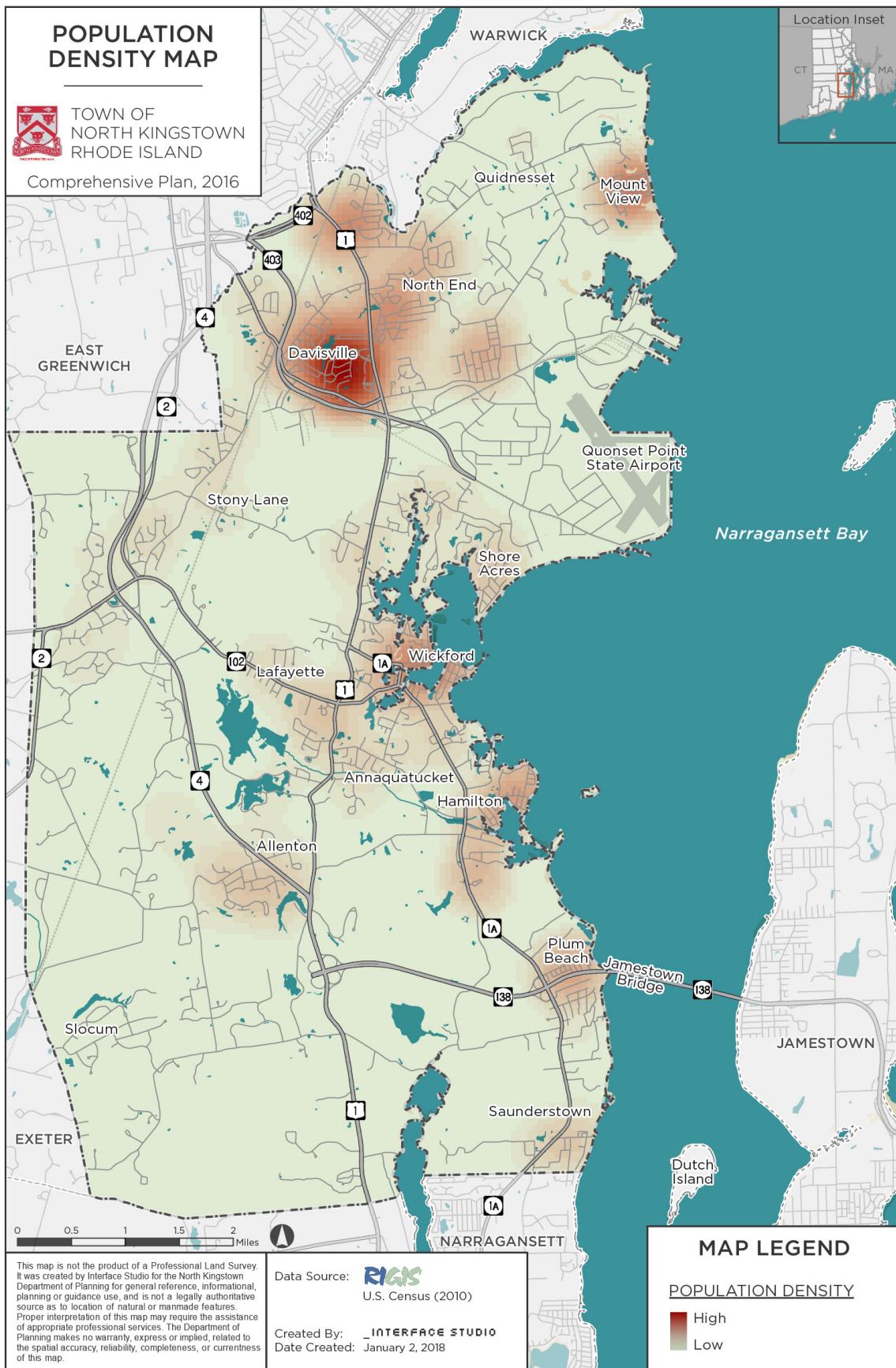
As indicated throughout the comprehensive plan, these areas have been designated for such growth and the town's regulatory framework has been modified to accommodate these needs.



1980s

1990s

**2000s****2010s**



Darker red indicates areas with higher population density. Davisville has the highest population density, followed by other neighborhoods in North End, Mount View, Wickford, Hamilton, and Plum Beach.

Figure 29. Population density map.

More diverse housing types are needed to accommodate a changing population. Households are shrinking and their composition is changing.

Between 2000 and 2010, all growth has been in households of **individuals living alone** and **families without children**.¹

Between 2000 and 2013, there has been an increase in **empty nesters/retirees** and **young adults** and a decrease in the **middle aged** and **young children**.²

Figure 30. Household types and change, 2000-2010¹

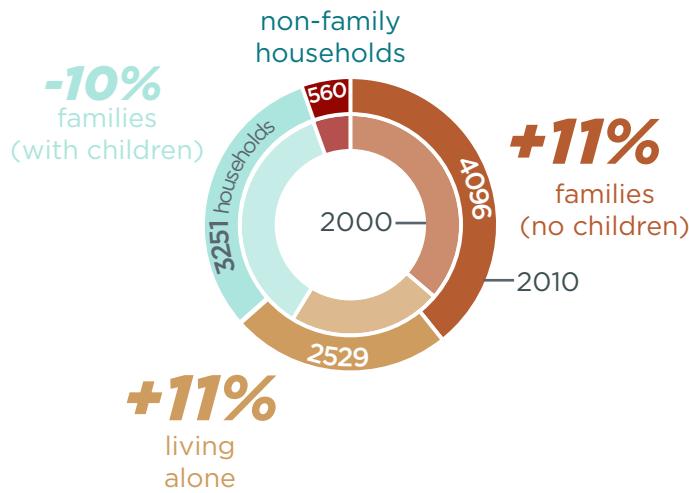
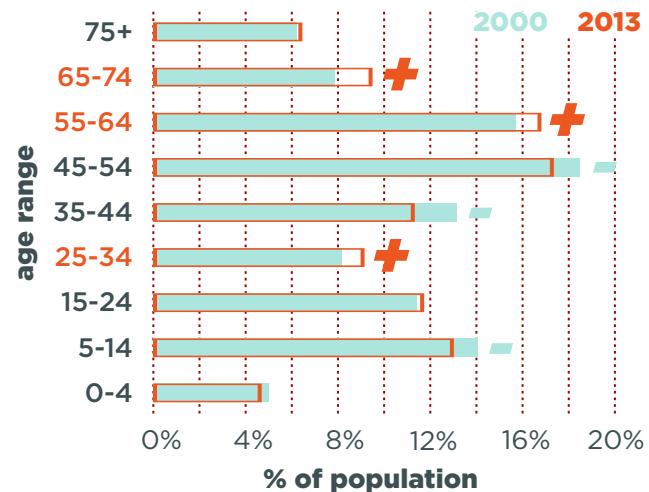


Figure 31. Age distribution and change, 2000-2013²



¹ 2000 and 2010 Census; ² 2010 Census, 2013 American Community Survey (ACS).

Housing types remain overwhelmingly single family and there has been little production of multi-family and rental housing.

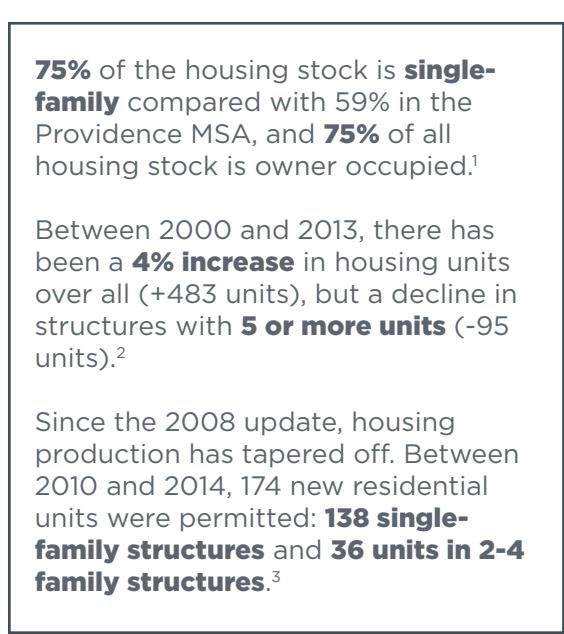


Figure 32. Housing type, 2013²

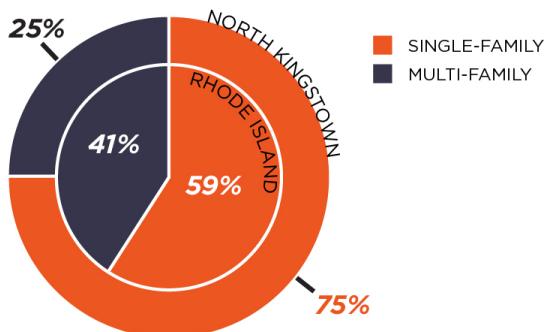


Figure 33. Housing production, 2000-2014³

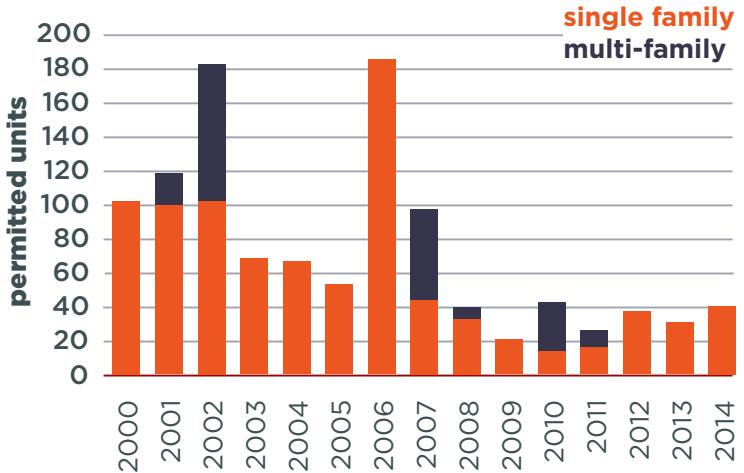
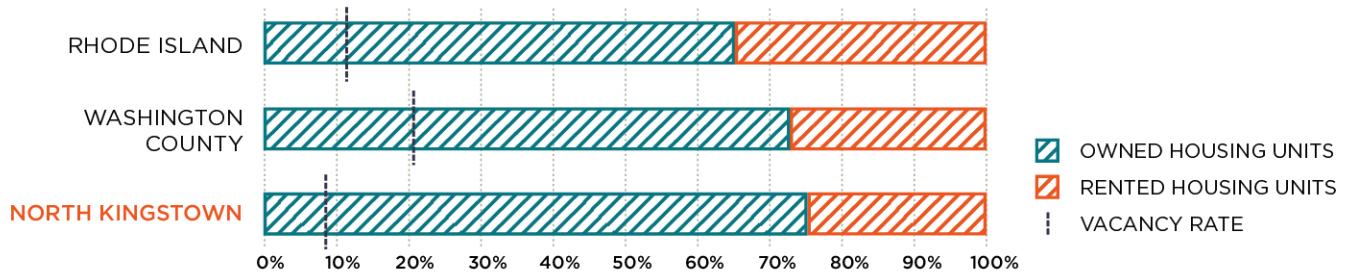


Figure 34. Housing tenure, 2013²



¹ 2010 Census; ² 2013 ACS; ³ Town of North Kingstown.

North Kingstown provides more affordable housing than other Washington County towns.

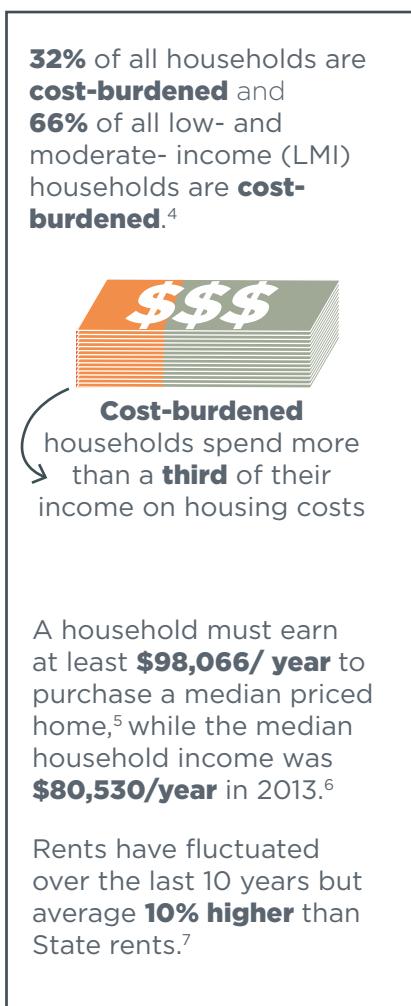


Figure 35. Median sale price trend for single family home, 2003-2015⁷

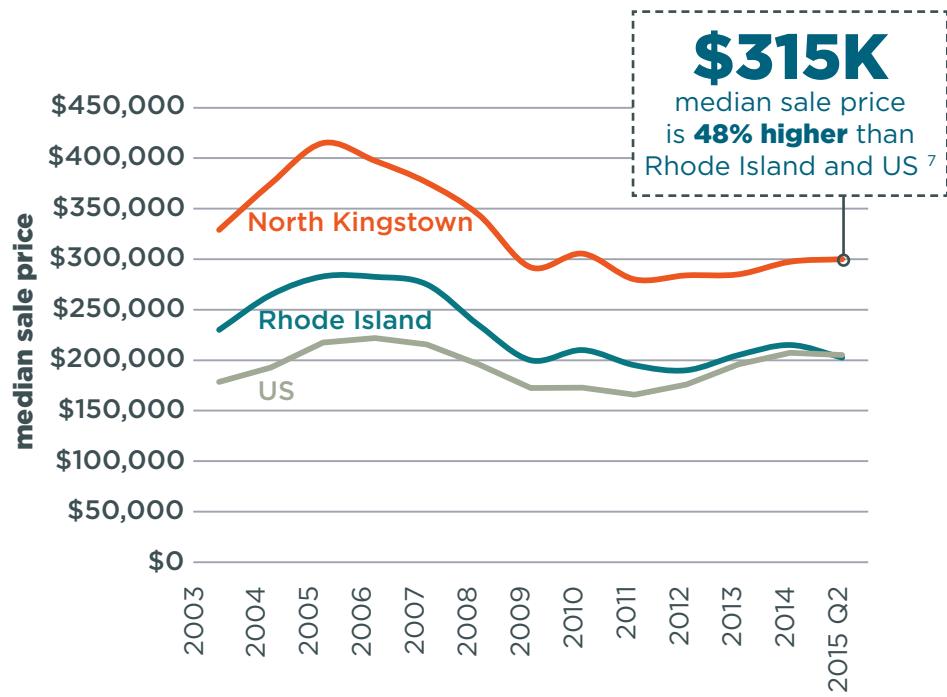
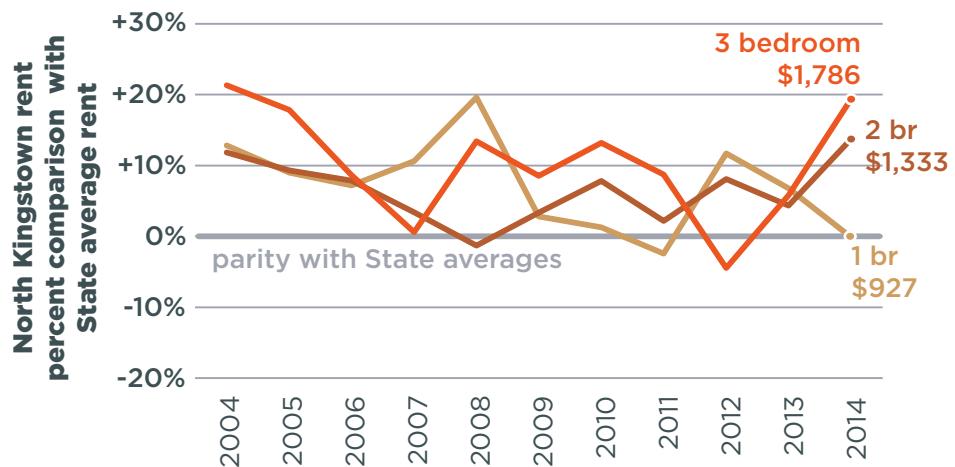


Figure 36. North Kingstown average rent, 2004-2014⁷



⁴ 2012 American Housing Survey; ⁵ 2015 HousingWorks RI Housing Fact Book; ⁶ 2013 ACS; ⁷ RI Realtors Association and National Association of Realtors, riliving.com, RI Housing Rent Survey and HousingWorks RI 2015 Housing Fact Book.

North Kingstown's affordable housing strategies

North Kingstown has maintained steady progress toward the 10% affordable housing goal in the State of Rhode Island (RIGL, 45-53) and has the highest percentage of affordable housing of any community in Washington County, over at 8.1%. Currently, North Kingstown needs an additional 206 affordable units to meet the 10% threshold given its existing 10,953 year-round housing units of which 883 are affordable units. Under current zoning, it is anticipated that future build out over the next 20 years will add 700 units for a year-round total of 11,653. To meet the 10% threshold for this new figure, 276 additional affordable units will be needed over the next 20 years for a total of 1,165 affordable units.

North Kingstown continues to mandate and incentivize affordable housing creation through the zoning ordinance and subdivision regulations. The town's most successful strategy mandates inclusionary zoning of 10% in any development creating five new dwelling units. The town's special districts require additional affordable housing. These districts include Post Road, Compact Village Development, and Wickford Junction.

The Wickford Junction district was approved in January 2014. The district has an underlying density of one unit per two acres but allows a developer to obtain 30 units per acre with the use of transfer of development rights (TDRs). The district requires a minimum of 15% affordable housing. Off site locations can be used to satisfy this requirement. Affordable units that make up less than 20% of the units of a development in this district are "free" to a developer as they do not require purchasing development rights, which is required of all market rate units over the underlying two acre zoning.

In the Post Road district, a developer is required to include 10% affordable housing if proposing four units per acre or under. If a developer proposes a density of 10 units per acre, they are required to include 20% affordable housing. If a developer proposes 30 units per acre, they are required to use TDRs and 15% affordable housing. North Kingstown

has not yet seen any affordable housing produced in conjunction with the transfer and purchase of development rights.

North Kingstown has added a number of affordable units through the comprehensive permit process established under RIGL 45-23. There are currently 84 housing units (36 senior rental, 38 family rental, 10 owner occupied) of affordable housing identified within the Rhode Island Housing Low and Moderate Income Homes tabulation that were permitted through this process. The town has one rental unit permitted as a comprehensive permit under construction which will also qualify as an affordable unit once it receives its certificate of occupancy. This strategy is highly successful in North Kingstown. The town has been able to undergo a "friendly" comprehensive permit process whereby the applicant works with the town and its Planning Commission to mold a project to meet the desires of all parties involved.

In addition, North Kingstown allows for accessory units through the special use permit process. The sale price of the unit is not restricted; therefore, these units do not qualify as affordable via the state law. The units are affordable due to the limitations in size. Accessory units must be under the same ownership as the primary unit on the site. The units can be rented to the general public and assist us in providing housing to the rental, elderly, special needs, and other similar populations looking for smaller accommodations. Many times these units also offer social assistance due to the interaction of the primary homeowner and the accessory unit occupant. This strategy is also highly successful.

In May 2014, North Kingstown adopted an adaptive apartment ordinance, with the intent of providing opportunities for unpermitted apartments to be brought into compliance and to gain affordable housing within the town. In addition to obtaining proper building permits, a dwelling that does not qualify as a lawful nonconforming use or structure may be granted a special use permit for occupancy

as an adaptive apartment unit if in compliance with specific development standards.

The success of existing affordable housing strategies has been impacted by the housing market. Several inclusionary housing projects have been in the pipeline since the housing crisis in 2008/2009, and are only recently moving forward. Also changing demographics and housing preferences are impacting the desired housing product. Rental housing and smaller units are more in demand than for sale or single family housing, and the 4ward market study indicated affordable housing is most needed for the senior and workforce populations. As market rate housing in North Kingstown is relatively affordable, it has been difficult to sell deed restricted affordable units. North Kingstown is analyzing the merits of the existing strategies in relation to the needs of the housing market and if needed, will propose alternative incentives to ensure we continue to provide housing that meets the needs of each population.

Through this Comprehensive Plan re-write, the Town will also investigate additional measures beyond new development. This includes working with local community development corporations and non-profits to convert existing structures into deed restricted affordable units which would increase the percentage of affordable units without increasing the total number of housing units. The town is also re-writing its zoning code and considering how to incorporate the “small house” movement and accessory units to add smaller units to our affordable housing inventory. North Kingstown will continue to identify areas that could support a variety of housing types. The town will analyze the existing affordable homes that are not deed restricted to understand the variety of choices available. In addition, the town continues to work alongside the state to continue progress and improvements to the affordable housing program.

We will continue to implement these strategies to meet our affordable housing goals. It is anticipated that through these measures, the Town of North Kingstown will be able to meet the 10% threshold over the course of the next 20 years through a combination of comprehensive permitting (30%), inclusionary units from new development (60%), and all other strategies (10%).

For additional data and detailed affordable housing strategies, please see the Appendix.



Belleville House



Reynolds Farm



North Cove Landing

ACCOMPLISHMENTS

Since the 2008 Comprehensive Plan update, the Town of North Kingstown has initiated the following projects and programs:

AFFORDABLE HOUSING

- 11 units proposed through the comprehensive permit process
- 1 unit constructed and 160 units permitted or in review through the inclusionary program
- 1 unit approved though adaptive apartment ordinance
- Reynolds Farm (20% inclusionary, 600+ units total, mixed income)
- Belleville House (40 units for very low income seniors)
- Kingstown Crossing (all affordable, 104 units of multifamily units with daycare and community center)
- Cold Spring Farm (7 units total, 2 affordable in converted historic home)
- North Ridge (12 units total, 3 affordable in smaller scale than typical North Kingstown housing)
- Wickford Cove Condos (16 units total, 4 affordable with mix of sizes)
- Wickford Landing (3 units, 1 affordable in rehabilitated housing)
- North Cove Landing (all affordable, 38 units with mix of bedroom counts)

OTHER AFFORDABLE BELOW \$300,000

- 4,172 single family homes under \$300,000

- 476 residential condos under \$300,000
- 250 mobile homes with average value of \$17,336

REGULATIONS

- Transfer of Development Rights
- Compact Village Development ordinance
- Wickford Junction Transit-Oriented Development
- Post Road ordinance
- Inclusionary zoning
- Adaptive apartment ordinance

PLANS/STUDIES

- North Kingstown Community Market Study
- Transfer of Development Rights and Identification of Village Centers reports

INFRASTRUCTURE

- Water Service Area update
- Groundwater Overlay update
- Post Road sewer installation

OTHER

- Introduction of legislation to include mobile and manufactured homes as low and moderate income housing

KEY PUBLIC INPUT

Residents love the historic character and natural amenities of North Kingstown and worry that too much residential development will have a negative impact on the qualities they most value. As a result, the majority of survey respondents (55%) want to keep residential development at the same level, while 31% want less residential development.

Nevertheless, public input gathered through the forums, online activities and interviews indicates that public sentiment is more nuanced and that changing demographics should be considered to develop different types of housing products and programs that address the needs of the local workforce,

millennials and seniors. Participants reviewing the plan goals, policies, and actions at the final public forum and online chose transit-oriented, walkable housing, senior housing and workforce housing as a top ten priority.

Residents also indicated that neighborhoods should be better connected to each other and destinations, and that groundwater and watershed protection, climate adaptation, and infrastructure should be taken in account when developing housing.

HOUSING RANKS LOWER ON THE LIST OF PRIORITIES AND DESIRED DEVELOPMENT. MORE DIVERSE OPTIONS ARE DESIRED.

36% say **RESIDENTIAL DEVELOPMENT** is a MAJOR CONCERN

25% say **PROMOTE MIXED USE DEVELOPMENT** is the most important action to **MANAGE LAND USE**

21% think **TRANSIT ORIENTED DEVELOPMENT** should be a **PRIORITY**

WHAT KIND OF DEVELOPMENT WOULD YOU LIKE TO SEE MORE OF IN NORTH KINGSTOWN?

15% want to see **SENIOR HOUSING**
9% want to see **SINGLE FAMILY HOUSING**
6% want to see **APARTMENT HOUSING**

“Target affordable housing for seniors being taxed out of their homes...”

“alternative housing developments beyond the typical cul-de-sac with 400K homes”

Figure 37. Survey responses regarding housing.

GOALS, POLICIES AND ACTIONS

GOAL 1:

PROVIDE A RANGE OF HOUSING CHOICES

POLICIES AND ACTIONS:

2.1 Encourage the development of new owner-occupied and rental housing to meet the needs of a changing population and support economic growth at Quonset.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
★	2.1.a	Regulate the development of transit-oriented, multifamily housing where infrastructure exists.	Planning Commission	Ongoing	RIPTA, RIDOT, developers
★	2.1.b	Pursue the development of senior housing that accommodates adaptability and is accessible to public transportation and community services.	Planning Commission	Ongoing	CDBG, non-profits, developers
★	2.1.c	Work with developers to provide workforce housing that supports job growth associated with Quonset and large local businesses.	EDA	1 to 3 years	Staff time, CDBG, potential grants

CDBG=Community Development Block Grant, RIPTA=Rhode Island Public Transit Authority, RIDOT=Rhode Island Department of Transportation

WHAT IS TRANSIT ORIENTED DEVELOPMENT?

Transit oriented development (TOD) is compact, walkable, community development centered around transit stations. TOD typically includes a mix of housing, office, retail, and other amenities that encourage transit ridership, increase mobility choices and reduce car dependency for those who can not or prefer not to drive.



Rockville, MD

2.1 Encourage the development of new owner-occupied and rental housing to meet the needs of a changing population and support economic growth at Quonset. (continued)

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	2.1.d	Identify areas that could support a mix of housing types and investigate alternative housing types to encourage greater variety.	Planning Commission	Ongoing	Staff time
	2.1.e	Establish and maintain an inventory of affordable housing in town beyond the units that currently meet the state's regulatory definition of Low and Moderate Income Housing (inventory housing that is affordable but not deed restricted).	Planning Department	Ongoing	Staff time

2.2 Continue to develop deed restricted affordable and supportive housing for households earning less than 120% of area median income to meet State requirements and respond to the shortage of local affordable housing opportunities.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
★	2.2.a	Assess housing demand in concert with the state's housing needs database, develop affordable housing strategies and monitor progress.	Planning Department	1 to 3 years	Staff time
	2.2.b	Create and expand tools and incentives including but not limited to inclusionary zoning, density bonuses, a housing trust fund that provides funds through low-interest loans or gap financing, and development practices that would encourage developers of new subdivisions to create mixed income rental and ownership housing.	Planning Department	1 to 3 years	Staff time
★	2.2.c	Work with Washington County CDC and non-profit organizations to meet town's affordable housing goals.	Planning Department	Ongoing	Staff time, non-profits, developers

2.2 Continue to develop deed restricted affordable and supportive housing for households earning less than 120% of area median income to meet State requirements and respond to the shortage of local affordable housing opportunities. (continued)

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
★	2.2.d	Partner with legislators for inclusion of mobile homes towards affordable units.	Planning Department	1 to 3 years	Staff time
	2.2.e	Study the market viability of the town's zoning codes and study the effects of the codes on the affordability of housing within North Kingstown.	Planning Department	Ongoing	Staff time
★	2.2.f	Work with the state administration to allow for more flexibility to qualify affordable units.	Planning Department	Ongoing	Staff time
	2.2.g	Participate in state wide discussions regarding affordable housing strategies.	Planning Commission/Planning Department	Ongoing	Staff time
	2.2.h	Hold workshops and conduct other public outreach on affordable housing options available in the zoning ordinance and subdivision regulations.	Town Council	1 to 3 years	Staff time
	2.2.i	Analyze the success of the town's affordable housing strategies in relation to future population needs.	Planning Department	Ongoing	Staff time

WHAT IS A HOUSING TRUST FUND?

A housing trust fund provides locally targeted assistance to develop affordable housing through low-interest loans, transfer of development rights, payments in lieu of taxes, or gap financing. Revenue sources may include local real estate transfer taxes, real-estate fees and penalties. The Town of Barrington established an Affordable Housing Trust Fund and Housing Board of Trustees to work with nonprofit developers to capture existing housing stock, deed restrict, and re-sell to count toward the 10% affordable housing goal.



Barrington, RI

2.3 Maintain and improve existing town housing stock.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	2.3.a	Enforce the building code and encourage property owners to adequately maintain and rehabilitate housing.	Building Official	Ongoing	Staff time, developers
★	2.3.b	Develop and implement programs to help people maintain and stay in their homes including but not limited to the Home Repair Program and age-in-place programs that may assist with home retrofits and repair, floodproofing, energy and water saving measures, and tax relief.	Planning Department	1 to 3 years	Staff time, USDA Home Repair grants, RI Housing, FEMA Hazard Mitigation assistance, developers

FEMA=Federal Emergency Management Agency, USDA=United States Dept. of Agriculture

GOAL 2:

ENCOURAGE RESIDENTIAL DEVELOPMENT AWAY FROM ENVIRONMENTALLY CONSTRAINED AND SENSITIVE AREAS THAT REFLECTS TOWN CHARACTER AND SUPPORTS WALKABLE NEIGHBORHOODS

POLICIES AND ACTIONS:

2.4 Encourage development of compact, connected neighborhoods that preserve open space, protect groundwater, and support walking and biking.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
★	2.4.a	Use conservation development and low impact development standards to preserve open space, facilitate stormwater management, protect surface water and groundwater resources, maintain town character, and maximize the use and efficiency of existing infrastructure and alternative modes of transportation.	Planning Commission	Ongoing	Staff time, developers
★	2.4.b	Adopt Complete Streets design including safe walking paths in new development and redevelopment.	Planning Department	Ongoing	Staff time, RIDOT, RIPTA, developers

RIPTA=Rhode Island Public Transit Authority, RIDOT=Rhode Island Department of Transportation

WHAT IS CONSERVATION DEVELOPMENT?

Conservation development is an approach to development that aims to minimize impacts to the environment, protect natural resources and preserve community character by using flexibility in siting and infrastructure to preserve a minimum of 30%-75% of the land in conservation as meaningful open space and encourage the development of a connected greenway.

For more information, see Article IX-Conservation Developments of the town Zoning Ordinance and visit GrowSmartRI: <http://www.growsmartri.org/ri-ordinances/conservation-development/>



North Cove Landing, North Kingstown



Rain garden



Green roof



Rain barrel



Permeable pavement

WHAT IS LOW IMPACT DEVELOPMENT?

Low impact development (LID) is an approach to development that aims to protect water quality and watersheds by using or mimicking natural processes to manage stormwater locally. LID techniques include preserving or recreating natural landscape features and reducing impervious surfaces. Residential LID practices include rain gardens, green roofs, rain barrels, and permeable pavement.



A CONNECTED TOWN

A plan for CIRCULATION

ELEMENT
3

VISION

We are a **connected** town no matter how you choose to get around.

North Kingstown will provide a well-maintained and efficient transportation road network and encourage alternative transportation options, including walking, biking, and public transit, to ensure safe, healthy, and convenient access to local and regional destinations.

GOALS

1. Design safer and more attractive roadways for all users
2. Promote alternative transportation options for better local and regional connections
3. Upgrade and maintain transportation infrastructure

OVERVIEW OF KEY ISSUES

Great improvements to alternative transportation in North Kingstown have been made but better connections and better service are needed to maximize its potential.

Transit

The extension of Massachusetts Bay Transportation Authority (MBTA) commuter rail to Wickford Junction in 2012 has opened up new transportation options, connecting North Kingstown to Providence, T. F. Green Airport, and Boston. Travel time is 35 minutes to Providence and 98 minutes to Boston, however; service is infrequent with 10 trains in each direction that are limited to weekdays.

Ridership at the train station has been low but has been growing slowly with approximately 517 trips to and from Wickford Junction per day with 131,191 annual trips to and from Wickford Junction in FY2019. Original projections call for 1,500 riders by 2020.¹ However, recent initiatives and future plans are expected to help increase ridership at Wickford Junction. In December of 2015, the Rhode Island Public Transit Authority (RIPTA) consolidated bus service at an improved multimodal Wickford Junction Transit Center that places bus and train service together and triples service levels while reducing operating costs.

The Rhode Island State Rail Plan 2014 discusses commuter rail service within Rhode Island (between Wickford Junction and Providence via T. F. Green Airport) with more frequent headways that could increase ridership to as many as 3,400 per day. The State Rail Plan also references studies that looked at extending service within Rhode Island with other stations, including West Davisville, which would better serve the employment center of North Kingstown.

Transit

Providence-Stoughton line - travels from Boston to Wickford Junction 10 times per day on weekdays.

RIPTA bus routes - 14 (Newport Express), 64 (Kingston Station), 65X (Wakefield Express), 66 (URI/Galilee), 62 (URI/Providence Station)

Quonset

Freight Rail - over 14 miles of intra-park rail connects to the national rail network through Rhode Island's Freight Rail Improvement Project track.

Quonset State Airport - a public use facility that connects with port, road, and rail systems in the industrial park.

Port of Davisville - a top auto and frozen seafood port with four berths, five terminals, laydown and terminal storage.

Martha's Vineyard Fast Ferry - twice daily passenger service to Martha's Vineyard from May to October, with additional trips during peak times.

Freight

Freight is handled through the Quonset rail system and Port of Davisville for automobiles and frozen seafood. Quonset's freight infrastructure connects to the national rail network and to Interstate 95 via Route 403 and 4.

¹ Anderson, Patrick, (August 25, 2015). "R.I. transportation officials say taking over Wickford rail station 'no-brainer'." Providence Journal. Retrieved March 2, 2016.

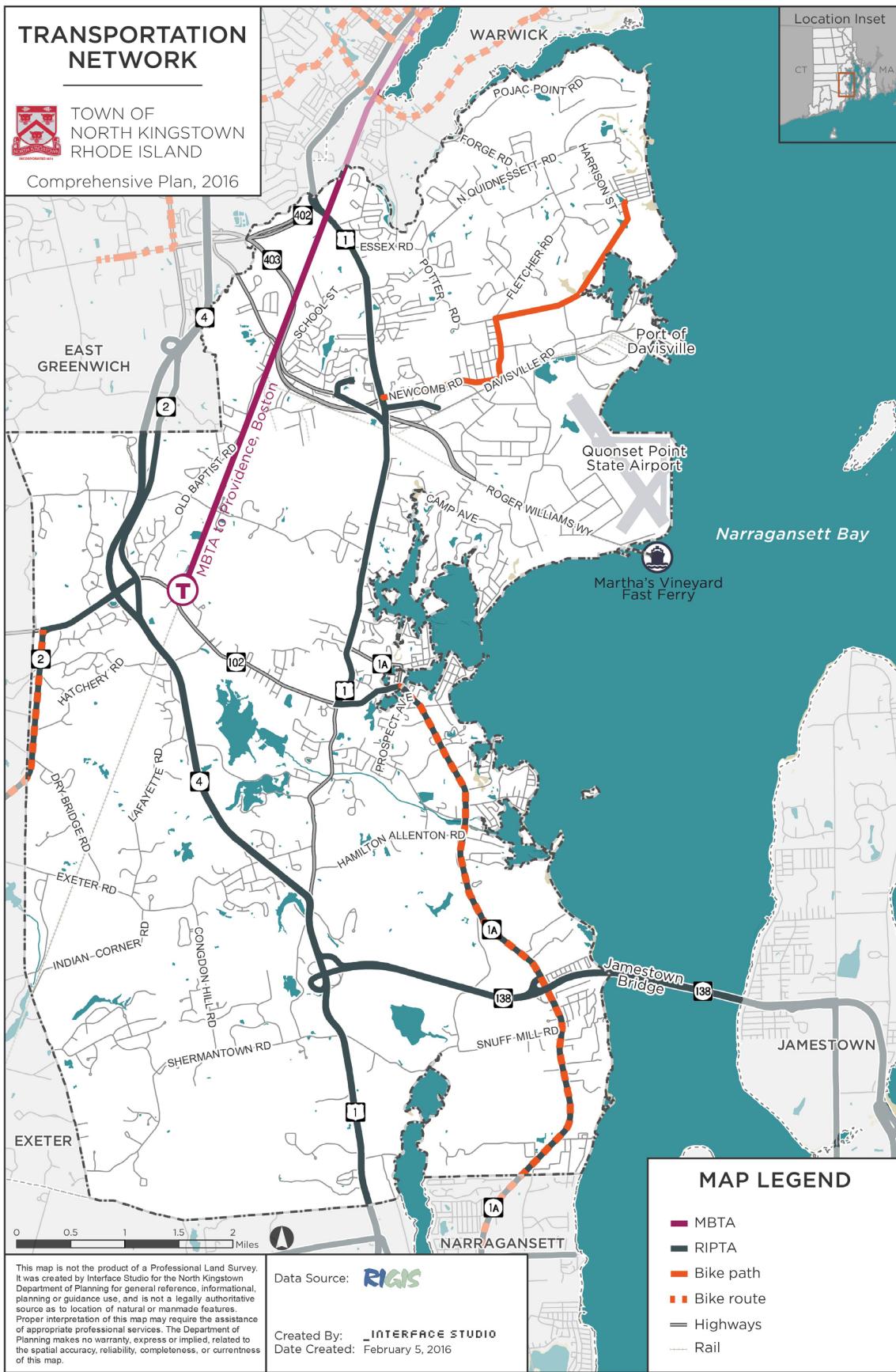


Figure 38. Transportation network map

Community connections

North Kingstown's central location and roadway system provide excellent local and regional access to major traffic generators such as shopping centers, job centers and areas of growth [see figure 39]. Providence is only 20 minutes away by car or 35 minutes by train, making North Kingstown a convenient place to live and an excellent location for businesses with commuting employees.

As the number of jobs in North Kingstown have increased, the trend has been toward more North Kingstown residents working closer to home. On the flip side, more jobs means North Kingstown employers are drawing more workers from farther away.

While getting around town is convenient by car, the same cannot be said for other modes of travel. Transit access (defined as a 10-minute walk or 1/2 mile) is good in existing and proposed densely populated areas such as Davisville and Wickford Junction [see figure 40]. However, public transit is disconnected with no service into Quonset, where the largest concentration of jobs are, and no bus service from Wickford Junction to other local destinations such as Quonset or Wickford Village. RIPTA completed a market study in November 2016 to identify and develop proposals for improving commuter access to the Quonset Business Park (QBP). The study explores several alternatives for improving transit access and provides guidance on enhancing other methods of transportation such as carpooling and vanpooling.

The bike and pedestrian network is also very limited and not connected. The only bike path in town is the Quonset Bike Path which offers an off-road connection from Post Road through Quonset Business Park to Calf Pasture Beach. Bike routes on Route 2 and Route 1A are signed but do not provide separate bike lanes. Additional bike and pedestrian connections are needed to connect major traffic generators and destinations at Quonset, Wickford Village and Wickford Junction. Post Road in particular has been identified as a road that was designed for much higher levels of car traffic than it currently sees and a priority for safer pedestrian and bike connections.

“ It just doesn't connect. ”

Commuting patterns have shifted slightly as more people work closer to home and use alternative transportation.

Over **22,000 workers** commute in and out of North Kingstown for work,¹ but between 2000 and 2010, the percent of North Kingstown residents who worked in North Kingstown and adjacent communities increased from **42%** to **56%**, shortening their commute.²

86% of workers commute to work by **driving alone** but the use of **public transportation** has **increased** from **1%** in 2000 to **2%** in 2013. Biking and walking has **decreased** from **2%** in 2000 to **1%** in 2013.³

More transportation options are needed to address the needs of a changing population.

There has been a **34% increase** in the number of **households without a vehicle**:

Between 2000-2013, the number of households without a vehicle rose from **280** to **374** households. This represents **4%** of all households. **Renter households** are **4.5 times** more likely to be without a vehicle.

107 of the 374 households without a vehicle consist of **householders 65 and over**.³

“ It is important that we ensure that residents without cars or those in lower income housing are able to access schools and town resources easily. ”

¹ Longitudinal Employer-Household Dynamics (LEHD) OnTheMap, 2013; ² 2000 Journey to Work by Residential Community and 2006-2010 American Community Survey (ACS); ³ 2000 Census and 2013 ACS.



This map shows North Kingstown's major traffic generators and the roadway classification system that connects them.

Figure 39. Highway functional classification map

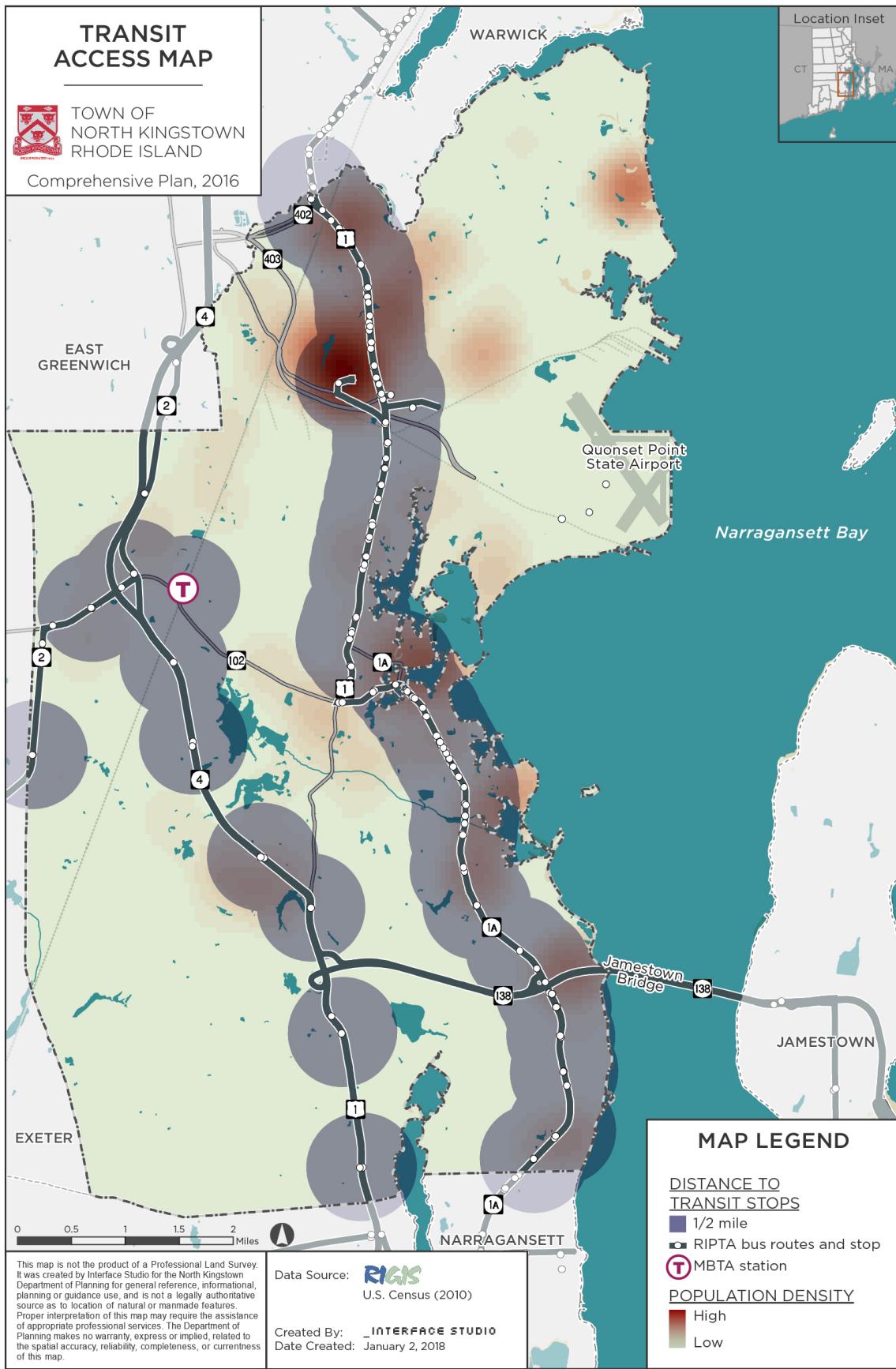


Figure 40. Transit access map



ACCOMPLISHMENTS | KEY PUBLIC INPUT

Since the 2008 Comprehensive Plan update, the following projects and programs have been initiated:

- Wickford Junction Transit Center
- Route 403
- Quonset Bike Path
- RIPTA market study for Quonset service improvements
- Pilot road diet for Post Road
- Wickford Junction train station

29% of the survey respondents said one of the best things about North Kingstown was its central location but deteriorating corridors and infrastructure were cited as concerns that contributed to the sense that North Kingstown was declining.

Current commuter rail service to Wickford Junction was seen as a “game changer” to some in our focus groups with great potential but insufficient by others.

53% of survey respondents see the need for more alternative transportation options, especially for walking and biking, and 28% think better rail service should be a priority.

Better connections between destinations are needed, especially between Wickford Village, Wickford Junction and Quonset.

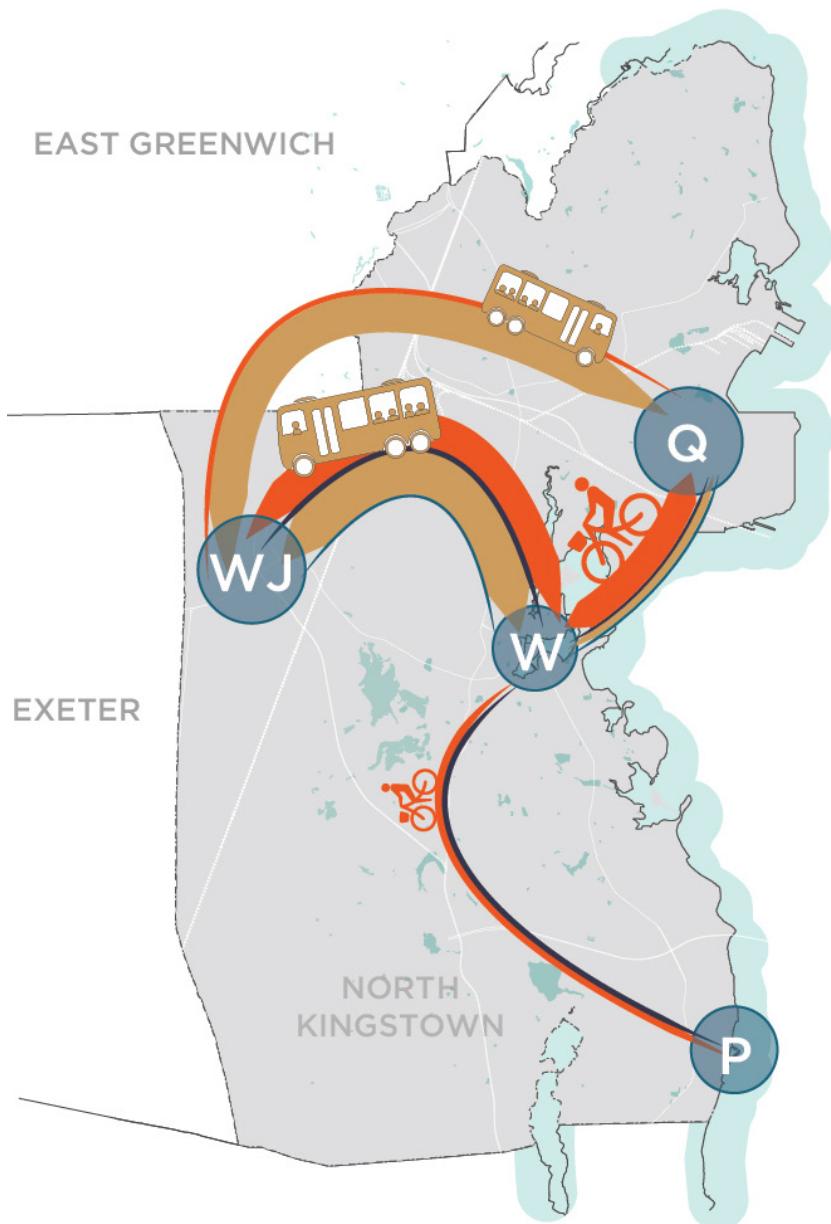


Figure 41. Summary of public forum activity.

“ Safe bike paths and internal bus transport makes sense and is sound fiscal planning. ”

TOP THREE MISSING CONNECTIONS ARE...

- 52%** Wickford & Wickford Jct
- 27%** Wickford Jct & Quonset
- 25%** Wickford & Quonset

From the public forum, more than a half of the participants pointed out Wickford and Wickford Junction are missing a connection.

- BIKE
- WALK
- TRANSIT
- SIGNAGE
- WICKFORD JUNCTION
- QUONSET
- WICKFORD
- PLUM BEACH POINT

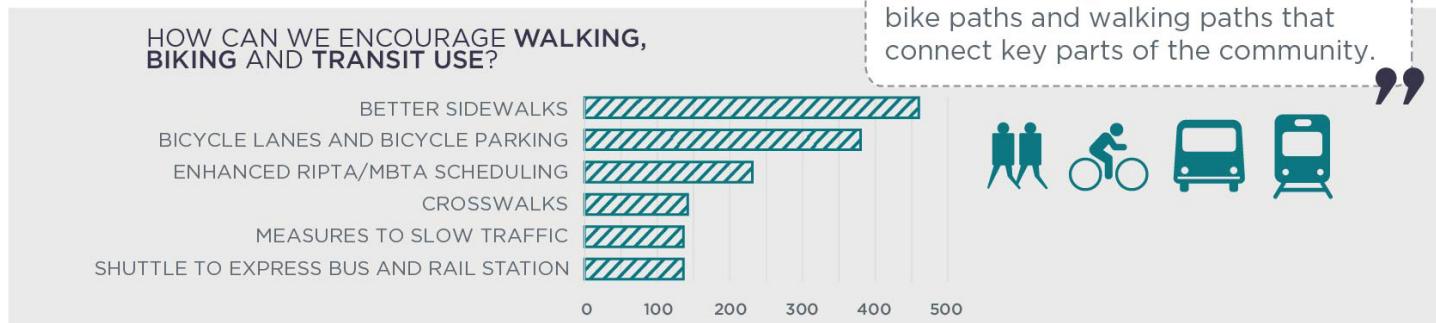


Figure 42. Survey responses regarding circulation.

GOALS, POLICIES AND ACTIONS

GOAL 1:

DESIGN SAFER AND MORE ATTRACTIVE ROADWAYS FOR ALL USERS

POLICIES AND ACTIONS:

3.1 Improve the safety and experience of North Kingstown roadways.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	3.1.a	Create a street safety plan through traffic enforcement, speed limits, street design, and public education.	Department of Public Works	1 to 3 years	Staff time, town budget, Federal Highway Administration (FHWA)
★	3.1.b	Adopt Complete Streets design and design standards in areas identified in the Transfer of Development Rights and Identification of Village Centers reports to ensure high quality multimodal circulation in new development and redevelopment proposals.	Planning Commission	1 to 3 years	RIDOT, town budget, FHWA, TIGER
★	3.1.c	Identify priority locations for pedestrian safety improvements and consider alternatives to traditional sidewalks, crosswalks, curbs and gutters, such as stamped asphalt, at-grade curb separated walkways, and landscaped stormwater management. Potential locations include but are not limited to: the Wickford Junction area, Post Road, Wickford, routes to schools and other institutions, and connections to transit.	Department of Public Works	1 to 3 years	Staff time, RIDOT
	3.1.d	Create streamlined application for an “Adopt-a-Road” program for town roads to encourage business owners, institutions, schools, civic and community groups to contribute to beautifying roadways.	Department of Public Works	5 to 7 years	Staff time, Adopt a Spot purchasers



EXAMPLES OF SIDEWALK ALTERNATIVES



At-grade curb separated walkway



Stamped asphalt



Stormwater management

FHWA=Federal Highway Administration, RIDOT=Rhode Island Dept. of Transportation, TIGER= Transportation Investment Generating Economic Recovery.

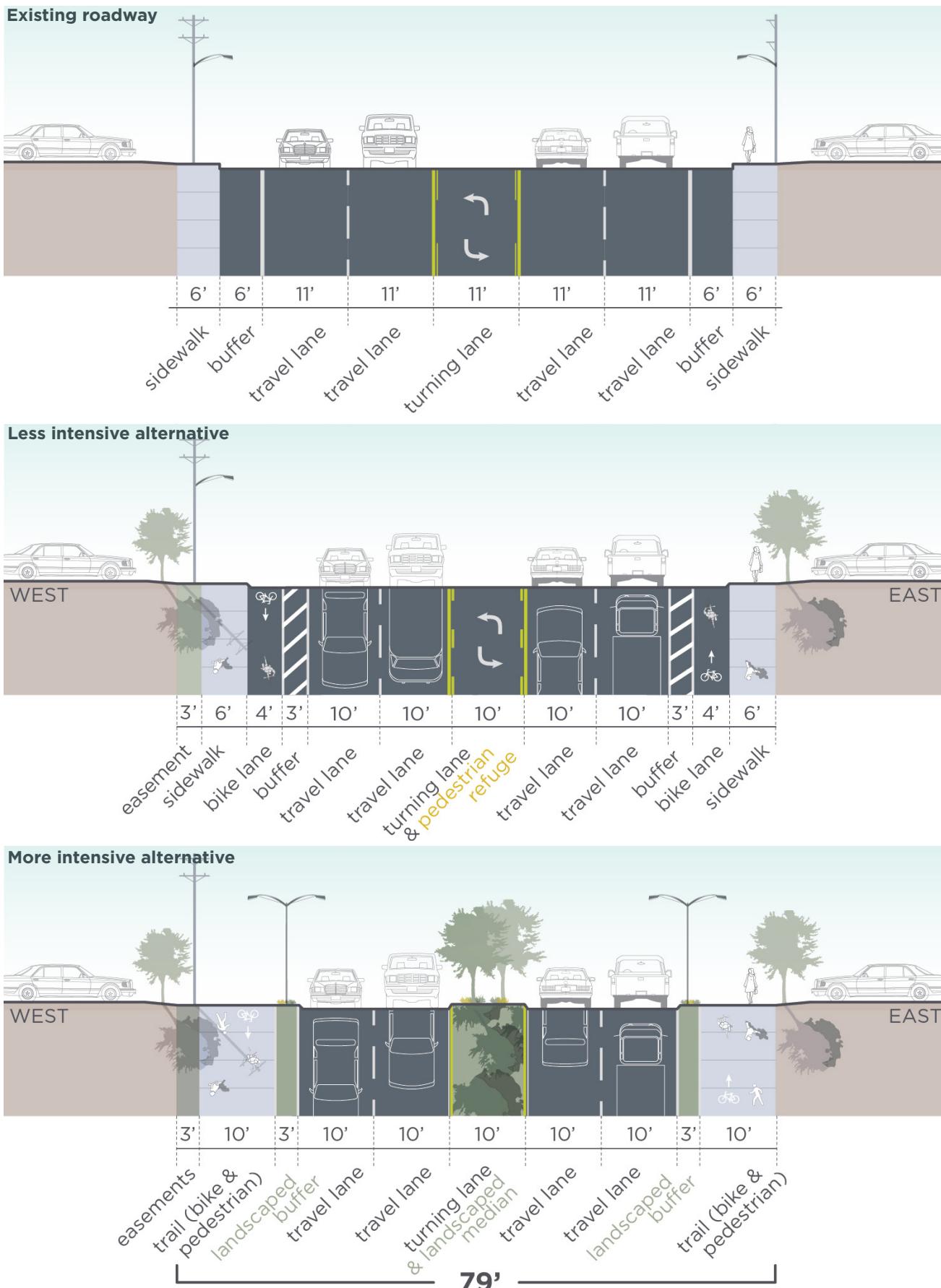
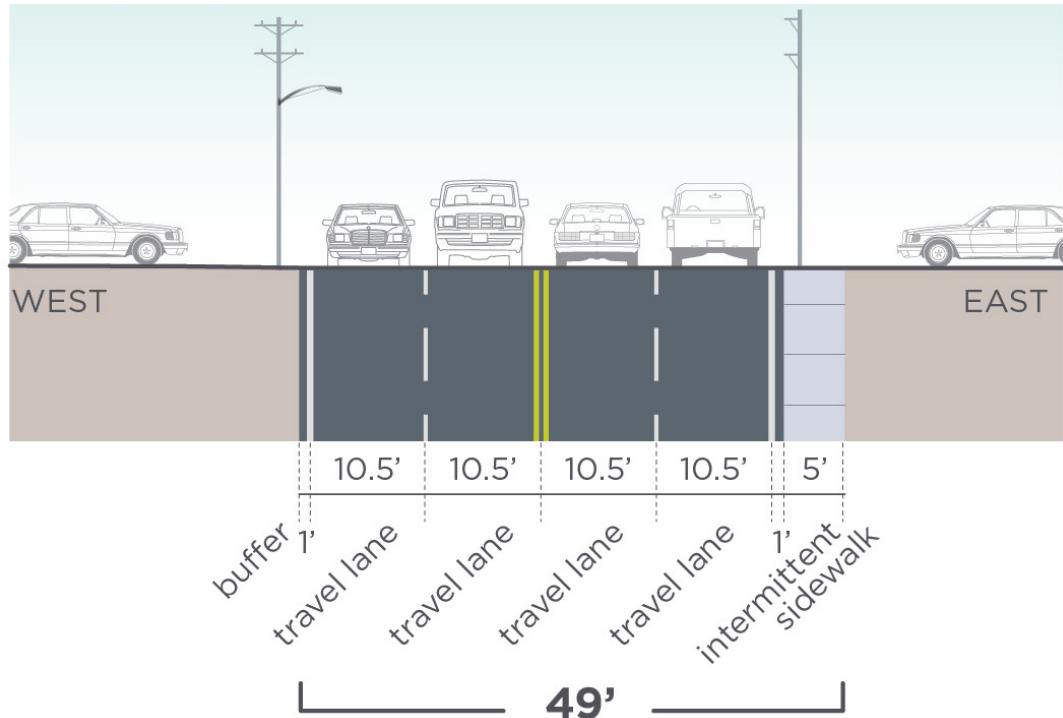


Figure 43. Proposed redesign of north Post Road.

Existing roadway



Proposed roadway

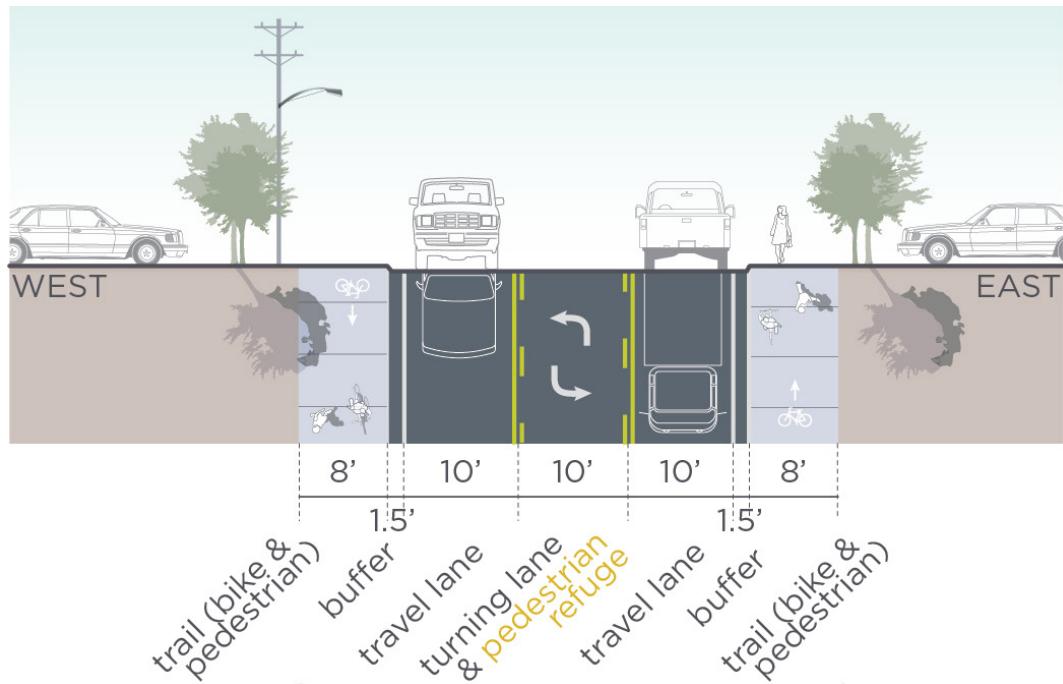


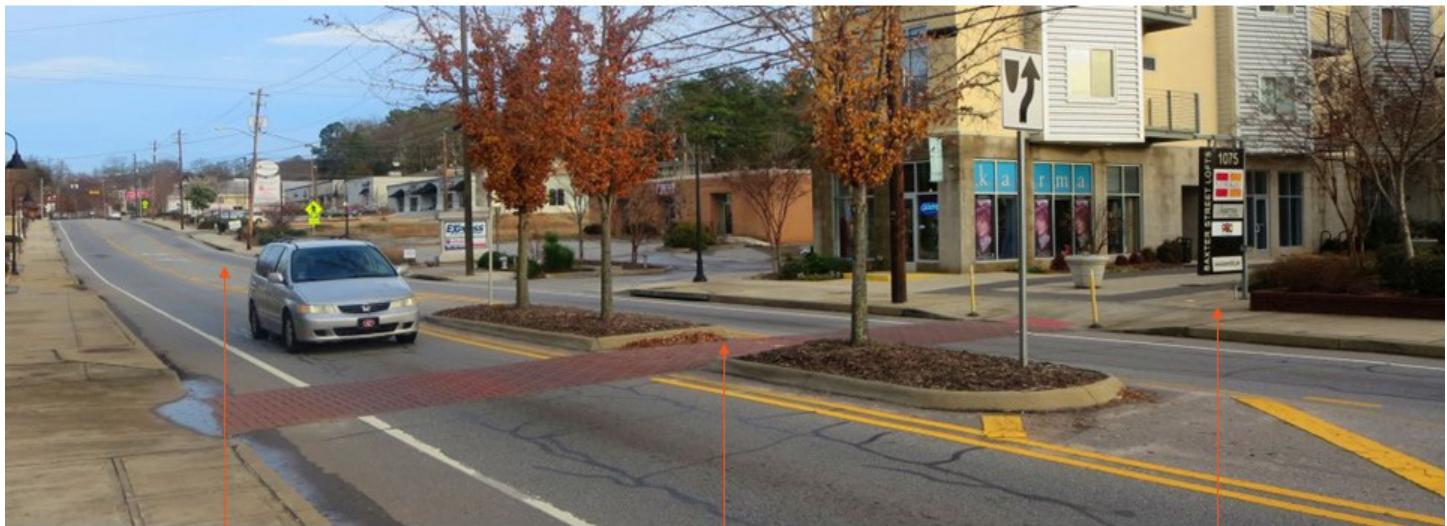
Figure 44. Proposed road diet and redesign of south Post Road.

Complete Streets are good for business

safer, more attractive, more vibrant



South Post Road has no sidewalks or crosswalks. With no turning lane, cars turning left to access businesses increase the risk of rear end collisions. The stretch between Huling Road and Camp Avenue is particularly dangerous, accounting for 30% of the crashes along Post Road between 2008 and 2015.



LEFT TURN LANE



BETTER ACCESS TO BUSINESSES

MORE EFFICIENT FLOW
REDUCE COLLISION

PEDESTRIAN REFUGE
+ CROSSWALK



SAFER CROSSING
BETTER ACCESS TO BUSINESSES

SIDEWALKS



INCREASED FOOT TRAFFIC

GOAL 2:

PROMOTE ALTERNATIVE TRANSPORTATION OPTIONS FOR BETTER LOCAL AND REGIONAL CONNECTIONS

POLICIES AND ACTIONS:

3.2 Improve and expand existing transportation options.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	3.2.a	Expand transit options by working with state agencies to establish a better schedule for the Wickford Junction train station, study the feasibility of connecting Wickford Junction to Wickford Village, Post Road and Quonset, and explore the feasibility of a future Davisville station.	Town Council	3 to 5 years	Economic Development Administration (EDA), Staff time, FHWA/Transportation Improvement Program (TIP), Quonset Development Corporation (QDC)
	3.2.b	Expand alternative transportation methods, including but not limited to carpooling, on-demand and senior car service, and private shuttle.	EDA	5 to 7 years	Town budget, staff time, RIPTA, QDC
★	3.2.c	Expand the bike network to connect neighborhoods with destinations, update and implement the Wickford to Quonset Bike Path Study, and install and maintain bike racks at town-owned destinations such as transit hubs, commercial centers, institutions, parks, and the waterfront.	Planning Department	1 to 3 years	RIDOT, RIDEM, Town budget

EXAMPLES OF BIKE FACILITIES



Buffered bike lane



Protected bike lane



Multi-use path

FHWA=Federal Highway Administration, RIPTA= Rhode Island Public Transit Authority, RIDOT=Rhode Island Dept. of Transportation, RIDEM=Rhode Island Department of Environmental Management

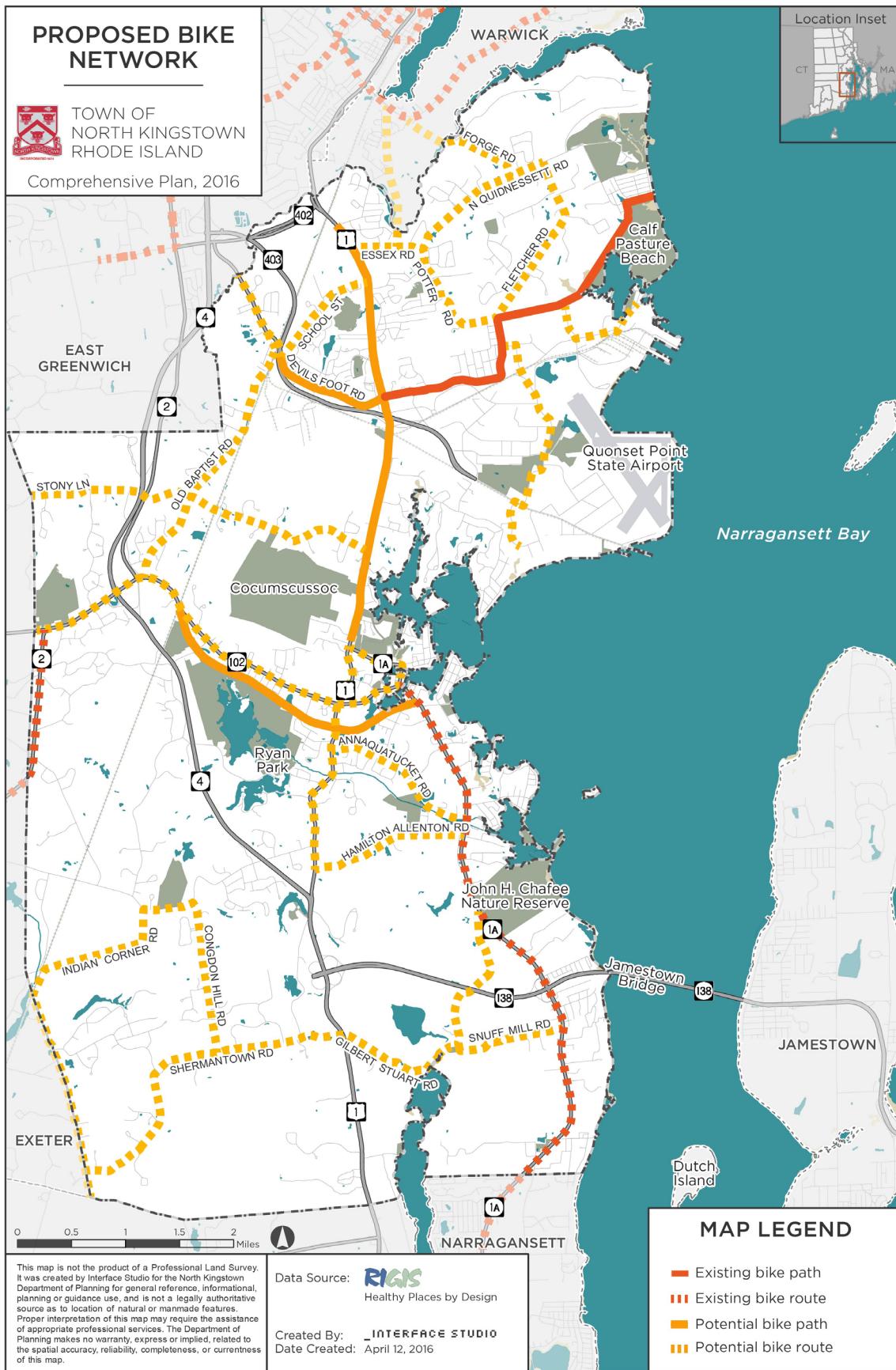


Figure 45. Proposed bike network map

3.3 Support alternative transportation use.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	3.3.a	Participate in Bike to Work Day and Safe Routes to School activities.	Town Council	7 to 10 years	SPP, RIDOT, staff time and town budget
	3.3.b	Work with organizations and programs promoting alternative transportation.	Town Council	Ongoing	Staff time, town budget, grants
	3.3.c	Identify incentives to encourage commuting via alternative transportation.	Town Council	7 to 10 years	Staff time, state funding

SPP=Statewide Planning Program, RIDOT=Rhode Island Department of Transportation

WHAT IS THE SAFE ROUTES TO SCHOOL PROGRAM?

Safe Routes to School aims to create safe transportation alternatives for children to get to school by promoting walking and biking through physical and programmatic measures.

CASE STUDY: The Seattle Department of Transportation is planning 12 Safe Routes to School projects in 2016 to encourage students to walk and bike to school. Projects include infrastructure improvements such as trails, sidewalks, medians, curb bulb-outs, signals, and crosswalks. It also includes programs such as a Walking School Bus and Bike Trains where a few parents “pick up” students along the way to school to walk or bike together. The Safe Routes to School improvements have the added benefit of complementing and connecting neighborhood greenways.

The projects are funded through a nine-year transportation levy, a federal grant administered through the state DOT, and revenue from speed cameras around schools.

For more information:
<http://www.seattle.gov/transportation/saferoutes.htm>



GOAL 3:

UPGRADE AND MAINTAIN TRANSPORTATION INFRASTRUCTURE

POLICIES AND ACTIONS:

3.4 Ensure on-going safety and maintenance of transportation infrastructure.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	3.4.a	Implement the cyclical pavement management program.	Department of Public Works	Ongoing	TIP, town budget, Capital Improvement Program (CIP)
	3.4.b	Develop a comprehensive integrated transportation plan that includes priority implementation actions and link the top implementation actions to the town's TIP application for state/ federal monies.	Department of Public Works	5 to 7 years	TIP, town budget, Capital Improvement Program (CIP)

TIP= Transportation Improvement Program

3.5 Increase pedestrian and traffic safety.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	3.5.a	Amend Town of North Kingstown Land Development Regulations to encourage construction of adequate sidewalks within proposed developments with extensions to logical destinations or crossroads.	Planning Commission	1 to 3 years	Staff time
	3.5.b	Evaluate the potential use of impact fees or financial assistance from developers to pay for infrastructure improvements such as sidewalks.	Town Council	3 to 5 years	Staff time
	3.5.c	Undertake a sidewalk expansion program on Post Road and on other major arterial or feeder roads.	Town Council	1 to 3 years	TIP, town budget, Capital Improvement Program (CIP)
		o Encourage sidewalks and pedestrian paths along Post Road that connect adjacent commercial buildings and properties, as well as nearby parcels.	Planning Commission	Ongoing	TIP, town budget, Capital Improvement Program (CIP)
		o Require sidewalk or multiuse path construction adjacent to Post Road to facilitate pedestrian connections to bus stops.	Planning Commission	1 to 3 years	TIP, town budget, Capital Improvement Program (CIP)



A SUSTAINABLE TOWN

A plan for OPEN SPACE, RECREATION AND THE ENVIRONMENT

ELEMENT
4

VISION

We are a **healthy** and **sustainable** town that invests in **protecting our natural resources and open space** for their economic, environmental, recreational, and scenic value.

North Kingstown will protect its natural resources and provide a range of recreational opportunities that enhance the quality of life and the health of all residents, as well as contribute to a healthy ecosystem through the preservation of open spaces and the integration of climate and flood resiliency.

GOALS

1. Protect, preserve, and restore natural resources
2. Promote sustainable water and energy measures to conserve resources and reduce greenhouse gas emissions
3. Increase public awareness of conservation and sustainability
4. Provide high quality recreation facilities and opportunities for all residents
5. Enhance public access to active open space, recreation areas and the waterfront

OVERVIEW OF KEY ISSUES

North Kingstown's natural beauty is an important element of the town's character and is highly valued by residents. The conservation of open space is important to protect this character as well as protect natural resources to maintain a healthy ecosystem. Additionally, the town's abundant open space offers unique recreational opportunities, particularly along the Narragansett Bay.

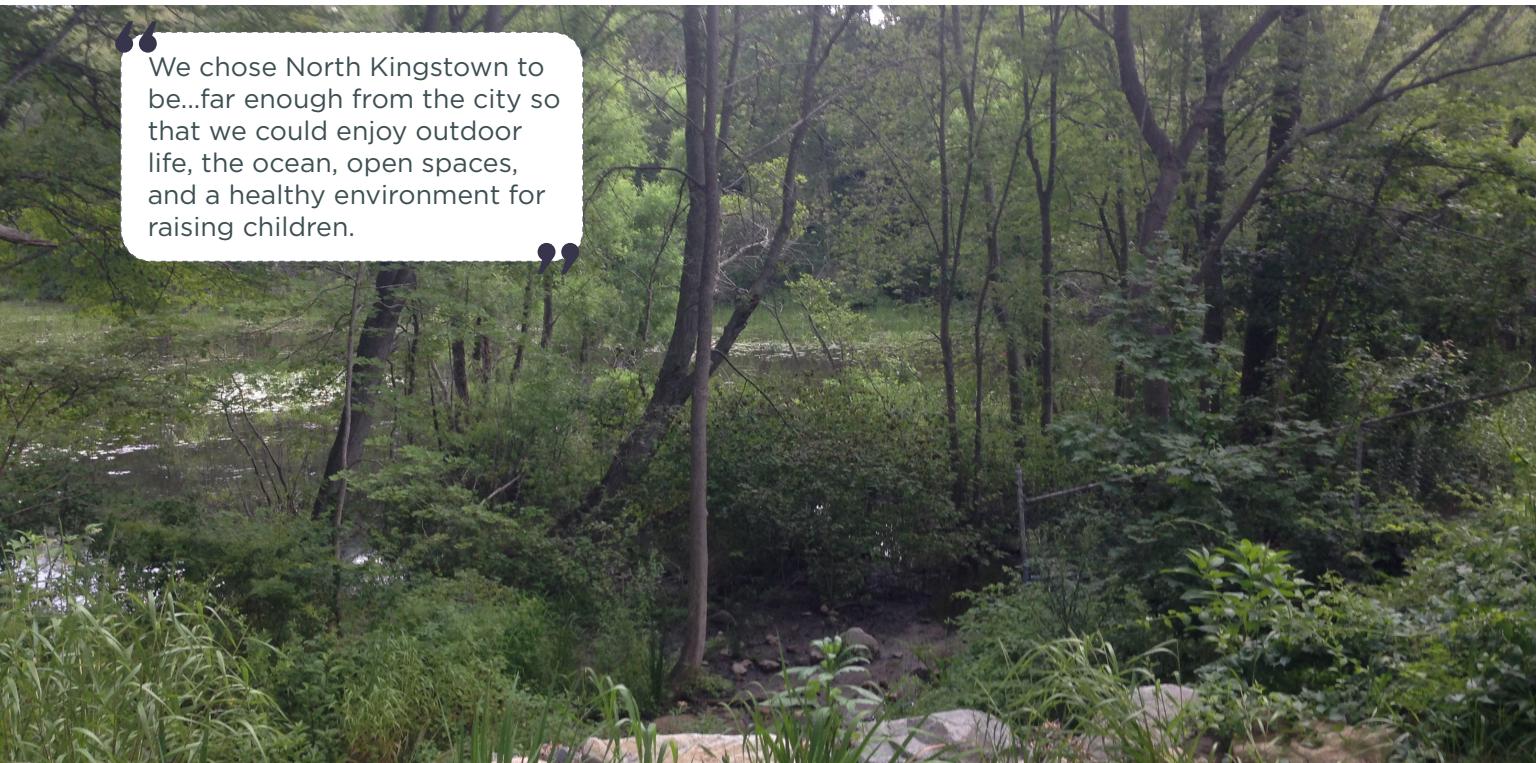
Open space conservation and natural resource protection

A healthy ecosystem needs biodiversity and is essential to our clean air, water, and food supply. North Kingstown's natural resources include forests, wetlands and salt marshes, surface and groundwater

bodies, and wildlife all of which play a key role in providing ecosystem services such as pollination, decomposition, water purification, erosion and flood control, and carbon storage and climate regulation.

The town's policies and regulations regarding development serve to preserve open space and protect natural resources. The town has programs that include a combination of acquisition, purchase and transfer of development rights, and conservation easements to preserve open space, especially around important water resources. The conservation areas, as shown in the map in Figure 46, are permanently protected and decisions regarding land conservation consider criteria such as protecting water resources and natural habitats [see Figures 47 and 48].

“We chose North Kingstown to be...far enough from the city so that we could enjoy outdoor life, the ocean, open spaces, and a healthy environment for raising children.”



Saw Mill Pond

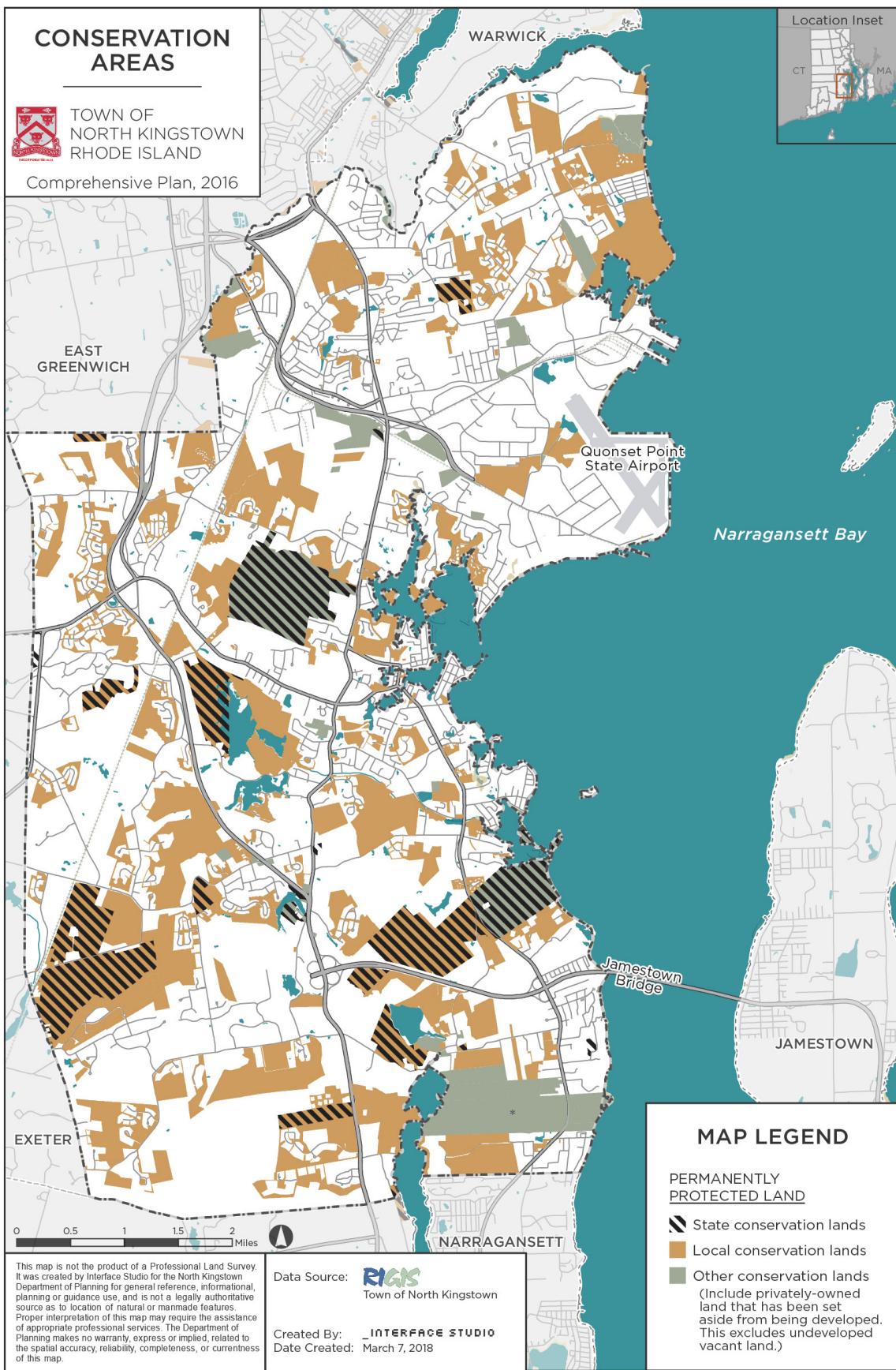


Figure 46. Conservation areas map

RIDEM Groundwater Classifications

Groundwater classified **GAA** are groundwater resources that are known or presumed to be suitable for drinking water use without treatment and are located in one of the three areas described below. Groundwater classified GAA includes the following:

- a. The state's major stratified drift aquifers that are capable of serving as a significant source for a public water supply ("groundwater reservoirs") and the critical portion of their recharge area as delineated by DEM;
- b. The wellhead protection area for each public water system community water supply well. Community water supply wells are those that serve resident populations and have at least 15 service connections or serve at least 25 individuals, e.g., municipal wells and wells serving nursing homes, condominiums, mobile home parks, etc.; and
- c. Groundwater dependent areas that are physically isolated from reasonable alternative water supplies and where the existing groundwater warrants the highest level of protection. At present, only Block Island has been designated as meeting this criterion.

Groundwater classified **GA** are groundwater resources, which like GAA, are known or presumed to be suitable for drinking water use without treatment. However, groundwater classified GA does not fall within any of the three priority areas described above under GAA.

Groundwater classified **GB** is that groundwater which may not be suitable for drinking water use without treatment due to known or presumed degradation. DEM relied on data from known sources of contamination and land use information for the GB delineation. The areas where the groundwater is classified GB are served by public water systems.

Groundwater classified GB is located beneath the following:

- d. Highly urbanized areas of the state, primarily those areas with dense concentrations of industrial and commercial activity, that have been identified from land use information;
- e. The permanent waste disposal area as approved by DEM at the sites of historically permitted or approved inactive landfills and inactive land disposal sites for solid waste, hazardous waste, or sewage sludge;

- f. Active sites that are permitted for the land disposal of sewage sludge, unless such disposal site is associated with a licensed solid waste landfill; and
- g. The area immediately surrounding the specific waste sites above where DEM has determined that the groundwater is not suitable for public or private drinking water use.

As technology continues to improve and the latest data available demonstrates a better understanding and shift in the size and location of our wellhead protection areas; RIDEM is in the process of re-mapping our groundwater and has proposed a new wellhead protection map which is going thru the approval process. In order to avoid future conflicts, the North Kingstown Water Department has been working with RIDEM to coordinate local wellhead protection mapping to correspond with State mapping. North Kingstown is currently working on new modifications to the Groundwater Protection ordinances which is anticipated to reference the RIDEM GIS maps. The revised protection zones will include our community wellhead protection areas (WHPA) and a Groundwater Recharge Zone that will be consistent with the RIDEM mapping of GAA groundwater designations. The proposed RIDEM map has not received official approval at the time of the comprehensive plan approval, maps that show North Kingstown's Groundwater Overlay Zoning are included in the town's Zoning Ordinance.

The town has established groundwater overlay zoning regulations that regulate development within the sensitive areas of groundwater recharge. Conservation development is also utilized to preserve meaningful open space and property owners may participate in the state's Farm, Forest, and Open Space program which offers tax incentives to preserve agricultural and forested land. Low density rural residential designations are also deployed in environmentally sensitive areas to limit density, however, this type of development has had the unintended effect of creating large lawns that use significant water resources and often fertilizer and pesticides.

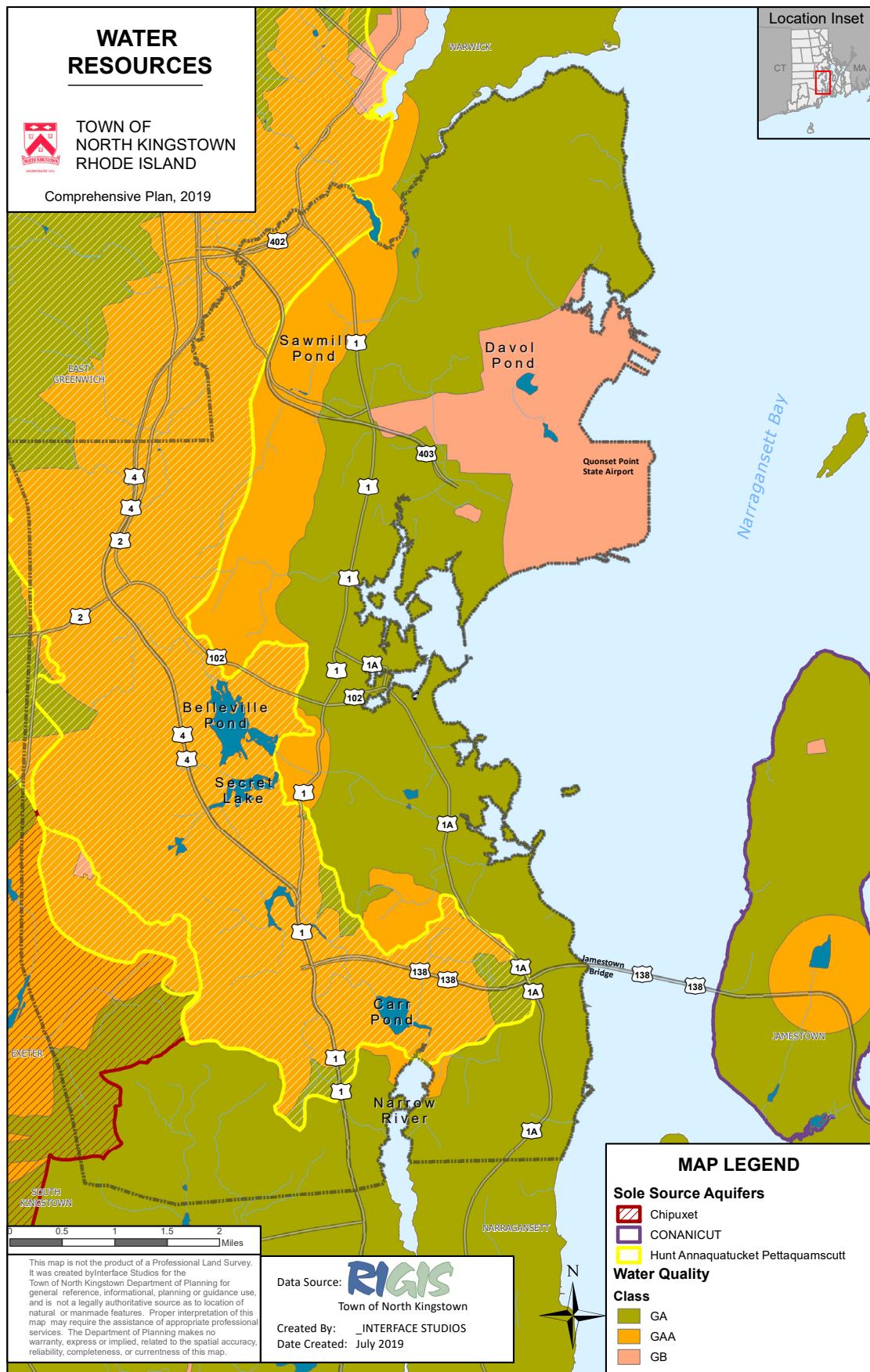


Figure 47. Water resources map

This map identifies water resources in North Kingstown by Rhode Island Department of Environmental Management (RIDEM) Groundwater Classifications.



Figure 48. Natural habitats map

Thoughtful development and conservation is important to ensure the health of the ecosystem. Development impacts water quality and habitat in a number of ways. Deforestation contributes to erosion and interrupts the water cycle whereby water is absorbed and evaporates through trees. Runoff from roads, rooftops and other impervious surfaces picks up pollutants, such as motor oil, pesticides, fertilizer and litter, and dump them into water bodies. In major storms, the volume of runoff can cause flooding. Additionally, pollutants can infiltrate the soil and impact the groundwater and insufficient septic systems can cause wastewater to infiltrate as well.

Energy Conservation

It is important to recognize the importance of energy consumption and its impact on the economic, social and environmental aspects of the town. Energy is consumed in every aspect of life, whether it be turning on the heat or air conditioning, driving our vehicles or watering our lawns. According to the RI State Energy Plan, Energy 2035, Rhode Islanders currently spend approximately \$3.6 billion on power and fuel each year, sourced mainly from out-of-region fossil fuels that annually emit over 11 million tons of greenhouse gases into the atmosphere. The three primary sources of energy consumption are related to electricity, thermal, and transportation needs. The Town of North Kingstown aims to use energy that is safe, secure, and sustainable and to live by example for the residents of our community. This element addresses energy conservation and green energy through the goals of promoting sustainable water and energy measures to conserve resources and reduce greenhouse gas emissions as well as increasing public awareness of conservation and sustainability. Reducing energy lowers energy costs dramatically and benefits the environment. It

is the goal of the Town of North Kingstown to use energy efficiently, conserve energy and to implement renewable resources for energy production. This will complement the Energy 2035 goals to maximize energy efficiency, promote local and regional renewable energy, develop markets for alternative thermal and transportation fuels, make strategic investments in energy infrastructure, mobilize capital and reduce costs, reduce greenhouse gas emissions and to lead by example.

There are several policies and actions related to energy conservation and green energy found in this chapter. They include encouraging energy efficiency and alternative energy solutions, adopting environmental standards for low impact development and energy efficiency, encouraging home energy audits and cost-saving efficiency upgrades and alternative energy solutions, encouraging the installation of solar panels, exploring opportunities for efficiency and sustainability in town operations; reducing North Kingstown's overall carbon footprint, conducting baseline assessment of energy use for town buildings, vehicles and equipment, integrating green building strategies into existing municipal facilities and requiring green building standards, implementing pilot projects on town property to demonstrate energy efficiency and resource conservation, and developing interpretive signage to publicize town conservation and sustainability efforts and demonstration energy and water conservation projects.

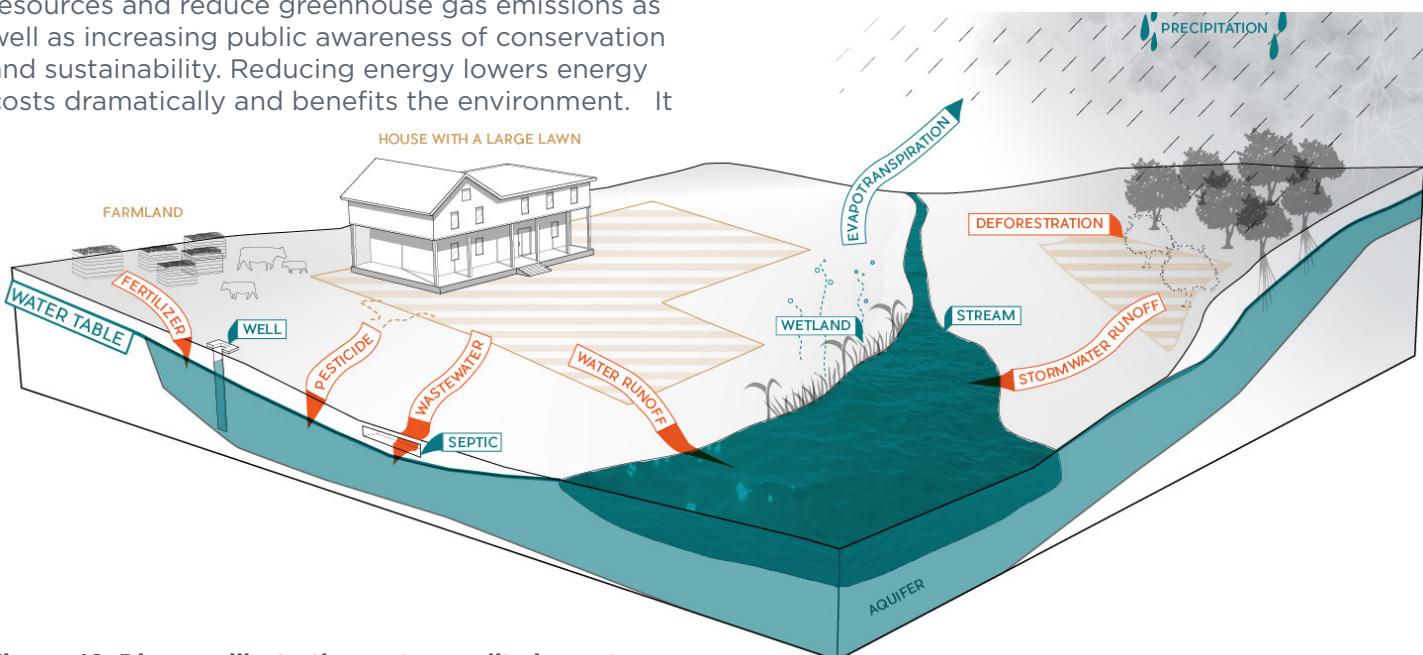


Figure 49. Diagram illustrating water quality impacts

Untreated contaminants (indicated in red) that infiltrate soil and water sources impact the groundwater quality.

The town is undertaking the following energy conservation and green energy efforts:

- Upgrades to the DPW parking lot lights and several municipal buildings to LED;
- Converting Fire Station 1 from oil heat to natural gas;
- Potential development of two solar fields on Hamilton Allenton and Oak Hill Roads. These two sites should produce all of the energy for the town and school.
- Identifying locations in town to install car charging stations in different locations throughout town.
- Converting streetlights to LED.

Recreational opportunities

North Kingstown currently has 113 acres of open space per 1000 residents which is among the highest compared with neighboring towns, though it differs by census tract [see figures 50 and 51]. By 2035, North Kingstown's population is anticipated to grow by over 2,000 residents to 28,390. If no additional recreational space is created, the acreage per 1000 residents will be 105, which still ranks high among neighboring towns.

Public parks are distributed throughout town and most of the densely populated areas are within a mile of a park or recreational space [see figure 51]. Some areas, particularly in the western and southern parts of town, remain far from recreational opportunities, but these are also less densely populated and many of the conservation developments in these areas include open space.

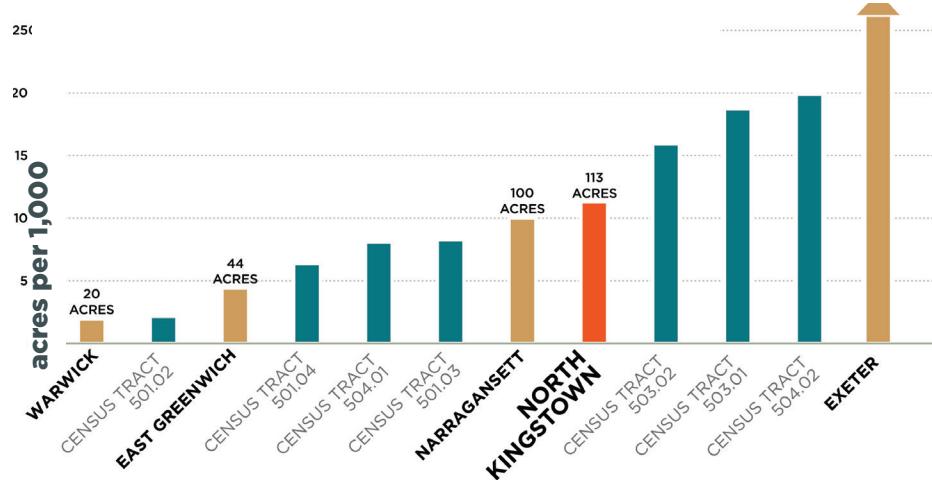
North Kingstown offers over 50 recreational areas

and sites for fishing, boating, hiking, outdoor sports and other outdoor and indoor recreation [see figure 52]. The adequacy of existing recreational opportunities is limited by facilities in need of upgrades and improvements, little room for expansion at any of the town facilities, and access. Upgrades and improvement are needed at all facilities. The Cold Spring Community Center is in need of extensive upgrade: the building itself is in need of repair and the existing heating/cooling system is very expensive to run and needs to be replaced. A new indoor recreation facility is being considered to serve as the town's main indoor activity center and is included in the 2018 Capital Improvement Plan dependent on private funding. A new community center at Signal Rock Park is also included in the 2018 Capital Improvement Plan.

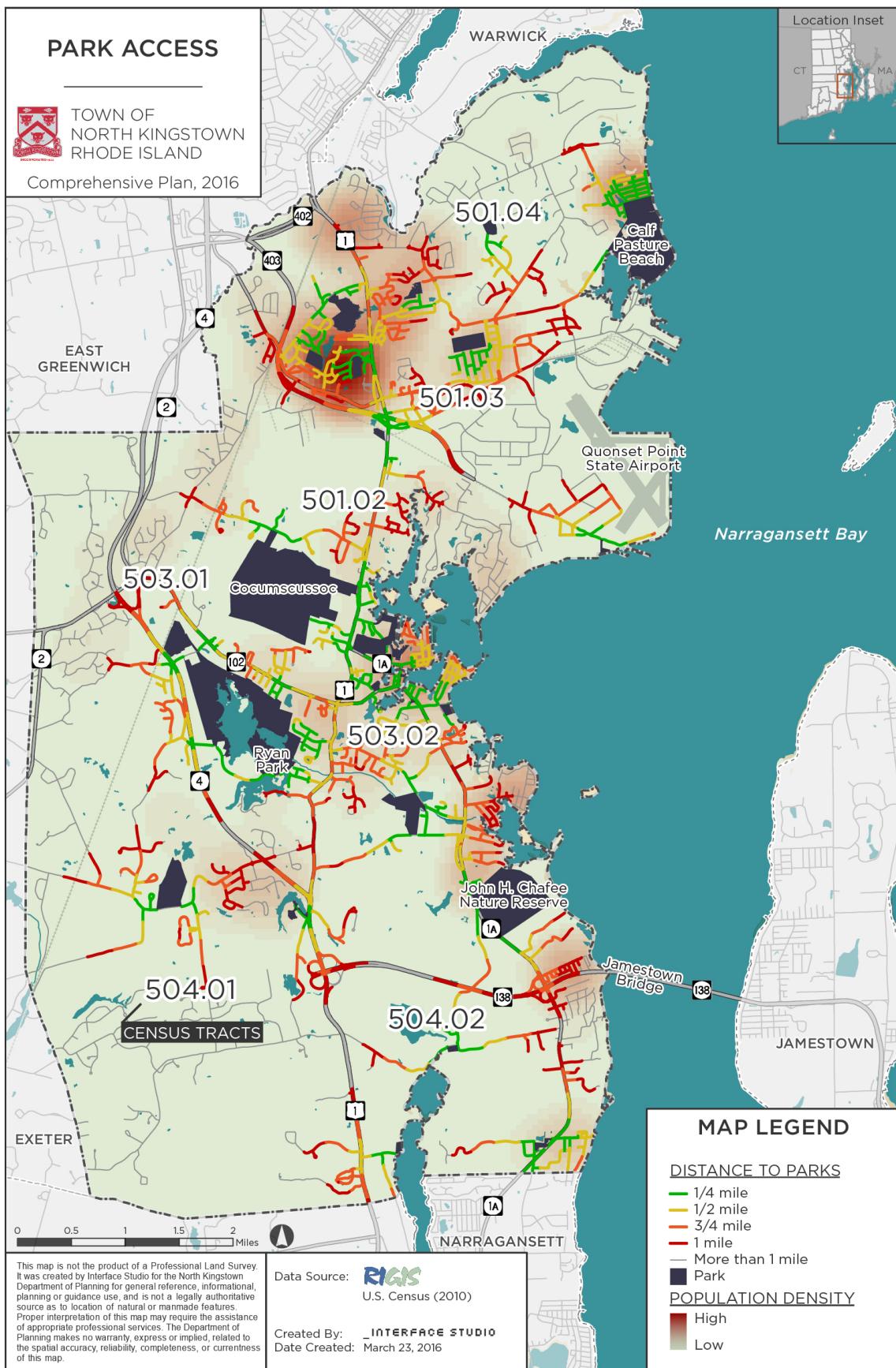
The existing practice fields are overused, inadequate to handle demand, and in need of improvements. The new fields along the Quonset bike path are anticipated to help with demand, but improving existing fields is also of key importance. The ball fields and courts at McGinn Park, Signal Rock Park, Wilson Park and Ryan Park have been targeted for improvement by the Leisure Services Committee with some work accomplished and are included in the 2018 Capital Improvement Plan.

Access to recreation varies. Some spots are accessible only by hiking in, while others require a car. Although water-related recreation is a distinct asset, public waterfront access and active recreation opportunities are limited. More could be done to expand the modes of access and publicize access points. There are opportunities to connect the town's open space and expand the network of trails and pedestrian paths consistent with Rhode Island's Comprehensive Outdoor Recreation Plan.

Figure 50. Comparison of publicly accessible open space ¹



¹ RIGIS, RI Dept of Health, 2010 US Census, Town of North Kingstown.



This map illustrates the distance to parks and open spaces, and shows the relationship of areas with high population density and nearby parks.

Figure 51. Park access map

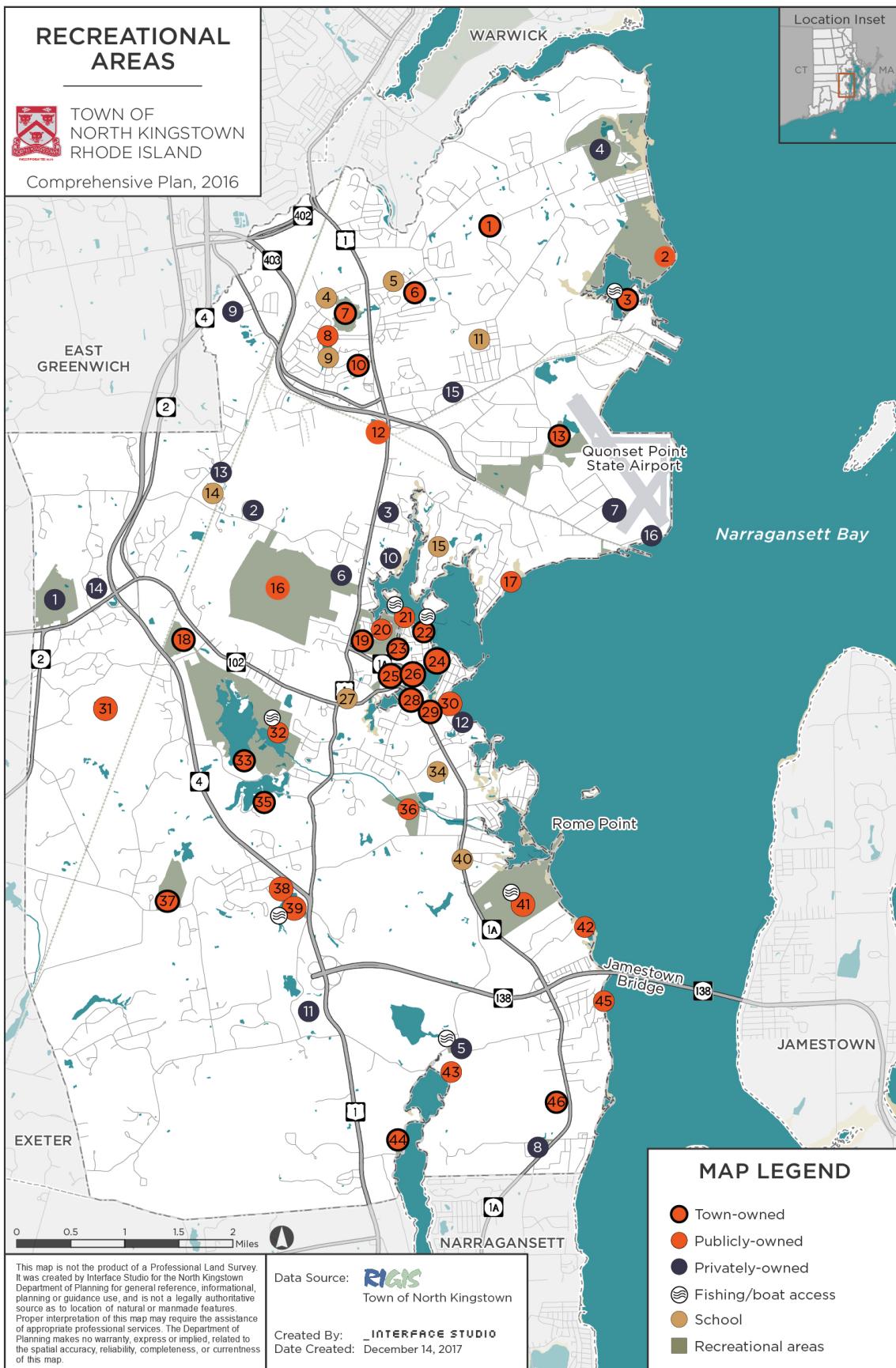


Figure 52. Recreational areas map

PUBLIC RECREATIONAL AREAS and SCHOOLS

- 1 Signal Rock Playground
- 2 Calf Pasture Point
- 3 Allen Harbor
- 4 Davisville Middle School
- 5 Forest Park Elementary School
- 6 Forest Park
- 7 McGinn Park
- 8 Sawmill Pond
- 9 Davisville Elementary
- 10 Yorktown Park
- 11 Quidnessett School
- 12 Devil's Foot Rock
- 13 Municipal Golf Course
- 14 Stony Lane School
- 15 Fishing Cove Elementary School
- 16 Cocomscussoc Park
- 17 Blue Beach
- 18 Feurer Park
- 19 Wilson Park
- 20 Long Point
- 21 North Kingstown Town Boat Launch
- 22 Pleasant St. Boat Launch & Ramp
- 23 Bush Hill Marsh
- 24 Town Wharf
- 25 Updike Park
- 26 Town Dock Park
- 27 Wickford Middle School
- 28 Town Hall Memorial Park
- 29 Senior Center
- 30 Town Beach
- 31 Lafayette Trout Hatchery
- 32 Belleville Pond
- 33 Ryan Park
- 34 North Kingstown High School
- 35 Secret Lake
- 36 Green Conservation Area
- 37 Donald Down's Park
- 38 Shady Lea
- 39 Silver Spring Lake Fishing Area
- 40 Hamilton Elementary School
- 41 John H Chaffee Rome Point Preserve
- 42 Greene Point
- 43 Pettasquamskut Pond
- 44 Laforge Point Park
- 45 Plum Beach
- 46 Rolling Rock

PRIVATE RECREATIONAL AREAS

- 1 Rolling Greens Golf Course
- 2 Ocean State Soccer
- 3 YMCA
- 4 Quidnessett Country Club
- 5 Gilbert Stuart Birthplace
- 6 Cocomscussoc Brook Preserve
- 7 Quonset Air Museum
- 8 Casey Farm
- 9 Davis Memorial Wildlife Refuge
- 10 Smith's Castle
- 11 Isabel Stearns Wildlife Refuge
- 12 Wickford Art Association
- 13 Kings Crossing Golf Club
- 14 Narragansett Bow Hunters
- 15 Wide World of Indoor Sports
- 16 Quonset Point



ACCOMPLISHMENTS

Since the 2008 Comprehensive Plan update, the following projects and programs have been initiated:

CONSERVATION

- 269 acres of protected open space

RECREATION

- 4 soccer fields along Quonset Bike Path
- Ongoing improvements at McGinn Park, including ball fields, tennis courts and basketball courts
- Calf Pasture Point bike path
- Quonset bike path
- Allen Harbor facilities improvements including water fountain, pump out station, boat launch, and bulkhead

PLANS/STUDIES

- Master Plan for Town Beach

KEY PUBLIC INPUT

Open space was identified as one of the top issues through the public input. 57% of survey takers wanted more preservation of open space and in the public forum activities, open space preservation and the development of new recreational facilities and trails were identified among the top ten priority actions.

Preserving and protecting the environment and open space was a top land use action, ranking #2 among survey respondents and #5 in the public forum activities.

54% of survey respondents think groundwater and watershed protection should be a priority.

Town character, the Narragansett Bay and the physical environment were considered among the best things about North Kingstown and worth preserving among survey participants:

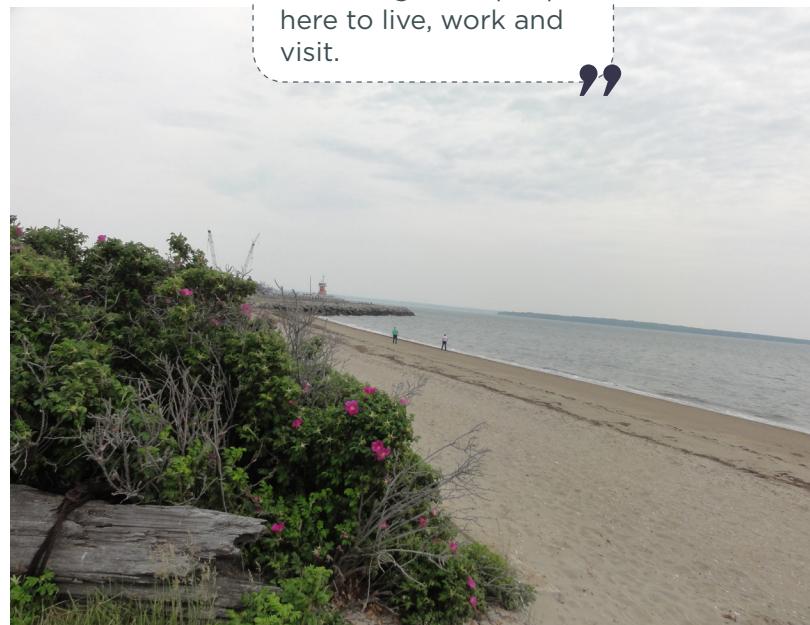
- town character was ranked #1,
- the Narragansett Bay was ranked #3,
- the physical environment and natural resources was ranked #6.

Better access and more active recreation should be considered for open space and the waterfront. In the survey and in the public forum, residents ranked trails, waterfront access, and more space for recreational activities as top priorities.

In the focus group discussions, public education emerged as an important component of natural resource and environmental protection and was one of the goals receiving the strongest support in the public forum and online review.

Of the top ten goals receiving the strongest support in the public forum and online review, four were open space goals, including protecting natural resources (#3), enhancing public access (#5), increasing public awareness (#7), and promoting sustainable conservation measures (#10).

“ We have a beautiful waterfront location: use it to bring more people here to live, work and visit. ”



GOALS, POLICIES AND ACTIONS

GOAL 1:

PROTECT, PRESERVE, AND RESTORE NATURAL RESOURCES INCLUDING WILDLIFE HABITAT, WATER QUALITY, SCENIC/FORESTED LANDSCAPE

POLICIES AND ACTIONS:

4.1 Protect water quality of groundwater and surface water bodies.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
★	4.1.a	Strengthen nutrient loading standards and encourage reduced use of pesticide, fertilizer and irrigation.	Water Department	1 to 3 years	Staff time
★	4.1.b	Enforce Town requirements for septic system inspection, maintenance and upgrade, and develop criteria for areas where present sewage disposal systems are inadequate.	Water Department	1 to 3 years	Staff time, RIDEM
		o Develop priority review of septic system permits on repetitive loss properties and/or properties located within the projected sea level rise scenarios.	Water Department	7 to 10 years	Staff time, RIDEM and CRMC staff time
	4.1.c	Develop a town-wide green infrastructure strategy and Implement Phase II Stormwater Management Plan to mitigate flooding, keep pollutants out of water bodies, and recharge groundwater to maintain drinking water supply.	Department of Public Works	3 to 5 years	RIDEM, RIEMA
		o Monitor and minimize use of road salt and sand to protect waterways from stormwater runoff and consider the use of alternatives.	Department of Public Works	3 to 5 years	Staff time, town budget

RIDEM=Rhode Island Dept. of Environmental Management, RIEMA=Rhode Island Emergency Management Agency, CRMC=Coastal Resources Management Council.



Figure 53. Diagram illustrating measures to protect water quality

This diagram and accompanying photos illustrate several measures that can help protect water systems by keeping pollutants out and assisting with filtration.

4.1 Protect water quality of groundwater and surface water bodies. (continued)

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
		<ul style="list-style-type: none"> o Work with Rhode Island Department of Transportation to ensure robust stormwater management on state roads in incompliance with State stormwater regulations and Total Maximum Daily Load. 	Department of Public Works	3 to 5 years	RIDOT, staff time
		<ul style="list-style-type: none"> o Implement drainage study for local and collector roads and develop drainage improvement program. 	Department of Public Works	5 to 7 years	RIDOT, RIDEM, staff time
		<ul style="list-style-type: none"> o Commit to meeting all requirements of Town's MS4 permit, anticipating tighter requirements for stormwater remediation during the lifespan of this plan. 	Department of Public Works	Ongoing	RIDEM, staff time
★	4.1.d	Revise the groundwater ordinance.	Groundwater Committee	1 to 3 years	Staff time, Groundwater Committee
★	4.1.e	Work with RIDEM on wellhead mapping.	Groundwater Committee	1 to 3 years	Staff time, Groundwater Committee

RIDOT=Rhode Island Dept. of Transportation, RIDEM=Rhode Island Department of Environmental Management



WHAT IS GREEN INFRASTRUCTURE?

Green infrastructure protects water quality and watersheds by using or mimicking natural processes such as infiltration, evaporation and transpiration to manage stormwater locally. It is a cost-effective and resilient technique that has the added benefits of beautification and potential recreational opportunities. Examples of green infrastructure span different scales and include practices such as stormwater parks, bioretention facilities, roadway bioswales, green roofs, and permeable pavement.

4.2 Preserve biodiversity and ecosystem services.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	4.2.a	Adopt methods to restore water bodies that impact groundwater recharge, including but not limited to Saw Mill Pond.	Water Department	5 to 7 years	RIDEM
	4.2.b	Increase tree coverage throughout town and consider developing a tree nursery to provide low cost trees to property owners.	Town Council	7 to 10 years	NRCS, RIDEM, RIFCO, trusts and foundations
★	4.2.c	Develop ways to convert lawns to pollinator habitats including but not limited to incentive programs, working with homeowner associations to convert common open space, and identifying town parks and public lands that could also serve as public education projects.	Water Department	1 to 3 years	Staff time
	4.2.d	Investigate the use of native plants in public, commercial and residential landscaping and more diverse grasses at turf farms.	Planning Department	3 to 5 years	Staff time

RIFCO=Rhode Island Forest Conservators Organization, NRCS=National Resources Conservation Services

WHAT IS A POLLINATOR HABITAT?



Residential landscape



Roadside landscape



Agricultural landscape

Pollinator habitats are wildflower plantings that attract pollinators such as bees and butterflies. They can range in scale from a window box to acres of wildflower meadows. Pollinator habitats are an important intervention to mitigate the decline of pollinators due to pesticides, loss of habitat, disease, and climate change. The added benefits of pollinator habitats include reduced need for irrigation, fertilizer, and mowing, as well as beautification. The North Kingstown Water Department is currently converting 1.5 acres of land around the Slocum water tank from grass to a wildflower field which will only require mowing once a year bringing cost savings to the town.

For more information: <http://www.xerces.org/>



4.3 Preserve open space to protect wildlife habitat, water quality, scenic and forested landscape.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	4.3.a	Develop mechanisms to protect undeveloped/natural landscape in the Wellhead Protection Areas (WHPA) for water quality.	Water Department	Ongoing	Staff time
★	4.3.b	Acquire land through purchase of land and development rights, land dedication, and easements.	Town Council	Ongoing	RIDEM, NRCS, Town budget
		o Identify areas to target for preservation and create a prioritization strategy that includes criteria such as: conservation opportunity areas, significant scenic/historic/ archeological resources, forest, farmland, groundwater overlay, wetland, salt marsh, steep slope, riparian buffers, SFHA subject to repeat flooding, 1' and 3' sea level rise.	Planning Department	1 to 3 years	Staff time
	4.3.c	Link state funding opportunities for non-point source pollution abatement with grants for open space acquisition and recreation.	Planning Department	7 to 10 years	RIDEM

RIDEM=Rhode Island Department of Environmental Management, NRCS=National Resources Conservation Services, SFHA=Special Flood Hazard Area

GOAL 2:

PROMOTE SUSTAINABLE WATER AND ENERGY MEASURES TO CONSERVE RESOURCES AND REDUCE GREENHOUSE GAS EMISSIONS

POLICIES AND ACTIONS:

4.4 Continue to implement water conservation measures and explore new measures.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
★	4.4.a	Implement demand management techniques recommended in the Water Supply System Management Plan and develop criteria and methodology to facilitate enforcement of watering and landscape irrigation regulations for nonagricultural use.	Water Department	1 to 3 years	Staff time, RI Water Resources Board, RI Infrastructure Bank
	4.4.b	Work with the QDC, RIDEM, the state Water Resources Board, Kent County Water Authority and other interested parties in the Hunt Wellhead Protection Area or through other protection initiatives to address water management within the aquifer.	Water Department	Ongoing	Staff time, RI Water Resources Board, RI Infrastructure Bank
	4.4.c	Study greywater reuse and rainwater harvesting.	Water Department	7 to 10 years	Staff time, RI Water Resources Board, RI Infrastructure Bank

4.5 Encourage energy efficiency and alternative energy solutions.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	4.5.a	Adopt environmental standards for low impact development and energy efficiency.	Town Council	7 to 10 years	Staff time
	4.5.b	Work with homeowners to complete home energy audits and assess cost-saving efficiency upgrades, and alternative energy solutions.	Building official	3 to 5 years	Staff time, RI Office of Energy Resources, RI Renewable Energy Fund, URI Energy Center
	4.5.c	Partner with property owners to install solar panels on large and small footprint commercial, residential and industrial buildings and surface parking lots.	Planning Commission	1 to 3 years	RI Office of Energy Resources, Solarize RI, RI Renewable Energy Fund

QDC=Quonset Development Corporation, RIDEM=Rhode Island Department of Environmental Management

4.6 Continue to explore opportunities for efficiency and sustainability in Town operations and provide a model for residents and businesses to follow.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	4.6.a	Assess opportunities to increase energy efficiency throughout town facilities and operations and reduce North Kingstown's overall carbon footprint.	Town Council	3 to 5 years	RI Office of Energy Resources, RI Renewable Energy Fund, US DOE, Staff time
		o Conduct baseline assessment of energy use for town buildings, vehicles and equipment.	Building official	3 to 5 years	RI Office of Energy Resources, RI Renewable Energy Fund, Staff time
		o Explore alternative renewable energy solutions including solar, wind and hydropower for all municipal buildings and operations.	Building official	3 to 5 years	RI Office of Energy Resources, RI Renewable Energy Fund, Solarize RI, RI Infrastructure Bank, Staff time
		o Integrate green building strategies into existing municipal facilities, and require green building standards as defined by the US Green Building Council for future construction and/or building retrofits.	Building official	3 to 5 years	RI Office of Energy Resources, RI Renewable Energy Fund, RI Infrastructure Bank, Staff time
	4.6.b	Implement pilot projects on Town property to demonstrate energy efficiency and resource conservation. Projects may include: pollinator habitats, greywater reuse, rainwater harvesting, stormwater management, alternative energy generation, composting.	Town Council	5 to 7 years	RI Office of Energy Resources, RI Renewable Energy, RIDEM, RI Department of Health (DOH), Statewide Planning Program

RIDOH=Rhode Island Dept. of Health, SPP=Statewide Planning Program, USDOE=United States Dept. of Energy, RIDEM=Rhode Island Dept. of Environmental Management

EXAMPLES OF WATER CONSERVATION

the town should provide rain barrels to all taxpayers who wish to participate just as they provide recycle bins.



Greywater irrigation at golf course in Jamestown, RI



Rainwater harvesting using a rain barrel

GOAL 3:

INCREASE PUBLIC AWARENESS OF CONSERVATION AND SUSTAINABILITY

POLICIES AND ACTIONS:

4.7 Improve public awareness and education on issues and programs related to conservation and sustainability.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	4.7.a	Explore expansion of town-wide environmental education programs for residents and businesses and partnerships with schools.	Water Department	1 to 3 years	Staff time, RIDOH, RI Schools, local nonprofits, local grants
	4.7.b	Update existing environmental and conservation publications such as the Puddle.	Water Department	3 to 5 years	Staff time
	4.7.c	Develop interpretive signage to publicize town conservation and sustainability efforts and demonstration energy and water conservation projects.	Water Department	7 to 10 years	RIDEM, RI Office of Energy Resources, RIDOH

RIDOH=Rhode Island Dept. of Health, RIDEM=Rhode Island Dept. of Environmental Management

INTERPRETIVE SIGNAGE



Stormwater management system and interpretive signage at public library in Wilmington, DE.



Interpretive signage describing DC water system

GOAL 4:

PROVIDE HIGH QUALITY RECREATION FACILITIES AND OPPORTUNITIES FOR ALL RESIDENTS

POLICIES AND ACTIONS:

4.8 Invest in existing parks and recreation facilities, and explore the development of new facilities and/or programming in areas with high need and to support changing demographics.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
★	4.8.a	Implement a Recreation Facilities Management Program to upgrade and improve all facilities.	Recreation Department	Ongoing	Staff time, town budget
	4.8.b	Work with Recreation Department to schedule use of School Department facilities for extracurricular recreational programs outside of regular school hours.	Recreation Department	3 to 5 years	Staff time
★	4.8.c	Upgrade Community Center or explore its replacement with a new indoor recreation center.	Town Council	1 to 3 years	RIDEM, town budget, staff time
	4.8.d	Institute programming for after work/evening hours at local facilities, adult sport leagues, and fitness stations at parks and trails	Recreation Department	5 to 7 years	Staff time, town budget
★	4.8.e	Develop pocket parks within walking distance (1/2 mile) of densely populated areas in town.	Planning Department	1 to 3 years	Staff time, RIDEM, developers of new projects
	4.8.f	Work with property owners and developers to designate and design open space and public recreational use in commercial and industrial areas.	Planning Department	5 to 7 years	Staff time, developers, property owners
	4.8.g	Asses the use of user fees to offset costs and contribute to maintenance, upgrade and/or development of town services and facilities with limited user base (such as swimming pool, ice rink, teen center).	Town Council	7 to 10 years	Staff time, town budget
	4.8.h	Collaborate with community organizations in the maintenance and upgrade of highly-used facilities.	Town Council	5 to 7 years	Staff time, Wickford Little League, NK Flag and Jaguars Football, user groups fees

GOAL 5:

ENHANCE PUBLIC ACCESS TO ACTIVE OPEN SPACE, RECREATION AREAS AND THE WATERFRONT

POLICIES AND ACTIONS:

4.9 Connect protected open space areas to create an open space network.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
★	4.9.a	Provide open space trails and viewing platforms on public land where possible, and negotiate public access to private dedicated open space in adjacent developments to form a continuous and publicly-accessible greenspace network.	Town Council	1 to 3 years	RIDEM, CRMC, open space and recreation grants
★	4.9.b	Protect and expand access to inland fresh water and public shoreline, and develop a blue trail along the coast for active recreation.	Town Council	1 to 3 years	CRMC, staff time, RIDEM
	4.9.c	Identify Public Shoreline Access ROW areas and designate as such with signage.	Town Council	Ongoing	CRMC, staff time, RIDEM

CRMC=Coastal Resources Management Council, RIDEM=Rhode Island Dept. of Environmental Management

ACCESSIBLE OPEN SPACE NETWORK AND WATERFRONT



Trail



Programming - ArtVenture



Flood resistant waterfront walkway and park

4.10 Improve public access and awareness of open space and recreation resources.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	4.10.a	Develop unified signage for trail, open space, and waterfront access points.	Conservation Commission	1 to 3 years	RIDEM, CRMC, town budget
	4.10.b	Use programming to highlight open space assets, such as concerts, ArtVenture hikes and history tours.	Town Council	3 to 5 years	Staff time
	4.10.c	Evaluate potential to connect waterfront and open space access points to existing and proposed biking trails and creating additional car and bike parking where possible.	Planning Department	3 to 5 years	RIDEM, town budget
★	4.10.d	Develop access for small watercraft (canoe/kayaks) throughout the town including at the Wickford parking lot, Town Beach, and other town access points.	Town Council	1 to 3 years	Staff time, CRMC
	4.10.e	Safeguard and improve the water quality of the harbors and coastal areas to ensure their continued safe use by the public for boating, swimming and fishing.	Harbor Division	Ongoing	Staff time
	4.10.f	Institute an “Adopt-an-Access Point” program for civic and neighborhood organizations, businesses, schools, and other community organizations to maintain and improve access points through landscaping, signage, cleaning.	Department of Public Works	3 to 5 years	Staff time, adopt a spot sponsors



Programming - beach concerts



Boat launch



Signage



Casey Farm

Photo: www.historicnewengland.org

A HISTORIC TOWN

A plan for HISTORIC and CULTURAL RESOURCES

VISION

We are a **historic** town with abundant cultural resources that contribute to strong **character** and **sense of place**.

North Kingstown will strengthen the cultural and historic assets of the town, recognizing the socio-economic benefit of these resources and their contribution to town character.

GOALS

1. Identify, protect and promote the town's historic assets
2. Promote and foster local arts programs

OVERVIEW OF KEY ISSUES

North Kingstown's history and cultural heritage are among its greatest assets and define the character and landscape of town. The town's many historic resources include historic districts, sites and buildings, and archaeological resources.

Many of the historic resources hearken back to the agricultural communities and mill industries that gave rise to the town's villages. Its collection of mill villages include Hamilton, dating to the late 1600s and one of the oldest industrial sites in New England, and Lafayette, the largest and most successful mill village in town.

The village of Wickford is the historic center of North Kingstown. It was platted by Lodowick Updike in 1709 and many revolutionary-era buildings still exist today. Wickford Village is home to the greatest concentration of historic structures but it is also most vulnerable to coastal flooding and sea level rise.*

Arts and cultural events, such as the Wickford Arts Festival and summer concerts, draw residents and visitors from around the region and have the potential to strengthen local businesses in Wickford Village and the town.

The town's historic and cultural assets are critical to tourism and economic development. The goals of this plan recognize this and aim to both promote these assets and protect them to support balanced economic development that does not negatively impact the very resources that draw people to town.

National Register Historic Districts¹

CAMP ENDICOTT HISTORIC DISTRICT

The Camp Endicott Historic District was located at Davisville Construction Battalion Center. The district used to accommodate military training camp facilities. The grouping of 17 Quonset huts, which measured 40-by-100-foot, have been documented and the huts, due to their state of deterioration, were

demolished. The district area is bounded by B Street to the north, 10th Street to the east, and 7th Street to the west.

CROWFIELD HISTORIC DISTRICT

The Crowfield Historic District is located between Boston Neck Road and the Narragansett Bay. It includes four early 20th-century shingled houses: Crowfield, Jamieson House, Champ de Corbeau, and Orchard House that date from between 1906 and 1924. The district also contains stone walls, some of which pre-date the houses.

DAVISVILLE HISTORIC DISTRICT

The Davisville Historic District is an area along Davisville Road south of Hunts River. While most of it is field and woodland, it includes a mill site that used to be a gristmill and a textile manufacturer. There are five preserved dwelling units: Ezra Davis House (1805), Joshua Davis House (c.1715 and 1820), Bellefield barn (1856 and 1883), Henry Sweet House (ca.1850), and Albert S. Reynolds House (ca.1850).

HAMILTON MILL VILLAGE HISTORIC DISTRICT

Located in the Hamilton neighborhood, the district is known to have provided a community lifestyle to the mill industry. Large mill structures, many houses, a post office building, a commercial store, and a hydropower system still stand intact. Most of these structures are well-preserved, creating a picturesque and historic atmosphere. The mill industry in this district is known to be one of the earliest industrial sites in southern Rhode Island – as early as 1686.

LAFAYETTE VILLAGE HISTORIC DISTRICT

About 164 acres of land that once boasted a textile manufacturing industry, the Lafayette Village Historic District is bordered by Mill Cove, Wickford Harbor & Cove, the railroad right-of-way, Tower Hill, and Post Road. The area began as a cotton mill in the late 18th century and lasted until 1940s, when it became Rodman's wool manufacture. The remaining mill building and other structures are significant for their architecture, size, and representation of industrial community.

* For recommendations regarding protecting historic and cultural resources from natural hazards and sea level rise, see Element 7.

¹ <http://www.preservation.ri.gov/register/riproperties.php>

“Wickford has the largest collection of owner-occupied colonial and federal period homes in the US.”



Source: North Kingstown Free Library

SAUNDERSTOWN HISTORIC DISTRICT

The Saunderstown Historic District is located in the southeast corner of the town, along a slope towards the Narragansett Bay. The district has 92 structures, which are mostly houses from the late 19th century. Ferry Road, Waterway, and Willet Road are the three major roads in the district. Saunderstown Historic District used to have a boat-building center in the late 19th century and became a summer resort place in the early 20th century.

SCRABBLETON HISTORIC AND ARCHAEOLOGICAL DISTRICT

The Scrabbleton Historic and Archaeological District consists of 700 acres around Scrabbleton Road and the Scrabbleton Brook. The district includes 12 buildings and 2 structures with a period of significance that dates from the 1700s to the late 1800s.

SHADY LEA HISTORIC DISTRICT

The Shady Lea Historic District is a linear site located in the southwest part of the town. Its boundary encompasses the 19th century milling sites along the Pettaquamscutt River. The Rodman House is in the district's northern tip and the southern end is bounded by Shady Lea Pond. The district is known for its rural atmosphere and 19th-century mill and textile manufacturing history.

WICKFORD HISTORIC DISTRICT

The Wickford Historic District is located along the western shore of Narragansett Bay. The community was formed by Europeans, who had settled in the area, and thrived with the mill industry. Brown Street flourished as the commercial center beginning in the first half of the 19th century. The district has many preserved historic buildings including the Old Narragansett Church, which was built in 1707.

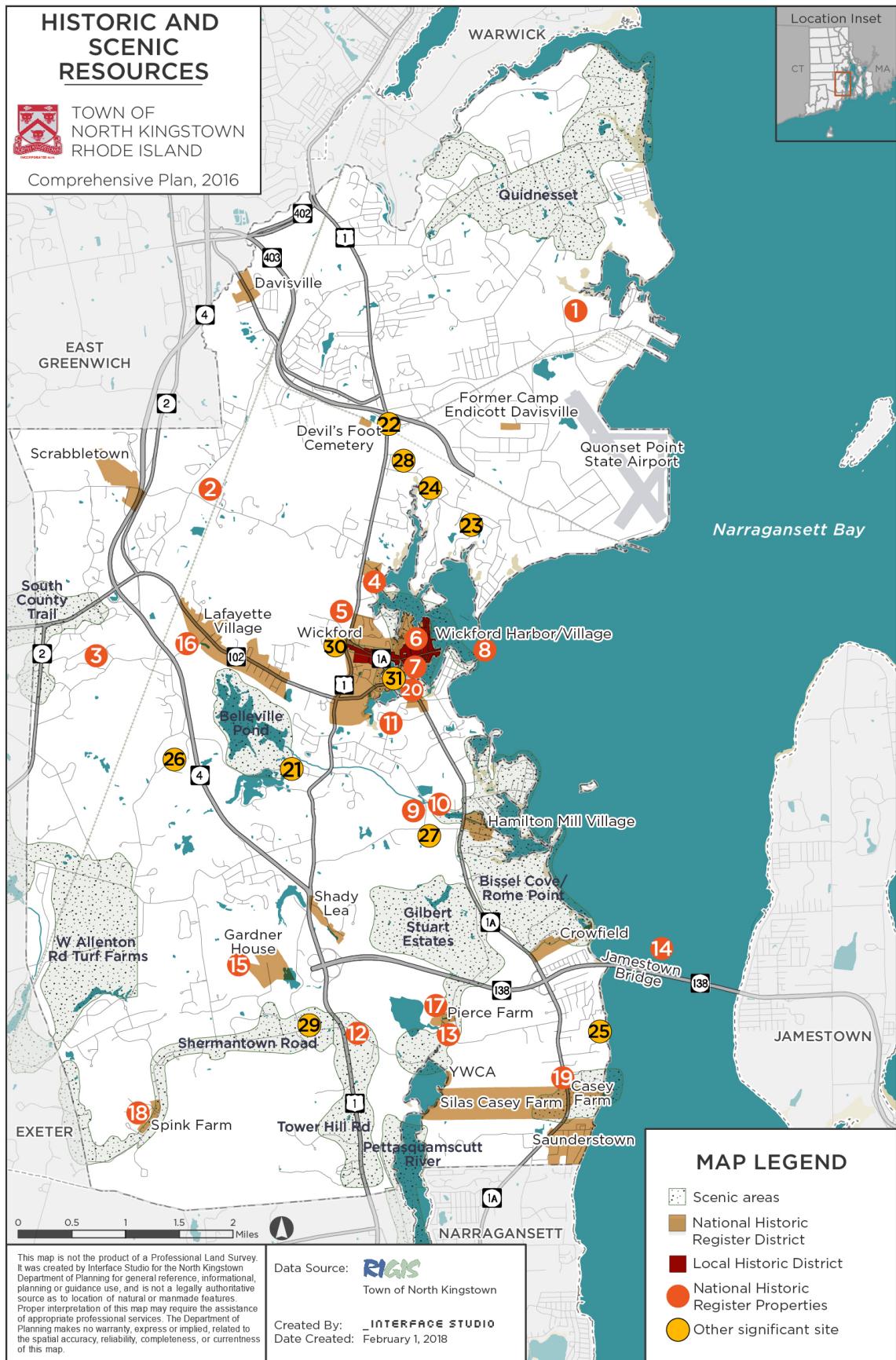


Figure 54. Historic and scenic resources map

National Historic Register Properties

1. ALLEN-MADISON HOUSE

The Allen-Madison House, built in 1801, is located in the northeast part of the Davisville Construction Battalion Center in Quidnessett. The owner of the house, John Allen, rebuilt the current structure after the original burned down during the Revolutionary War.

2. OLD BAPTIST MEETING HOUSE

Also known as the Six Principle Baptist Church, the meeting house is located at 85 Old Baptist Road, south of Stony Lane. The building is assumed to date to a period between 1703 and 1710. Today, the building accommodates church services regularly and is used as an active gathering space.

3. RATHBUN HOUSE

Rathbun House is located at 343 Beacon Drive and is one of the few remaining farmhouses existing in North Kingstown from the mid-18th century.

4. SMITH'S CASTLE

Initially built as a trading post owned by Richard Smith, Smith's Castle is presumed to have been built in 1638. In 1675, it became a military headquarters for Massachusetts and Connecticut troops. The house burned in 1676, and the Updike family renovated the house into a mansion which accommodated social and political gatherings.

5. PALMER-NORTHRUP HOUSE

Palmer-Northrup House is located at 7919 Post Road and was originally built as a single kitchen-keeping room. The house was expanded in the 1740s.

6. OLD NARRAGANSETT CHURCH & CEMETERY

Old Narragansett Church is located at 60 Church Lane and was built in 1707. Old Narragansett Church was the second Anglican Church to be founded in Rhode Island. The church relocated in 1800 to its current location in Wickford. The cemetery is located on the east side of the church.

7. SAINT PAUL'S CHURCH

Built in 1847, St. Paul's Church is located at 76 Main Street in Wickford Historic District. It is an exemplary Romanesque-style structure and is actively used to this day.

8. POPLAR POINT LIGHTHOUSE

The Poplar Point Lighthouse is located at 1 Poplar Avenue on a 1.5-acre site at the southern tip of the

Wickford Harbor entrance. Built in 1831, it is the oldest lighthouse remaining on its original site in Rhode Island. The building is a good example of an integral lighthouse, which combines the tower with the keeper's dwelling unit.

9. NORTHRUP HOUSE > STEPHEN NORTHRUP HOUSE

Located at 99 Featherbed Lane, Northrup House displays different construction styles from late 17th century to mid 19th century. The house is near the Annaquaticket River and Sanford House.

10. SANFORD HOUSE

Sanford House is a 19th-century structure located at 88 Featherbed Lane. Esbon Sanford, the founder of Annaquaticket Mill, used to reside in the property.

11. DAVIS S. BAKER HOUSE

Also known as Cedar Spring Farm, Baker House is actually two properties located at 51 and 67 Prospect Avenue. 51 Prospect Avenue is a smaller but an older one. 67 Prospect Avenue is much larger in size than the previous one.

12. GEORGE DOUGLAS HOUSE

Located at Tower Hill Road and Gilbert Stuart Road, the house was built in 1738 by George Douglas. The property is significant in North Kingstown and in Rhode Island for its structural style, especially the fieldstone chimney that is well-preserved for its age.

13. GILBERT STUART BIRTHPLACE

As the birthplace of the well-known American portrait painter, Gilbert Stuart, the property functions as Gilbert Stuart Museum. Located at 815 Gilbert Stuart Road, the property had operated as a snuff mill for 11 years until the Stuart family moved to Newport in 1761. The building was restored in 1930.

14. PLUM BEACH LIGHTHOUSE

The Plum Beach Lighthouse was built in 1899 and is located offshore of Plum Beach and about 250 yards north of Jamestown Bridge. The 5-story lighthouse is a cylindrical cast-iron structure.

15. EZEKIAL GARDNER HOUSE

Since the mid-18th Century, Ezekial Gardner House was owned by Gardner family until the early 20th Century. The house is located at 297 Pendar Road and is well-preserved, an example of a mid-18th Century house and the living.



Source: North Kingstown Free Library

16. BENONI ROSE HOUSE

The Benoni House is located at 97 Lafayette Road and is an example of a late 19th Century Victorian home. Benoni Rose was a boss-finisher at the Lafayette Mill in 1881. His family and his descendants owned the house until 1998.

17. PIERCE FARM

The Joseph Pierce House is located at 933 Gilbert Stuart Road, and is known for being well-preserved since its establishment. The house shows the agricultural farming style and living in New England from the 18th Century.

18. SPINK FARM

Located at 1325 Shermantown Road, the farm site has a 2.5 story house, a family cemetery, and an open field bounded by stone walls. The Spink Farm is acknowledged for its high quality structure that dates back from the late 1700s.

19. CASEY FARM

The Silas Casey Farm is located on Boston Neck Road north of Saunderstown and was built by Silas Casey's father-in-law, Daniel Coggeshall between 1725 and 1750. The buildings in the farm are mostly in its original form and is an example of a New England farm from the 18th Century.

20. TOWN HALL

This handsome brick municipal building with gabled frontispiece over the entrance achieves visual interest through a variety of textures of patterned brick and rough-hewn stone. Constructed in 1888 from a design by Edgar Peck of Providence it was described on opening day as an adaptation of Romanesque style giving it an imposing as well as substantial appearance. Most of its fine interior woodwork was lost in an early 20th century fire.

OTHER SIGNIFICANT PROPERTIES/SITES - NOT ON NATIONAL REGISTER²

- 21. OLD BELLEVILLE SCHOOL
- 22. DEVIL'S FOOT ROCK
- 23. CEDARHURST FARM
- 24. TOURGEE "TIDEMILL" COTTAGE
- 25. ANNA H. DONNELLY HOUSE
- 26. 124 HIDEAWAY LANE
- 27. 170 HAMILTON ALLENTON ROAD
- 28. 88 CAMP AVENUE
- 29. 180 SHERMANTOWN ROAD
- 30. 1 TOWER HILL ROAD
- 31. ANNEX

NOTABLE ARCHEOLOGICAL SITES

- DEVIL'S FOOT CEMETERY ARCHAEOLOGICAL SITE
- YWCA SITE
- COCUMSCUSSOC ARCHAEOLOGICAL SITE

² Rhode Island Historic Preservation and Heritage Commission, Tim Cranston.

ACCOMPLISHMENTS

Since the 2008 Comprehensive Plan update, the following projects and programs have been initiated:

- a. Preserved Joseph Reynolds-Abigail Updike house at 173 Boston Neck Road
- b. Cold Spring House relocation and restoration
- c. Historic Hazard Farm house and barn purchased and will be rehabilitated on Boston Neck Road
- d. Compact Village Development ordinance
- e. Transfer of Development Rights and Identification of Village Centers report (mill village preservation and redevelopment)
- f. Old Town House relocation and rehabilitation project
- g. Educational marker project in Wickford to highlight historical assets in the village through signage
- h. Narragansett Rune stone preservation, creation of interpretive signage and viewing station created near Old Library Park
- i. Smith's Castle accomplishments including the completion of the following:
 - Cultural Landscape Report
 - Environmental assessment of the site including the delineation of wetlands, a review of invasive species eradication options, and an inventory of wildlife and plants on site;
 - Preparation of a Master Plan for Smith's Castle which includes improvements to the entrance at Post Road, circulation and parking, sustainable stormwater management, signage and lighting;

- Trail clearing following path of 19th c. farm road, stabilizing 18th century stone foundation on the site, and refurbishing the freshwater spring site described in 1659 deed;
- Moisture Abatement Project to stabilize foundation of Castle building, which included installation of humidity controls and re-grading of exterior to improve drainage;
- Work is in progress on the Smith's Castle Exterior Preservation Project, which focuses on exterior painting and carpentry, roof replacement, and chimney repair. Refurbished the award-winning colonial revival garden.
- j. Little Red School House upgrades and reuse as the North Kingstown Food Pantry
- k. Preservation of the historic Delvecchio Farm located on Potter Road in the Quidnessett area of town
- l. "Our Town" series on local PBS
- m. Wickford Charette
- n. Wickford Road reconstruction

KEY PUBLIC INPUT

Town character is considered the best thing about town and worth preserving, according to survey respondents.

Throughout the public input process, arts and culture were cited as important for economic development and tourism, especially for Wickford village.

Protecting and promoting the town's historic assets and local arts programs were among the top ten goals receiving the strongest support.

GOALS, POLICIES AND ACTIONS

GOAL 1:

PROTECT AND PROMOTE THE TOWN'S HISTORIC ASSETS

POLICIES AND ACTIONS:

5.1 Protect historic and archaeological resources.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
★	5.1.a	Inventory extant historic structures and identify priorities for rehabilitation, redevelopment, and historic designation.	Historic District Commission	1 to 3 years	RIHPHC, staff time
	5.1.b	Regulate current historic districts to protect the existing housing stock and the character of significant areas and explore the potential for expanding existing or creating additional historic district designations.	Historic District Commission	3 to 5 years	staff time
	5.1.c	Work with property owners regarding voluntary stewardship of historic buildings/properties.	Historic District Commission	7 to 10 years	staff time
	5.1.d	Develop stone wall protection ordinance.	Town Council	7 to 10 years	staff time
	5.1.e	Investigate the applicability of a demolition delay ordinance.	Planning Department	1 to 3 years	staff time

RIHPHC=Rhode Island Historic Preservation and Heritage Commission

5.2 Promote awareness and appreciation of historic resources.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	5.2.a	Highlight historic mill villages and significant properties through signage and marketing materials.	EDA	1 to 3 years	Town budget, staff time, RIHPHC
	5.2.b	Highlight the history of North Kingstown and use technology and educational programs to give the community a greater understanding of its cultural and historical heritage.	Historic District Commission	3 to 5 years	staff time, town budget, grants, NK Chamber of Commerce, local trusts and foundations
★	5.2.c	Identify historic resources to encourage tourism and economic development and share information on town's historic assets with regional and state tourism efforts.	Historic District Commission	Ongoing	staff time, town budget, grants, NK Chamber of Commerce, local trusts and foundations
	5.2.d	Utilize the town's web site to market North Kingstown history, heritage, arts and culture, and natural and waterfront amenities.	EDA	3 to 5 years	staff time
		o Utilize the North Kingstown tourism website to highlight attractions, history, things to do and link to state outlets.	EDA	3 to 5 years	staff time
		o Promote Wickford's waterfront location as a destination for restaurant, retail, harbor activity, and recreation.	EDA	3 to 5 years	Wickford Merchants Association, town budget
		o Build a North Kingstown brand and identity through the use of motifs and images.	EDA	5 to 7 years	staff time

5.2 Promote awareness and appreciation of historic resources. (continued)

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
		o Maintain relationships with regional tourism organizations and South County communities to ensure North Kingstown is promoted by state tourism branding and marketing.	EDA	Ongoing	staff time
		o Add signs at town entrances to inform people of where they are.	Town Council	1 to 3 years	staff time
	5.2.e	Develop wayfinding signage and key attractions at gateways, such as Route 4/102, Post Road/Frenchtown Road, Post Road/Route 403, Route 1A/Beach St, Jamestown Bridge.	Town Council	1 to 3 years	RIDOT, RIHPHC, Adopt a Spot
	5.2.f	Develop historic walking tours, and develop additional walking and biking itineraries for places of interest and scenic routes.	Historic District Commission	1 to 3 years	staff time, local organizations

RIHPHC=Rhode Island Historic Preservation and Heritage Commission, RIDOT=Rhode Island Department of Transportation

GOAL 2:

PROMOTE AND FOSTER LOCAL ARTS PROGRAMS

POLICIES AND ACTIONS:

5.3 Support and expand the arts.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	5.3.a	Collaborate with arts-related organizations to provide events and strategies as tourism attractions, and foster the relationship between the arts and business community for cross-promotion and economic development.	Town Council	Ongoing	staff time, town budget, grants, NK Chamber of Commerce, local trusts and foundations, Wickford Art Association
	5.3.b	Expand arts educational programs for all age groups through school and public programming, and enhance the link between school-based arts programming and the broader arts community in town.	School Department	5 to 7 years	staff time, town budget, grants, NK Chamber of Commerce, local trusts and foundations, Wickford Art Association
	5.3.c	Assess the potential for creating art spaces through adaptive reuse projects similar to the Mill at Shady Lea.	Planning Department	7 to 10 years	staff time, town budget, grants, NK Chamber of Commerce, local trusts and foundations, Wickford Art Association





A CIVIC-MINDED TOWN

A plan for COMMUNITY SERVICES, FACILITIES, AND COMMUNICATION

ELEMENT

6

VISION

We are a **civic-minded** town with excellent services and schools, and an actively engaged citizenry.

North Kingstown will support a high quality of life and provide efficient, cost-effective services for town residents of all ages and socio-economic backgrounds.

GOALS

1. Ensure high quality services that provide for health, welfare, education, and public safety
2. Maintain and upgrade town facilities to ensure access to and safe provision of services
3. Share information effectively and expand civic engagement

OVERVIEW OF KEY ISSUES

The facilities and services of the Town of North Kingstown include public schools, public safety, town government, library services, recreation, wastewater management, public water supply and senior services.

Schools

North Kingstown has one high school, two middle schools, and five elementary schools with a total student capacity of 4,658. Over the last five years, enrollment in North Kingstown public schools has declined from 4,456 students in 2010 to 4,040 in 2015. Concurrently, enrollment in charter schools has tripled since 2010. The decline in enrollment combined with the rise of charter schools has repercussions on cost and efficiency. Even so, student expenses are lower in North Kingstown than most of the neighboring towns.

North Kingstown High School attracts students from Jamestown, however their numbers have decreased as options in Newport and Narragansett have increased. New career and technology programs for engineering and business at the high school may attract tuition-paying students from outside of North Kingstown.

Growth patterns, changing demographics and aging buildings continue to impact the Town's school facilities. The North Kingstown School Committee and School Department administration will continue to encourage the Town of North Kingstown to formulate a capital improvement plan that will address the backlog of facility capital needs as well as plan for the future depreciation of capital assets. The School Committee has been working on long-term planning and will make recommendations related to school department properties, buildings, staffing and general resources taking into consideration age, condition and capabilities of district facilities and infrastructure, long-term projections for student enrollment, as well as town-wide, neighborhood, and school-by-school demographic data. The School Committee completed an in-depth enrollment analysis in fiscal year 2016 and has contracted and completed a

High quality schools are important assets that make North Kingstown competitive as a place to live but need to adapt to changing demographics as school capacity currently exceeds enrollment.

Between 2010 and 2015, student enrollment **declined by 9%**, and enrollment for 2024 is projected to decline a further **21%**.¹

Charter schools are competing for students and funds, and enrollment has **tripled** between 2010 and 2015.

The North Kingstown School District ranks **#6** in the state. But neighboring communities are also top ranked and high performing.²

TOP SCHOOL DISTRICTS IN RHODE ISLAND

1. BARRINGTON PUBLIC SCHOOLS
2. EAST GREENWICH PUBLIC SCHOOLS
3. PORTSMOUTH SCHOOL DISTRICT
4. NARRAGANSETT PUBLIC SCHOOLS
5. EXETER-WEST GREENWICH SCHOOL DISTRICT
- 6. NORTH KINGSTOWN SCHOOL DISTRICT**
7. SOUTH KINGSTOWN PUBLIC SCHOOLS

comprehensive facility review of all school buildings as of November 2017 showing the need for more than \$69M in needed capital repairs. The North Kingstown School Committee will continue to place emphasis on capital planning and the needs of the District as they relate to educational requirements and best practices and the demand of a changing demographic population.

¹ North Kingstown School Department, 2015. ² Rhode Island Department of Education, NICHE.com, 2015.

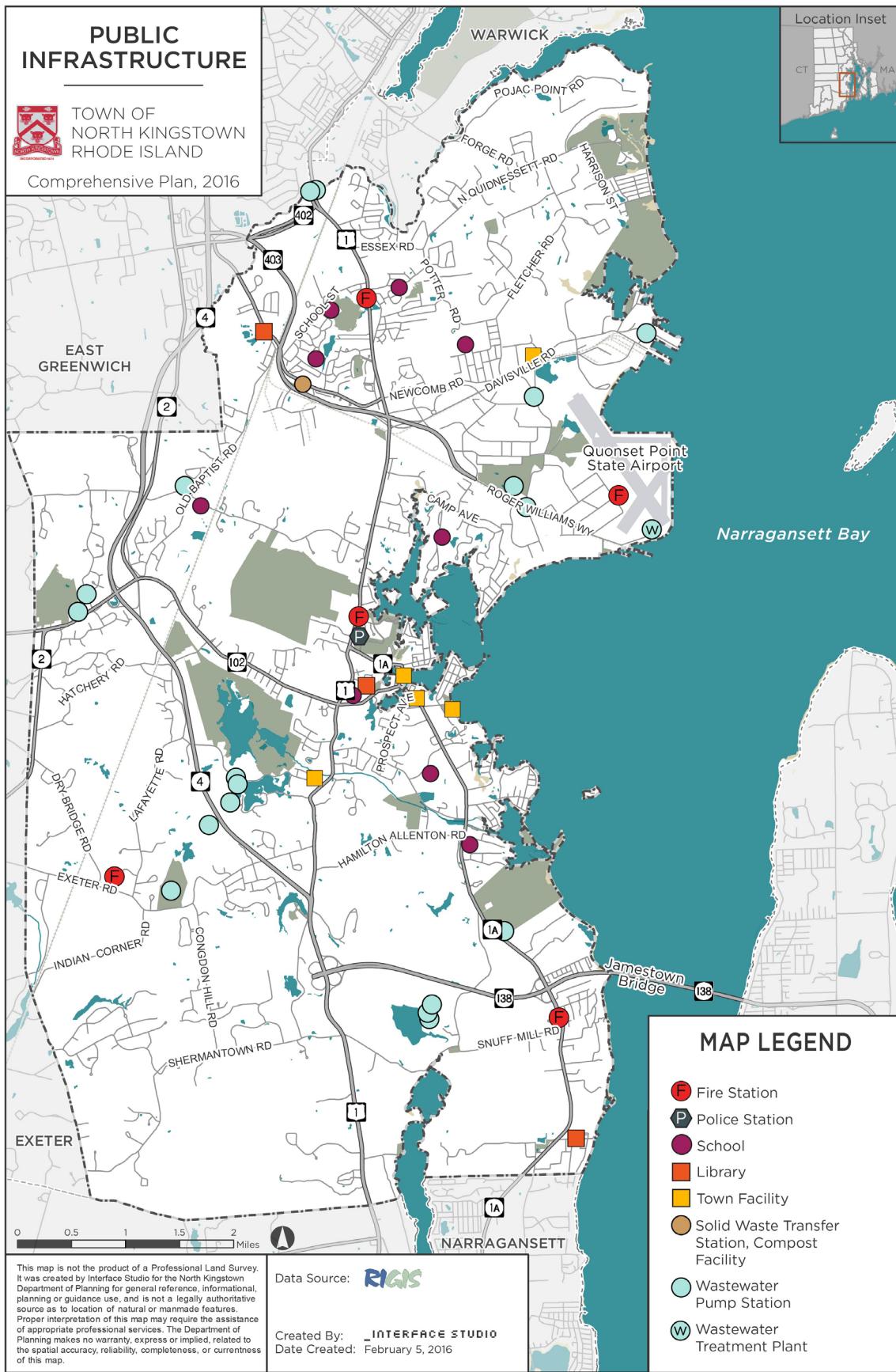


Figure 55. Public infrastructure map

Water usage will increase over the next 20 years, but water supply is constrained by the infrastructure to treat, store and distribute it.

Water

The North Kingstown Department of Water Supply, a municipally owned and operated water utility, provides water to 94% of North Kingstown businesses and residents, private wells (self supply) serve about 5% of developed properties, and some properties on Frenchtown Road (comprising less than 1% of the properties in North Kingstown) are connected to the Kent County Water Authority system, a regional supplier. The Quonset Point/Davisville Business Park is served by the Quonset Development Corporation Water System. North Kingstown's public supply comes from 11 groundwater wells in the Hunt, Annaquatucket, and Pettaquamscutt Sole Source Aquifer.

The North Kingstown Departments of Planning and Water Supply work closely to implement the State-approved Water Supply System Management Plan to protect water supply sources, ensure sufficient water availability, and manage demand during drought seasons and high-demand summer seasons.

Groundwater resources in 91% of the land in North Kingstown is suitable for drinking without treatment. However, natural hazards and sea level rise may expose groundwater to contamination if the town does not take preventive measures. Implementing strategies to manage and protect the town's water sources are critical to ensure the future of North Kingstown.

*For recommendations regarding the impact of climate change and sea level rise on water supply, see Element 7.

Water Service Area

Between 1998-2015, the Town of North Kingstown saw a drastic increase in the need for and use of its potable water resources. The town has been proactive by adopting numerous provisions to reduce the impacts of the overall water demand. The first of these provisions in the late 1990s and early 2000s included the establishment of a Water Service Area (WSA). This water service area dictates where water mains can be extended for future

water use. The intention of the water service area is to control infrastructure expansion relating to new development, mostly residential, by addressing both peak water use and demand. In addition, the town adopted an odd/even day watering schedule in the summer months, and began an extensive outreach and education effort focusing on reducing peak water use.

In 2008, the town completed an updated build out analysis to project future water use utilizing the considerations of the current water service area and projected demands with existing zoning. The projected use at average day and at peak was at levels that were unsustainable for the town's current pumping capacity and did not align with future goals for water use. Since those projections were performed, the town has adopted a number of measures. These include an inclining block water rate structure, a two times per week lawn watering ordinance for the summer peak use months, and an extensive education effort to reduce water use. The existing WSA has not proven to be fully effective in reducing peak demand associated with the water use patterns of newer residential housing. To this end, North Kingstown has determined that the water service area should be reduced to direct development specifically to future and planned areas for growth.

The water service area was amended in 2014 and includes only those areas targeted for future growth and development such as growth centers, existing or emerging village centers, and our commercial and industrial areas of town [see Figure 56]. The amended area includes, but is not limited to: the Villages of Lafayette, Hamilton, Wickford, and Allenton; the Growth Centers¹ of Post Road and Wickford Junction TOD; Rural Gateway¹; commercial areas of Quaker Lane; and the industrial area of Dry Bridge Road.

¹ See Element 8: Land Use for descriptions of the Growth Centers and Rural Gateway.

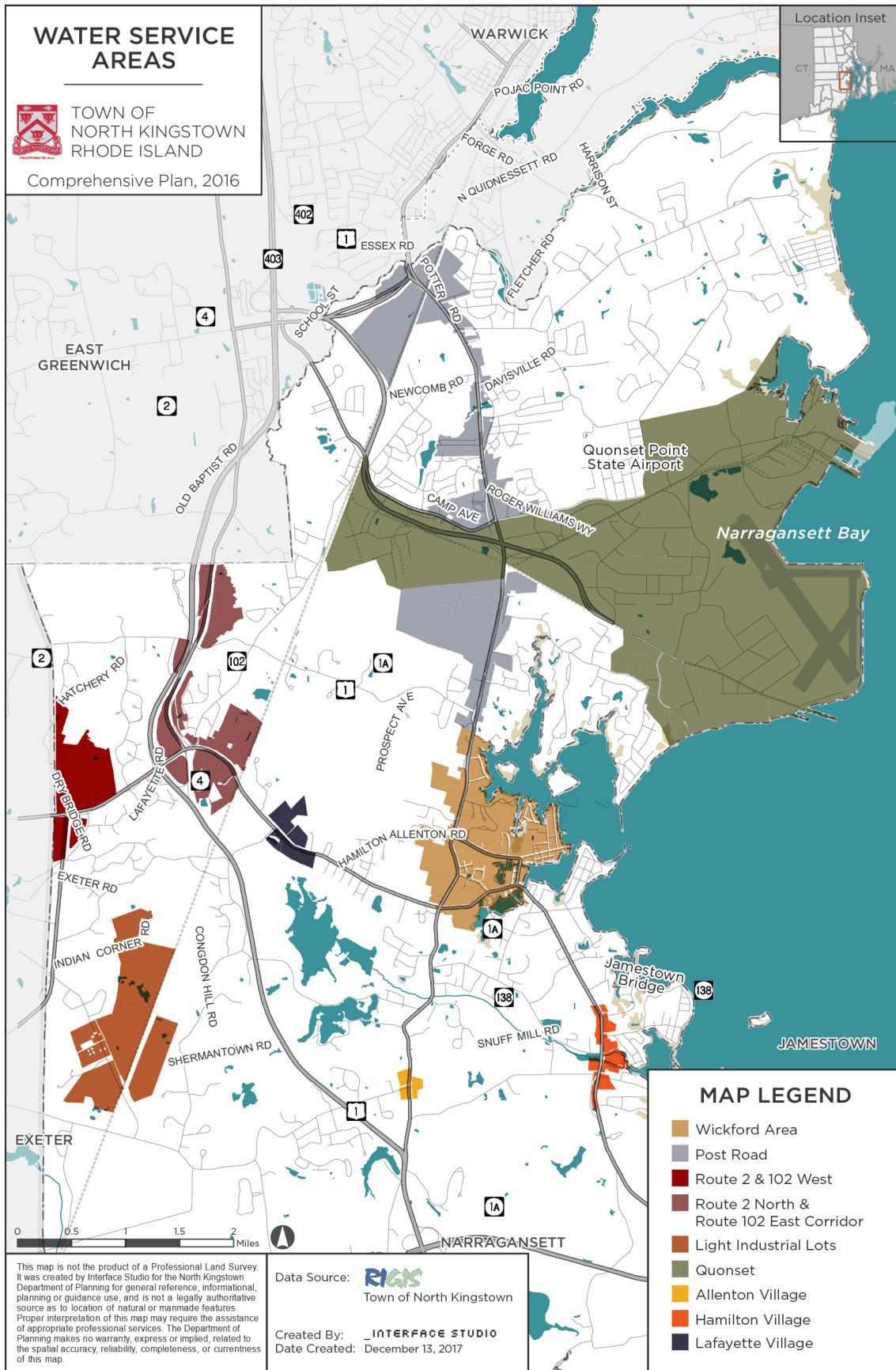


Figure 56. Water service area map

Reducing the water service area to these limited growth locations will benefit the town's water resources and ensures that there is available water for future proposed development which aligns with the comprehensive plan's growth management principles. Any areas that are outside of the Statewide Planning Urban Services Boundary, should be discussed with Rhode Island Statewide Planning to determine any future need to modify the Urban Services Boundary delineation within North Kingstown boundaries.

The Rhode Island Water Resources Board has adopted a Strategic Plan and has been working with the Rhode Island Department of Environmental Management on developing water availability estimates that incorporate the state's resource protection goals. The South County region has been a particular focus because of the reliance on groundwater resources as the source of water supply. The estimates that have been developed to date show a deficit in available water in the Hunt and Annaquatic Aquifers during the summer months, meaning that the amount of water that customers are using exceeds an amount that is considered protective of aquatic habitats.

North Kingstown has a maximum pumping capacity of **8.9 million gallons per day (MGD)**, however the actual flow would be less given that individual well yield is less when other wells nearby are pumping at the same time. Therefore, **8 MGD** provides a more realistic and reliable estimate.

Average daily use has remained steady over the last ten years during colder months, but has fluctuated more widely during warm months.

Average daily water usage is **2.5 MGD** and peak day demand is **3.5 MGD**. However, in summer months, peak water use more than doubles and hit the maximum **8 MGD** in August 2005.

In the next 20 years, North Kingstown's average day demand will increase by **1.7 MGD** and the peak day demand will increase by **4 MGD**, bringing it close to the maximum capacity and exceeding the environmental protection goals established for the Hunt-Annaquatic-Pettaquamscutt aquifer complex.²

Wastewater

Overall, the current quality of services is good as the infrastructure is new. Only a small portion of the town is sewered: Quonset Point/Davisville Business Park, Devils Foot Road, and Post Road South Phase II. Additional areas for sewer installation are in the planning and/or design stage and include Post Road South Phase I, Post Road North and parts of Wickford Village [see figure 57]. Through an agreement with the Quonset Development Corporation, North Kingstown's capacity is 200,000 gallons per day to the wastewater treatment plant located in Quonset. It is anticipated that this limit will be reached in the next 10 years, requiring a renegotiation of capacity and treatment plant upgrades to allow for greater flows. Sewer user costs are expected to decrease as more users are assessed to share the cost.

The impact of outdated cesspools and on-site wastewater treatment systems on water supplies is a major concern. The North Kingstown Wastewater Management District Ordinance was adopted by the Town Council in 1999 to protect groundwater aquifers, Narragansett Bay and surface water bodies. The ordinance requires property owners to have their septic systems inspected or pumped once every three years. All cesspools will be required to be phased out and removed at point of sale in accordance with the Rhode Island Cesspool Act, which was amended in 2015. The Town of North Kingstown Community Septic System Loan Program makes low interest loans available to North Kingstown property owners for cesspool/septic system repairs or replacements.

Currently, North Kingstown has a small system that is operating well and efficiently. In the future, a major issue will become staffing, as the system expands. Capacity is a function of future collection systems, and not treatment.

² Horsley Witten Group, 2012.

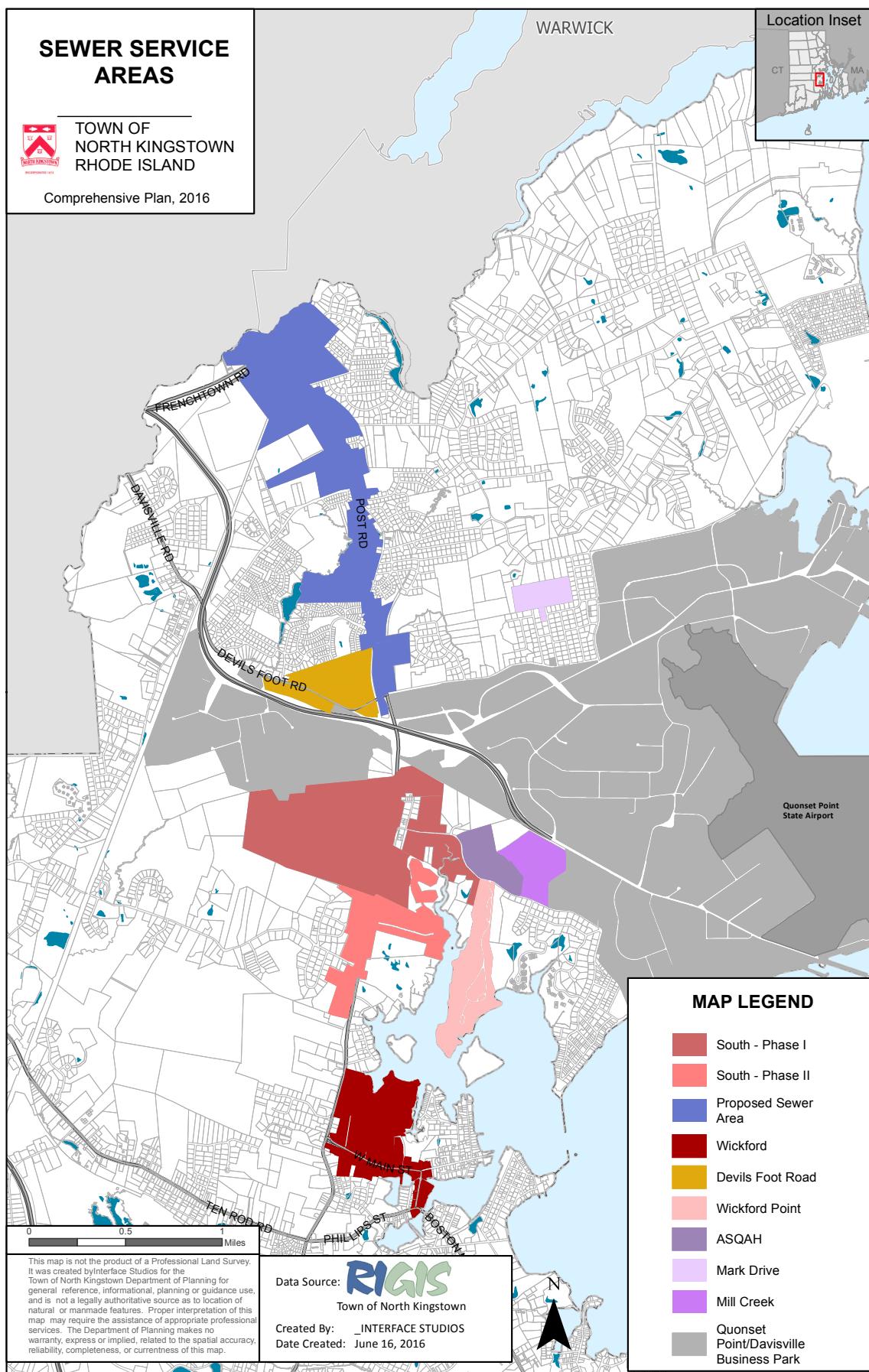


Figure 57. Sewer service area map

Storm Water

The storm water management program has been a process of continuous improvement. Over a period of years, all catch basins, detention and retention ponds have been inspected at least once, most several times. The level of service for the town's, the homeowners associations' and other privately owned storm water systems is good.

The storm water system increases annually, but the personnel and equipment necessary to maintain the system has not. Unless resources are increased, it will be more and more difficult to maintain the quality of the system.

Solid Waste

The Town of North Kingstown provides curbside recycling every other week with automated trucks. Other solid waste, recycling and yard waste can be brought to the North Kingstown Transfer Station. The town recycling rate³ is 35.1%, one of the highest rates in the state, and meets the mandatory recycling rate of 35% required by State law. The town's overall diversion rate⁴ of 47% is slightly below the state minimum of 50% but the town works to offer as many ways as possible for residents to divert items from the solid waste-stream.

The Town of North Kingstown does not provide a municipal curbside collection of residential trash but operates a pay-as-you-throw system at its municipal transfer station using a tag-your-bag system for trash disposal. Other commodities have either a per unit price or a per pound price depending on the item. Fees are set by ordinance and are based on the cost to the town to accept, process and dispose of the item. The transfer station operation is treated as an enterprise fund, with fees collected covering the cost of the operation. Those non-revenue producing services – recycling services and composting operation are two services that are provided free to residents – help the Town achieve its mandated target recycling and diversion rates but continue to see increased operations costs.

The costs associated with the collection and disposal of solid waste and recycling continue to rise while sources of revenue stagnate. Recently, the State adopted a new rule to calculate municipal tip fees, which will be adjusted every two years, that will raise the per ton charge to dispose of solid waste to \$47/ton for FY 19, up from \$32/ton for FY 17 and \$39.50 for FY 18; an increase of approximately \$92,000 over the next two years. Curbside recycling collection costs, which saw an approximate \$100,000 savings when the Town converted from a manual bin collection to an automated every-other-week collection program, are anticipated to increase when the current contract ends at the end of FY 19. The challenge to the Town is how to continue to pay for these programs without affecting services.

Public Safety

Police personnel are the department's largest asset and critical to existing and future major issues related to the administration of public safety services. Current levels are below required staffing levels which places a burden on the operating budget. The employment procedure for new police officers is about a 15-month process. There is significant drop in interest with law enforcement with limited amount of applicants applying. There is also no expectation of properly qualified individuals applying. With the staffing remaining at below required levels, the effect on the overtime budget will only increase. The ability to maintain current police services at this level will only apply additional stress on the current workforce and limit the ability to provide proactive policing techniques.

In considering the future 20-year expectations of police staffing, retiring officers will be difficult to replace. There will be an anticipated hiring of about 21 officers in the next 10 years but the applicant pool may remain less than optimal and the hiring of new employees will continue to worsen as the ability to replace the retiring staff continues to grow. The quality of service will remain the same as long as overtime budgets are adjusted to compensate.

³ **Recycling Rate:** The measure of recycling which divides the total tons of (recycled) materials sent to RIRRC's Materials Recycling Facility (MRF) by the total of these tons **plus** the tons of trash delivered to RIRRC for landfilling.

⁴ **Diversion Rate:** All materials diverted from the landfill for reuse or recycling; these tons are divided by their total **plus** the total tons of trash delivered to RIRRC for landfilling.

The Police Department has identified future facility and infrastructure needs to include upgrades to the Police Department building, which was last remodeled in 2009; equipment and improvements to the Emergency Operation Center; and location and construction of a new police headquarters building.

The Fire Department has also identified a need for additional staff and facilities to ensure adequate response times in the future. Engine 6 is in the process of moving to Quonset. The department meets the requirements of the Effective Response Force needed to handle a moderate risk fire situation if all companies are in service and able to respond. This means existing staffing is sufficient for a fire in a typical residence or small commercial building, but mutual aid from other cities or towns would be needed for a building of an appreciable size or a high risk facility, or during concurrent incidents. Concurrent runs increase as the town grows, with more businesses and homes, and will eventually necessitate additional staffing and equipment, or more intensive cooperation with outside agencies.

Facilities

In addition to the school facilities in the comprehensive facility review and the public safety facility needs described above, several other town facilities are in need of repair, maintenance, upgrade or replacement. In 2015, Town Hall and Town Hall Annex were found to be inadequate and a committee was formed to study a new location for the Town Hall that would consolidate all government offices in one place.

ACCOMPLISHMENTS KEY PUBLIC INPUT

Since the 2008 Comprehensive Plan update, the following projects and programs have been initiated:

REGULATIONS

- Groundwater overlay update

PROGRAMS/FACILITIES

- Full day kindergarten
- High school career and technology program
- New senior center
- Conversion of Davisville Elementary to Davisville Academy

INFRASTRUCTURE

- Replacement of Well #10
- Recoating Slocum Water Tank
- Elevating Juniper Water Tank
- Update of Water Service Area
- Post Road sewer installation

PLANS/STUDIES

- Long-range planning study for schools
- Water Supply System Management Plan
- Water rate study
- Update of Infrastructure Replacement Plan

Overall, residents were satisfied with the level of public services and felt it was very important to balance the provision of services with the level of taxes. Over half of the survey takers (56%) felt that the existing level of municipal services was good, but 37% felt that more or better services were needed.

Some areas in particular were pointed out through the public input process as in need of improvement, including better maintenance of town facilities and more efficient operations, and better infrastructure.

Ensuring high quality schools was identified as a top priority for existing residents and as an important economic development asset. However, there were different opinions on approach; 46% of survey takers wanted more school funding, while others felt that better efficiency could be achieved.

Sewer and road conditions were identified as the most important infrastructure needs. 44% of survey takers think municipal sewer service should be a priority.

The maintenance and upgrade of town facilities garnered differing opinions with 30% of public forum participants expressing some concern about this goal. Many favored consolidation of town offices and operations, but some advocated for the maintenance of existing municipal offices.

Better communication and engagement was also identified in the focus groups as an important goal.

“ Many families choose to move to North Kingstown for the schools. If you do not...provide the level of education that North Kingstown has had for years then families will choose to move to other towns. ”

GOALS, POLICIES AND ACTIONS

GOAL 1:

ENSURE HIGH QUALITY SERVICES THAT PROVIDE FOR HEALTH, WELFARE, EDUCATION, AND PUBLIC SAFETY

POLICIES AND ACTIONS:

6.1 Continue to maintain the solid waste management system and strengthen the recycling and composting program to reduce solid waste and achieve a minimum 35% recycling rate and 50% diversion rate.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	6.1.a	Work with businesses on the commercial and industrial precycling (ie reducing the use of packaging and disposable products) and recycling of materials and explore a food scrap composting program.	Department of Public Works	7 to 10 years	staff time
	6.1.b	Institute the latest solid waste management technologies and upgrade waste transfer station as needed.	Department of Public Works	7 to 10 years	staff time, RIDEM
	6.1.c	Develop ordinances that will reduce litter and solid waste along roads and in town public areas.	Department of Public Works	7 to 10 years	Staff time

RIDEM=Rhode Island Department of Environmental Management

6.2 Continue to assess sustainability of water supply and delivery system to ensure high level of service and drinking water quality.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
★	6.2.a	Provide adequate domestic water supply and fire protection.	Water Department	Ongoing	Staff time, town water fund, RI Infrastructure Bank, RI Water Resources Board
		o Use and update the water system hydraulic model to ensure sufficient water volume and pressure within the water service area.	Water Department	Ongoing	Staff time, town water fund, RI Infrastructure Bank, RI Water Resources Board
		o Upgrade the water distributions system as appropriate and when possible coordinate with roadway reconstruction projects.	Water Department	Ongoing	Staff time, town water fund, RI Infrastructure Bank, RI Water Resources Board
		o Develop a water system asset management and condition assessment and replacement plan.	Water Department	5 to 7 years	Staff time, town water fund, RI Infrastructure Bank, RI Water Resources Board

6.3 Continue to maintain and improve wastewater treatment.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
★	6.3.a	Undertake sewer infrastructure installation in Wickford Village and along Post Road. Sewer installation in the Post Road area must be balanced with preserving those areas that contribute to groundwater recharge.	Department of Public Works	Ongoing	RIEMA Disaster Relief, RI Housing, USEDA

USED A=U.S. Economic Development Administration, RIEMA=Rhode Island Emergency Management Agency

6.3 Continue to maintain and improve wastewater treatment. (continued)

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	6.3.b	Assess the potential for the construction of sewers in environmentally sensitive areas, flood prone areas within the SFHA and projected sea level rise and areas of existing high density.	Department of Public Works	7 to 10 years	Staff time, RIEMA
	6.3.c	Monitor wastewater treatment plant capacity and prepare for expansion and upgrade to accommodate growing need.	Department of Public Works	3 to 5 years	Staff time, QDC, RIDEM

QDC=Quonset Development Corporation, RIDEM=Rhode Island Dept of Environmental Management, RIEMA=Rhode Island Emergency Management Agency

6.4 Continue to provide community programs for families, children, and seniors to support public health and quality of life.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
★	6.4.a	Participate in programs that provide low cost health care and social services to those that qualify and are eligible.	Town Council	Ongoing	Town budget, RIDOH, RI Housing
	6.4.b	Provide access to healthy foods and active recreation.	Town Council	1 to 3 years	Town budget

RIDOH=Rhode Island Dept. of Health

6.5 Continue to provide high-quality, accessible library services and programming.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	6.5.a	Develop a long-range library plan to stay abreast of new and innovative library services and technology.	Library Director	Ongoing	staff time, NK Library Board of Trustees



6.6 Maintain high quality, competitive schools.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
★	6.6.a	Implement the findings of the long-range school planning process to determine future need and develop long-term scenarios for potential school consolidation, use of technology, new and better facilities with modern security features, and more efficient, cost-saving bussing and administration.	School Department	1 to 3 years	School Dept budget, staff time

6.7 Ensure Police and Fire Departments are adequately staffed and equipped to maintain public safety.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
★	6.7.a	Provide adequate staffing and overtime budgets in order to maintain police service levels.	Town Council	1 to 3 years	Staff time, town budget
★	6.7.b	Upgrade police facilities and infrastructure, including the Police Department building, Emergency Operations Center and a new police headquarters building.	Town Council	1 to 3 years	Staff time, town budget
★	6.7.c	Evaluate the need for additional Fire Department staff and facilities to handle concurrent runs as the town grows.	Town Council	1 to 3 years	Staff time, town budget
★	6.7.d	Evaluate the potential Quonset Point Davisville Fire Station to ensure adequate response times, potentially on vacant land adjacent to Fire Maintenance building.	Town Council	ongoing	Staff time, town budget
	6.7.e	Communicate with adjoining towns' public safety departments and explore regional fire and police with neighboring communities.	Police and Fire Departments	7 to 10 years	Staff time, town budget
	6.7.f	Evaluate the possibility of consolidating any of the existing and proposed fire stations in town.	Town Council	1 to 3 years	Staff time, town budget

GOAL 2:

MAINTAIN AND UPGRADE TOWN FACILITIES TO ENSURE ACCESS TO AND SAFE PROVISION OF SERVICES

POLICIES AND ACTIONS:

6.8 Ensure efficient Town operations and adequately maintained and upgraded facilities that are accessible to residents of all ages and abilities.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
★	6.8.a	Assess centralization and coordinated use of town facilities and resource sharing among municipal departments and develop a plan for consolidating town government and school offices in one location.	Town Council	1 to 3 years	Staff time, town budget, school budget
★	6.8.b	Develop maintenance plans for municipal facilities and maintain adequate capital reserve to fund development and maintenance of municipal facilities.	Department of Public Works	1 to 3 years	Town budget, Capital Improvement Program
	6.8.c	Site new municipal/civic buildings, where practicable, within village centers and along transit routes for better access and infrastructure availability.	Town Council	5 to 7 years	Town budget
	6.8.d	Explore regional agreements for resource sharing.	Town Council	7 to 10 years	Staff time

GOAL 3:

SHARE INFORMATION EFFECTIVELY AND EXPAND THE TOWN'S CIVIC ENGAGEMENT

POLICIES AND ACTIONS:

6.9 Improve town-wide communication.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	6.9.a	Develop a communication strategy to ensure a range of tools is used to provide all residents with straightforward access to information.	Information Technology Department	3 to 5 years	Staff time
★	6.9.b	Implement Information Technology Advisory Committee (ITAC) recommendations to streamline operations and ensure ease of access for town employees and residents by updating and redesigning the town website, payments, software, workflow, staffing, security, and continuity of services.	Information Technology Department	1 to 3 years	Town budget, staff time

6.10 Strengthen and expand civic engagement.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	6.10.a	Develop a “North Kingstown Civics 101” brochure to better communicate the roles of local boards, committees, commissions, and civic groups.	Town Clerk	Ongoing	Staff time, town budget
	6.10.b	Communicate regularly with community and civic organizations and ensure access to appropriate public spaces.	Town Clerk	Ongoing	Staff time
	6.10.c	Engage youth in civic discourse through volunteer or internship programs, and civics education in North Kingstown schools.	Town Council	Ongoing	Staff time
	6.10.d	Promote volunteer opportunities, particularly for initiatives such as beautification and anti-litter “adopt-a-spot” programs, friends of parks groups, and tree planting.	Department of Public Works	Ongoing	Staff time, adopt a spot sponsors
	6.10.e	Provide training to board and commission members.	Town Clerk	Ongoing	Staff time



Photo: Melissa Devine

A RESILIENT TOWN

A plan for NATURAL HAZARDS and CLIMATE ADAPTATION

VISION

We are a **resilient** town that is prepared to meet the challenges of natural hazards and climate change.

North Kingstown will promote resilience and adaptation to natural hazards and the potential impacts of climate change to protect the town today and ensure the town's future.

GOALS

1. Promote resilience and adaptation to natural hazards and a changing climate to protect lives, infrastructure, resources, and property

OVERVIEW OF KEY ISSUES

North Kingstown's 30-miles of coastline along the western edge of Narragansett Bay, coupled with its location 10-15 miles north of the Atlantic Ocean, make it especially exposed and susceptible to coastal hazards, including projected future conditions attributed to a changing climate.

Appendix 10 presents the categories of hazards facing Rhode Island cities and towns, with specific storms and events listed to illustrate past occurrences of natural hazards specific to North Kingstown. Conditions resulting from recent natural hazard events in North Kingstown have included:

- a. **High winds** from coastal storms, including hurricanes, tropical storms, and extratropical storms (nor'easters)
- b. **Coastal flooding** from episodic storm surge and predicted annual extreme high tides
- c. **Snow, ice, and extreme cold** from east-moving winter storms, and extratropical storms, (nor'easters)
- d. **Riverine flooding** from episodic heavy inland precipitation events
- e. **Drought** from reduced seasonal and long-term precipitation

Risks from other natural hazards including wildfires, earthquakes, and tornadoes are outlined in the town of North Kingstown's Hazard Mitigation Plan. Appendix 10 lists past occurrences of these hazards in North Kingstown.

In 2011, North Kingstown worked collaboratively with the University of Rhode Island to document risk from future sea level rise conditions¹, as projected using data from the National Oceanic and Atmospheric Administration (NOAA), and supported within Rhode

North Kingstown has more than **3,000** homes and businesses in coastal and riverine areas within the coastal flood or storm surge areas.

Island by the state's Coastal Resources Management Council. Since the Newport tide gauge was installed in 1930, sea levels in Narragansett Bay have risen over nine (9) inches.²

Changes in storm intensity and frequency, precipitation levels, and rising sea levels have been attributed to a changing climate. Because climate research and data are evolving rapidly, the state is following several federal sources to keep up with new information and ensure Rhode Island state agencies and municipal governments are using the best available science in decision making. For example, NOAA's National Climate Assessment was last updated in 2014³ and is scheduled for a new update in 2018; in early 2017, NOAA released a new report, "Global and Regional Sea Level Rise Scenarios for the United States,"⁴ that increased the sea level rise projections at the Newport tide gauge for 2100 from 7-feet to 9-feet.⁵

Parcels along North Kingstown's coastline, especially within Wickford Village, are currently inundated with sea water several times each year with extreme high tides following the lunar cycle. Tidal "sunny day" flooding on the Brown Street parking lot in Wickford illustrates the changes the state of Rhode Island is experiencing across its 400-miles of coastline. In 2012, Superstorm Sandy brought a 4-foot storm surge to Narragansett Bay and flooded downtown Wickford Village across the Brown Street bridge. These water levels, along with historic markers illustrating that Wickford Village and other neighborhoods along North Kingstown's coastline, are exposed and vulnerable to coastal storm surge

¹ University of Rhode Island Coastal Resources Center/RI Sea Grant College Program. 2015. Adaptation to Natural Hazards and Climate Change in North Kingstown, RI. Narragansett, RI.; ² <http://www.crmc.ri.gov/regulations/RICRMP.pdf>, Section 1.10(A)(4) – Formerly Section 145; ³ <https://nca2014.globalchange.gov/>; ⁴ https://tidesandcurrents.noaa.gov/publications/techrpt83_Global_and_Regional_SLR_Scenarios_for_the_US_final.pdf; ⁵ <http://www.corpsclimate.us/ccaceslcurves.cfm>



Extreme high tide in Wickford. Photo: Melissa Devine

forces. Adding projected sea level rise data to storm surge models shows that many properties within Wickford Village, including the historic district, will be inundated by 2100 with 2 daily tides.

When considering the potential exposure of municipal infrastructure in North Kingstown to projected sea level rise, only the Town Hall Annex in Wickford Village falls within the 5-foot sea level rise scenario. For a coastal storm scenario, municipal structures including the Town Hall Annex, Town Hall, Senior Center, Community Center, Quonset Fire Station, and the Quonset Wastewater Treatment Facility are vulnerable to inundation.

In the case of the municipal water supply, it is important to note that all 11 municipal wells that supply potable water lie outside of defined and projected coastal hazard areas. While there is no documented threat of salt water intrusion to the municipal potable water supply system, residential properties with private well systems along the North Kingstown coastline and salt marshes may be vulnerable to salt water intrusion of their individual water supply. More study and research on this is needed, and is being identified by the RI Coastal Resources Management Council as an area of future research as part of its Shoreline Change Special Area Management Plan (SAMP).

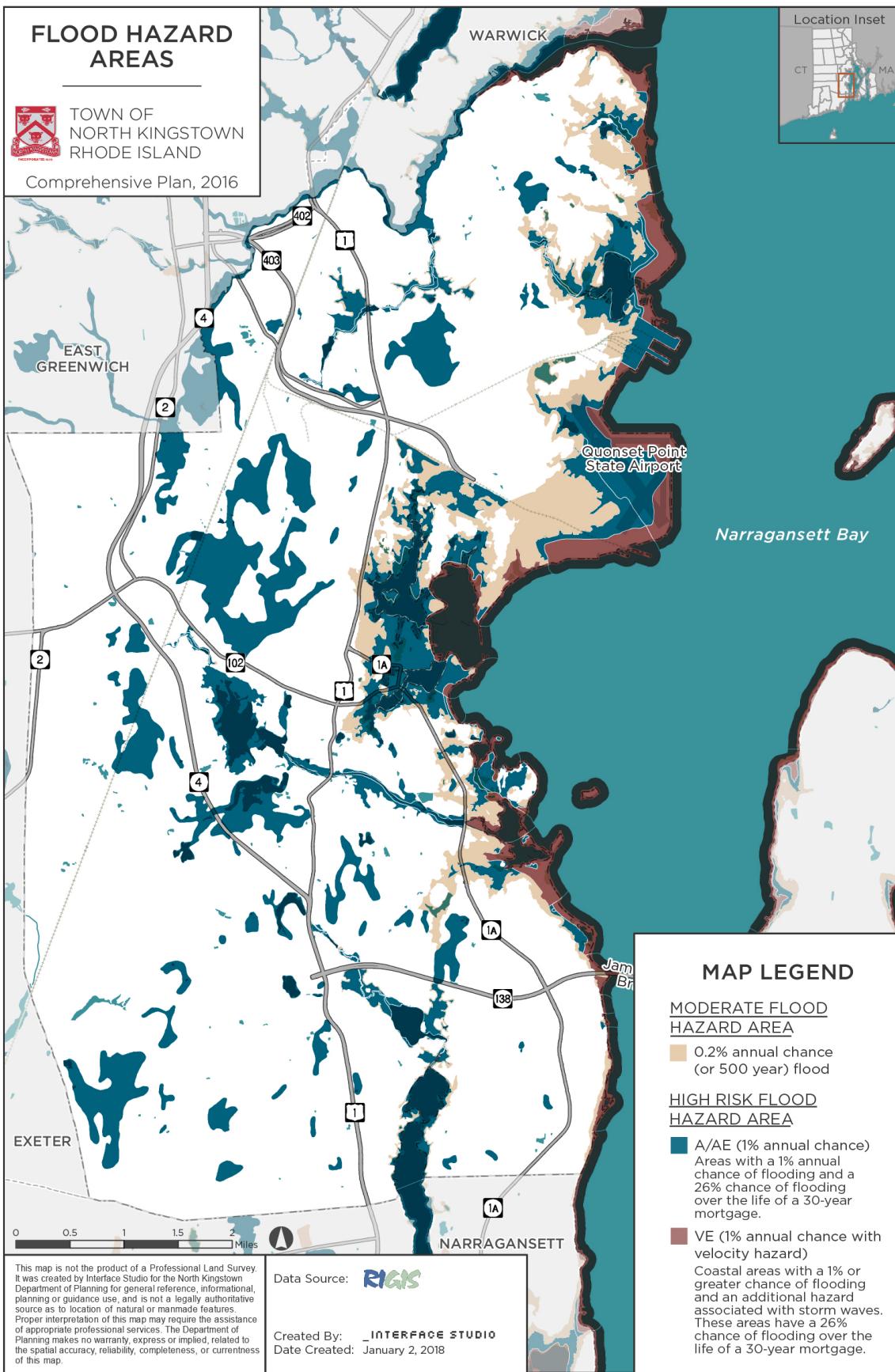
The Goals, Policies and Actions section of this Element address priority actions to address impacts from natural hazards for the 20-year planning horizon of this Comprehensive Plan.

FLOOD HAZARD AREAS

FIRMs and the CRS program

The RI Emergency Management Agency (RIEMA) is the town's liaison with the Federal Emergency Management Agency (FEMA), which regulates flood hazard areas in all Rhode Island municipalities. FEMA Flood Insurance Rate Maps (FIRMs) are available for each municipality and are used to calculate flood risk and related flood insurance premiums for property owners within FEMA-defined flood zones. Figure 58 illustrates the flood hazard areas as defined by FEMA for North Kingstown.

North Kingstown is currently part of a FEMA-sponsored program called the Community Rating System (CRS), with a CRS score of "9", which offers all flood insurance policy holders in the town a five percent reduction in their annual flood insurance premiums. Maintenance of this effort requires municipal staff time to complete the FEMA CRS application and audit paperwork to verify the municipality is meeting the goals of the CRS program based on their current CRS score, and consider lowering their CRS score to offer policy holders more savings on their flood insurance premiums by meeting floodplain management and risk reduction objectives of the CRS program.



This map illustrates flood hazard areas by risk level.

Figure 58. Flood hazard areas map

Hurricane Predictions, the CRMC Shoreline Change SAMP, & STORMTOOLS

The RI Geographic Information System (RIGIS) offers a hurricane risk map illustrating the worst case hurricane surge inundation areas for Category 1 through Category 4 hurricanes (see Figure 59) from a U.S. Army Corps of Engineers' Sea, Lake and Overland Surge from Hurricanes (SLOSH) model applied to the Rhode Island coastline. It is important to note that when considering hurricane categories, the NOAA National Hurricane Center's "categorization" of hurricanes reflects the wind speeds of the hurricane, and not the water levels or inundation potential.⁶ The RI State Hazard Mitigation Plan presents an evaluation of Category 1-4 storms and their potential impact in Rhode Island. Rhode Island has not experienced a hurricane greater than a Category 3 to date (1938 and 1954 Hurricane Carol), and while a Category 5 storm is considered unlikely at this time, it is important to continue monitoring long-term climate patterns and trends to understand the probability, uncertainty and potential impacts of storms of varying sizes. The University of Rhode Island, in cooperation with the U.S. Department of Homeland Security and under the direction of URI's Dr. Isaac Ginis, is currently modeling a storm scenario, also called a synthetic storm, named "Hurricane Rhody" to illustrate the impacts of a more severe coastal storm than Rhode Island has seen in its history.

Since 2009, when the SLOSH model maps were completed to assist emergency management professionals for preparedness and operations, the RI CRMC has undertaken a separate multi-year effort to map and model all 400-miles of Rhode Island's coastline for storm surge, coastal erosion, and projected future sea level rise as part of an effort called the Shoreline Change Special Area Management Plan (SAMP).⁷ As a result of the Shoreline Change SAMP, an online mapper called STORMTOOLS was launched to share the best available science on storm surge and related flooding from hurricanes, tropical storms, extratropical cyclones (nor'easters), and nuisance storms. The

flood scenarios illustrated in STORMTOOLS are considered by RI CRMC to be more accurate in illustrating coastal flood risk than the SLOSH model "Worst Hurricane Scenario" map illustrated in Figure 60.

STORMTOOLS has been adopted by RI CRMC in Section 1.1.10 (formerly Section 145) of the Coastal Resources Management Program (also called the "Red Book"), as the mapping tool that most accurately reflects coastal inundation from storms and projected future sea level rise. The method for producing these online maps and storm surge scenarios were based on the U.S. Army Corps North Atlantic Coast Comprehensive Study (NACCS), which RI CRMC considers to be the best available science for calculating flood exposure scenarios.

The Shoreline Change SAMP guidance document will be completed and adopted by RI CRMC in 2018 and will cover a project boundary that includes land area within the 100-year return period storm plus 7-feet of sea level rise. While CRMC's jurisdiction does not currently include all land area within that flood envelope, coastal municipalities are being encouraged by RI CRMC to use STORMTOOLS to educate land owners, and evaluate development proposals both within the existing Special Flood Hazard Area (SFHA) as defined by FEMA, and for area outside of CRMCs jurisdiction and the SFHA that sits within the mapped 100-year return period storm plus 7-feet of sea level rise scenario.

The Goals, Policies and Actions section of this Element address priority actions to address impacts from natural hazards for the 20-year planning horizon of this Comprehensive Plan.

⁶ NOAA National Hurricane Center, Saffir-Simpson Hurricane Wind Scale, <https://www.nhc.noaa.gov/aboutsshws.php>; ⁷ RI Shoreline Change Special Area Management Plan, www.beachsamp.org

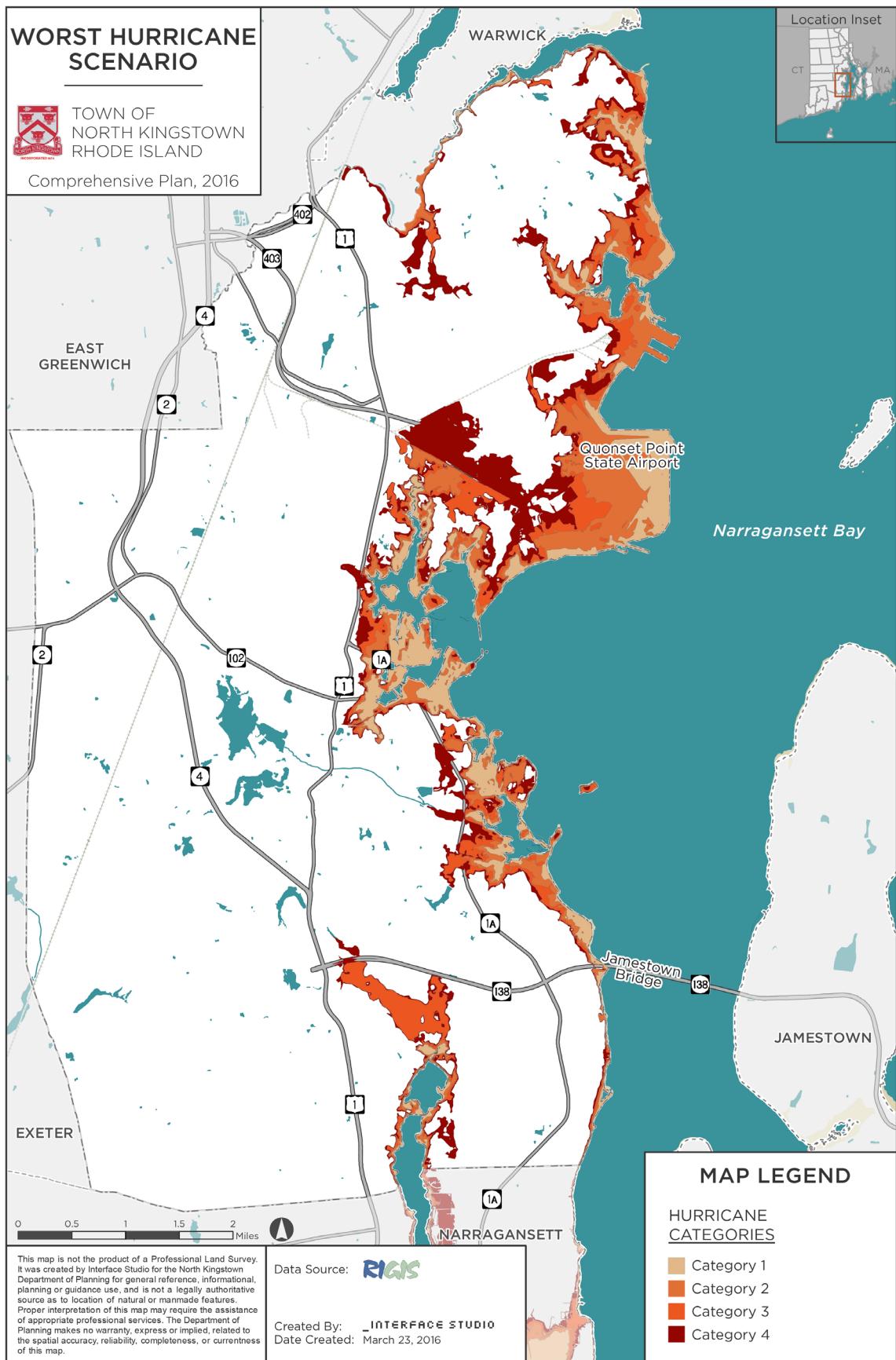


Figure 59. Worst hurricane scenario map

SEA LEVEL RISE EXPOSURE

North Kingstown is exposed to the impacts of sea level rise on existing properties, infrastructure, and natural resources as well as future development.

Sea levels have increased approximately **10 inches** since 1930.

CRMC predicts over the 20-year period of this Comprehensive Plan, sea levels are projected to rise **1-2 feet**, relative to 2010 levels.

Evacuation routes in Wickford will be exposed to inundation at **3-feet** of sea level rise, relative to 2010 levels.

The Rhode Island Coastal Resources Management Council has adopted the NOAA high curve for use in future planning and coastal permitting. Current projections for sea level rise according to NOAA's 2017 report, "Global and Regional Sea Level Rise Scenarios for the United States"⁸ are approximately:

1 foot by 2020
3 feet by 2050
5 feet by 2070
7 feet by 2085

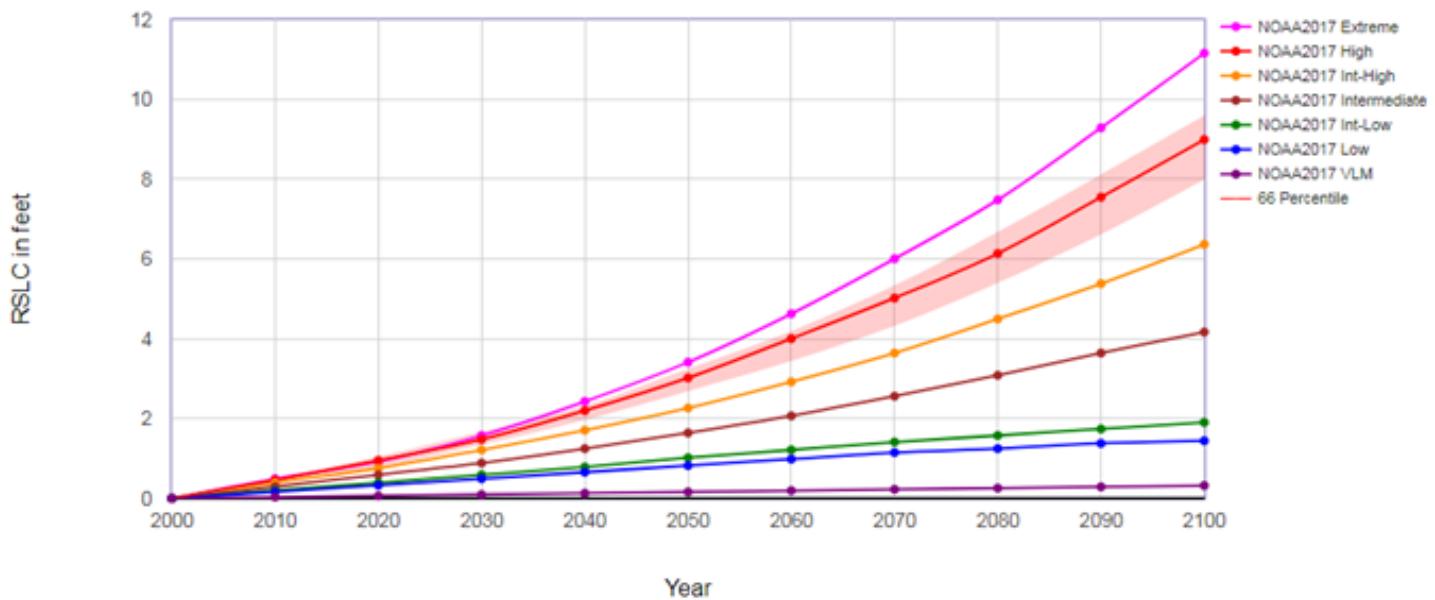


Figure 60. Historic and projected sea level rise

Source: NOAA 2017 "High Curve" for Newport Tide Gauge. (<http://www.corpsclimate.us/ccaceslcurves.cfm>)

⁸ https://tidesandcurrents.noaa.gov/publications/tech rpt83_Global_and_Regional_SLR_Scenarios_for_the_US_final.pdf

In 2012, the RI Statewide Planning Program funded a pilot project to explore the vulnerability of municipal assets, adaptation strategies, and possible implementation techniques that could be applied in Rhode Island's coastal municipalities in the face of changing coastal conditions. Since sea level rise projection data was newly available from NOAA, and a proof-of-concept sea level rise mapping effort was completed for North Kingstown under a NOAA grant in 2011, the pilot project focused explicitly on sea level rise scenarios of 1-, 3-, and 5- feet of sea level rise across North Kingstown's coastline.

The resulting report, "Adaptation to Natural Hazards and Climate Change in North Kingstown, Rhode Island,"⁹ presented over 100 adaptation strategies across 18 municipal sectors, including land use, transportation, building stock, municipal properties, and community facilities, among others. Several of these adaptation strategies are outlined in the Goals, Policies, and Actions section of this Element. Additionally, the report evaluates 12 distinct neighborhood study areas in North Kingstown for their exposure to the three sea level rise scenarios, and presents maps for each neighborhood illustrating the sea level rise extent of inundation across the landscape, as well as the individual parcels that will be exposed by each scenario. Property values for parcels in each neighborhood as well as linear feet of roadways that will be inundated were calculated for the three sea level rise scenarios.

Preliminary vulnerability assessment results show that, for sea level rise scenarios of 1-foot, 3-feet, and 5-feet, the number of parcels exposed to sea water along all 26 miles of the North Kingstown coastline range from almost 500 parcels under the

1-foot scenario to over 1,000 parcels in the 5-foot scenario.¹⁰ The numbers at the top right corner of Figures 61-64 convey the number of parcels exposed to each scenario for the entire coastline of North Kingstown, the total property value of those parcels, linear feet (miles) of roadways exposed, and the number of structures projected to be exposed to each of the three sea level scenarios.

Wickford Village is illustrated as an example in the following figures because, of the 12 neighborhood study areas identified in the 2015 report by the URI Coastal Resources Center, Wickford's commercial business district and its historic district were determined to have the most exposed assets when compared to all neighborhoods along North Kingstown's coastline. In the following figures, note that the [!] and [!!] indicate that West Main Road and Phillips Street are projected to be inundated with sea water under these scenarios, thus presenting barriers to ingress and egress in Wickford Village and the neighboring historic district.

The Goals, Policies and Actions section of this Element address priority actions to address impacts from natural hazards for the 20-year planning horizon of this Comprehensive Plan.

*See "Strategy for Reducing Risks from Natural Hazards in North Kingstown, RI - A Multi-Hazard Mitigation Strategy" for recommendations to ensure public safety in the event of natural disaster, and the "Adaptation to Natural Hazards and Climate Change in North Kingstown, RI" report for additional details and long-range natural hazard and climate change recommendations.

⁹ University of Rhode Island Coastal Resources Center/RI Sea Grant College Program. 2015. Adaptation to Natural Hazards and Climate Change in North Kingstown, RI. Narragansett, RI.; ¹⁰ Ibid.

Exposure in North Kingstown at 1-foot, 3-foot, and 5-foot sea level rise

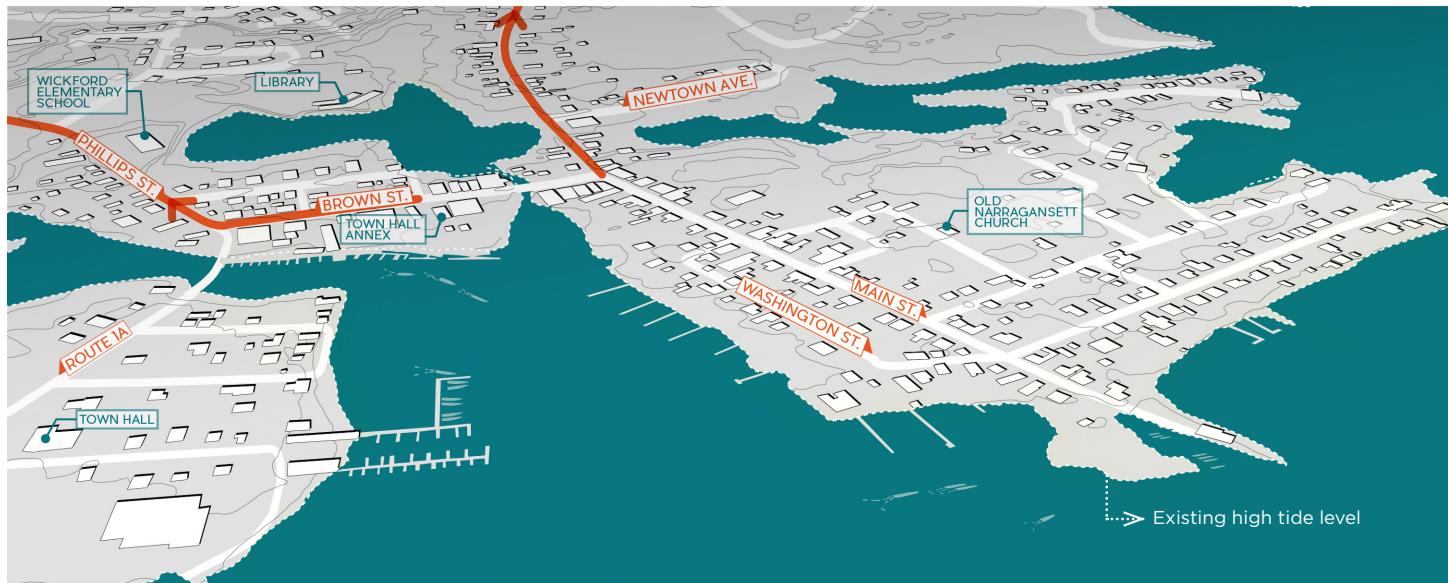


Figure 61. Baseline - Average daily level of high tide in Wickford, 2010

While no roadways are inundated in this scenario, 2 structures and 496 parcels will be exposed to increased tidal inundation by 2020 according to NOAA's 2017 projections.

EXPOSURE IN NORTH KINGSTOWN			
PARCELS	VALUE	ROAD (FT)	STRUCTURE
496	506 M	96	2
86% DEVELOPED			

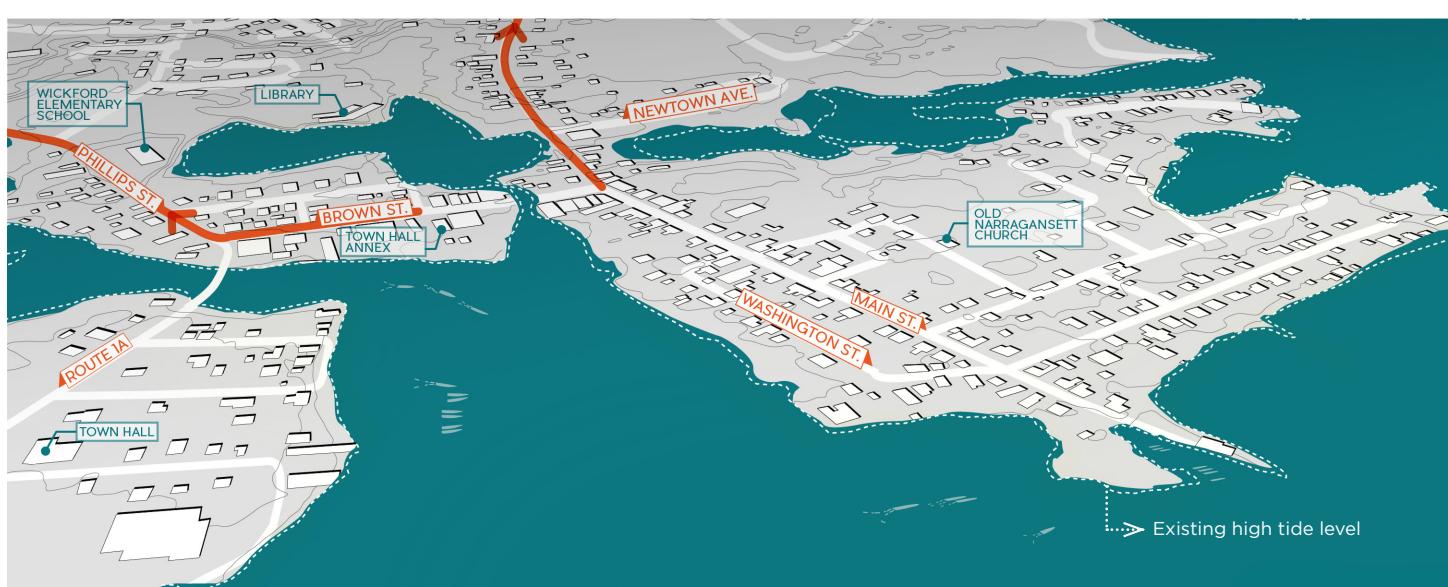


Figure 62. Average daily level of high tide in Wickford with 1-foot sea level rise and exposure in North Kingstown

This scenario shows 18 structures, 768 parcels, and almost one mile of roadway exposed to increased tidal inundation by 2050, according to NOAA's 2017 projections. Note that Phillips Street, Brown Street Bridge, and West Main Street are likely to be inundated under this scenario.

EXPOSURE IN NORTH KINGSTOWN

PARCELS	VALUE	ROAD (FT)	STRUCTURE
768 87% DEVELOPED	692 M	4,900	18



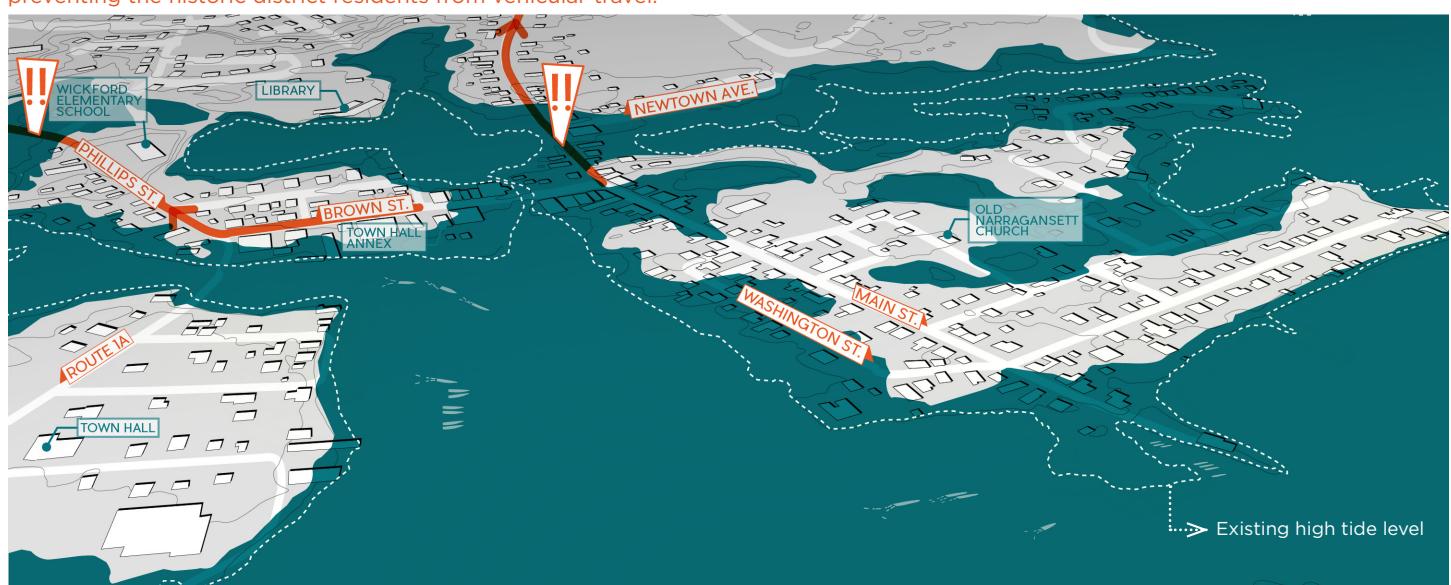
— EXISTING EVACUATION ROUTE

Figure 63. Average daily level of high tide in Wickford with 3-foot sea level rise and exposure in North Kingstown

This scenario shows 116 structures, 1,011 parcels, and over 4.5 miles of roadway exposed to increased tidal inundation by 2050, according to NOAA's 2017 projections. Note that both Phillips Street, Brown Street Bridge, and West Main Street are likely to be inundated under this scenario, potentially resulting in a physical barrier to circulation into and out of Wickford Village, potentially preventing the historic district residents from vehicular travel.

EXPOSURE IN NORTH KINGSTOWN

PARCELS	VALUE	ROAD (FT)	STRUCTURE
1,011 88% DEVELOPED	850 M	24,800	116



— EXISTING EVACUATION ROUTE

Figure 64. Average daily level of high tide in Wickford with 5-foot sea level rise and exposure in North Kingstown

ACCOMPLISHMENTS | KEY PUBLIC INPUT

Since the 2008 Comprehensive Plan update, completion of the “Adaptation to Natural Hazards and Climate Change in North Kingstown, Rhode Island,” report set the stage for continuing discussions within North Kingstown to consider how to best incorporate the sea level rise projections as a planning consideration over the 20-year horizon of this plan update.

Additionally, the University of Rhode Island’s Coastal Resources Center / Rhode Island Sea Grant College Program worked with North Kingstown as pilot community in its Green and Resilient Infrastructure Program (GRIP) to consider how green infrastructure can help the municipality rethink the design of vulnerable coastal assets in the face of rising seas and coastal hazards. Many volunteer board and commission members participated in community design charrettes and targeted discussions to determine what could be possible for implementing design improvements in Wickford’s Brown Street parking lot to ensure this municipal lot provides parking for Wickford Village businesses and access to the waterfront over the long term.

“Water issues will be a big concern, maybe not in our lifetime but in our kids’ lifetime.

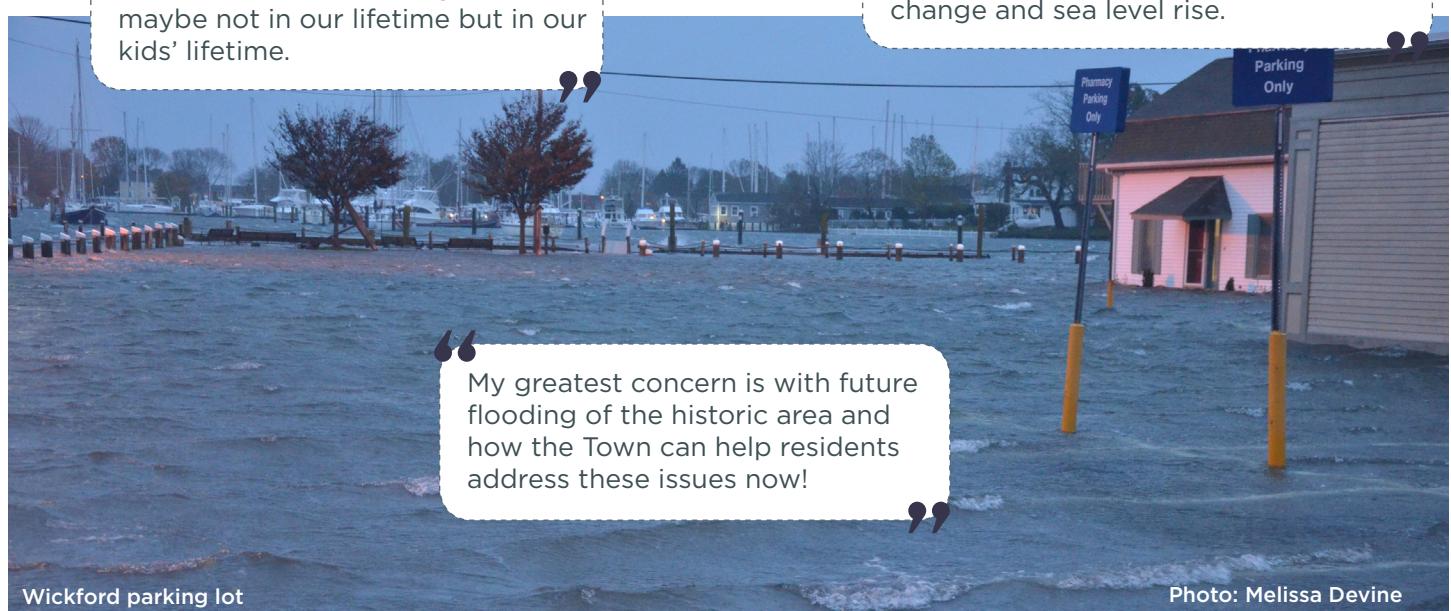
“My greatest concern is with future flooding of the historic area and how the Town can help residents address these issues now!

During the public forums held as part of this Comprehensive Plan update process, residents fell on a spectrum with regard to how to plan for climate change, specifically sea level rise. Most residents expressed that it was important to prepare for the impact of sea level rise, but differed in opinion on the urgency and the timeframe associated with sea level rise projections.

Stronger consensus surrounded the current and future impacts of tidal flooding and storm surge on Wickford Village. Participants of the North Kingstown Green Infrastructure Project charrette proposed utilizing green infrastructure to mitigate hazard risks and facilitate post-recovery planning in Wickford.

In the final public forum activities, preserving open space for natural resource protection and climate adaptation was fifth among the top ten priority actions.

“Being a coastal community, we want to be certain we are prepared for climate change and sea level rise.



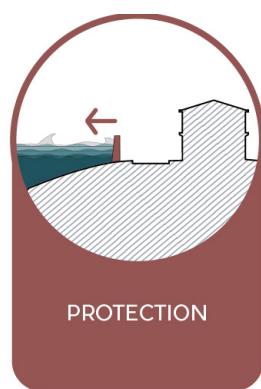
Wickford parking lot

Photo: Melissa Devine

ADAPTATION STRATEGIES

Future planning and discussions among North Kingstown's municipal staff, volunteer boards and commissions, and residents are likely to center around three key concepts for coastal resilience and adaptation. The following figures illustrate concepts of protection, accommodation/preservation, and

managed relocation of assets, with two call-out boxes focused on the "Protection" strategy. Other strategies are being compiled by the RI CRMC as part of the Shoreline Change SAMP, and will be available to North Kingstown for future decision making.



[HARD PHYSICAL DESIGN]
SEAWALL
MOTORWAY DIKE

[SOFT PHYSICAL DESIGN]
LIVING SHORELINES AS AN OPTION TO PROVIDE EROSION CONTROL WHILE ALLOWING NATURAL COASTAL PROCESSES TO REMAIN.



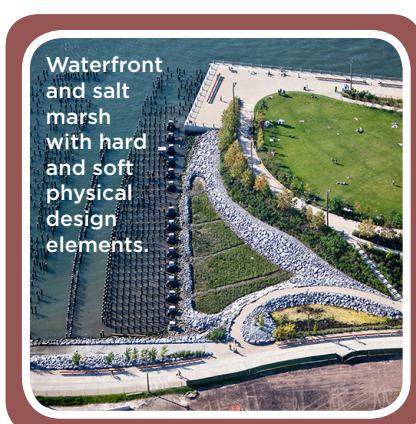
FLOATING BRIDGE AND HOUSE.

CREATE DUNE SYSTEM.

RIPARIAN BUFFER - A VEGETATED AREA NEAR A STREAM TO HELP PROTECT A STREAM WHILE INCREASING WATER QUALITY.

ELEVATE BUILT STRUCTURES ABOVE EXPECTED SEA LEVEL RISE HEIGHT

UPGRADE SEWER AND PUMPING FACILITIES.



Waterfront and salt marsh with hard and soft physical design elements.



Floating waterfront walkway



IDENTIFY THE HISTORICAL STRUCTURES WITHIN THE AREA VULNERABLE TO SEA LEVEL RISE.

RELOCATE CRITICAL BUILDINGS TOWARDS AREAS AT HIGH ELEVATION.

RELOCATE CRITICAL INFRASTRUCTURE AWAY FROM SHORELINE.

Figure 65. Flood resilience and adaptation measures

PROTECTION: WHAT ARE “CODE-PLUS” TECHNIQUES?



Code-plus techniques help fortify housing in areas prone to natural disasters such as hurricanes, floods, and wind- and snow-storms. Some examples include wind-and fire-resistant roofing, hurricane straps, impact and pressure resistant doors and windows, secure foundation, landscaping to reduce flood vulnerability.

PROTECTION: ELEVATING STRUCTURES

Depending on the type of construction, the cost to elevate a home 6 feet is between \$58-78 per square foot according to the FEMA Hazard Mitigation Elevation Cost Guide.



GOALS, POLICIES AND ACTIONS

GOAL 1:

PROMOTE RESILIENCE AND ADAPTATION TO NATURAL HAZARDS AND A CHANGING CLIMATE TO PROTECT LIVES, INFRASTRUCTURE, RESOURCES, AND PROPERTY

POLICIES AND ACTIONS:

7.1 Ensure existing property and business owners are aware of their exposure and risk to coastal hazards and support efforts to improve resiliency.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
★	7.1.a	Notify property owners within the Special Flood Hazard Area (SFHA) of their exposure to projected sea level rise scenarios.	Building Official, Planning Dept	1 to 3 years	Staff time
★	7.1.b	Create more resilient housing stock through “code-plus” techniques that go above and beyond local building codes to reduce damage and debris from structures during a storm or flooding event.	Building Official	1 to 3 years	Staff time

7.2 Avoid or minimize the exposure of future development to natural hazards and climate change.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
★	7.2.a	Evaluate vacant properties within the SFHA and identify opportunities to acquire, purchase, or establish perpetual conservation easements on these parcels.	Town Council	1 to 3 years	Staff time, RIEMA, RIDEM
	7.2.b	Assess feasibility of structuring Purchase Development Rights (PDR) program specific to the SFHA to reduce density in the potential impacted areas of town.	Planning Department	7 to 10 years	RIDEM, RIEMA, Town Budget, Staff time
	7.2.c	Define areas impacted by sea level rise and other flood events for protection, accommodation, preservation, and managed retreat.	Planning Department	7 to 10 years	RIDEM, CRMC, RIEMA, Staff time

CRMC=Coastal Resources Management Council, RIEMA=Rhode Island Emergency Management Agency, RIDEM=Rhode Island Dept of Environmental Management, URI CRC=University of Rhode Island Coastal Resources Center

7.3 Consider natural hazards and potential climate change impacts in all long-range planning and critical public facilities and infrastructure projects.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
★	7.3.a	Create a database of municipal properties and structures within the SFHA or projected sea level rise areas and record of flood impacts.	Building Official	1 to 3 years	Staff time
★	7.3.b	Request RIDOT conduct a feasibility study to identify strategies to protect evacuation routes and state roadways from storm damage and projected sea level rise inundation. Evaluate the necessity and feasibility of elevating low points along evacuation routes.	RIDOT, DPW	1 to 3 years	RIDOT, Staff time
★	7.3.c	Prioritize public facility improvements that are necessary for increased resiliency on the town Capital Improvement Program and roads currently and potentially impacted by a sea level rise or coastal flooding for inclusion on the state Transportation Improvement Program (TIP) and town Capital Improvement Program.	RIDOT, DPW	1 to 3 years	Staff time
	7.3.d	Restrict development of new roads in areas exposed to coastal flooding and sea level rise scenarios.	DPW, RIDOT, Planning Commission	7 to 10 years	Staff time
	7.3.e	Update and continue to implement the town's Hazard Mitigation Plan with regard to town-owned transportation infrastructure.	Planning Dept, DPW	7 to 10 years	Staff time, RIEMA

RIDOT=Rhode Island Department of Transportation, DPW=Department of Public Works, RIEMA=Rhode Island Emergency Management Agency,

7.4 Protect and preserve natural resources to promote resilience and adaptation to natural hazards and climate change.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
★	7.4.a	Preserve open space in existing salt marsh complexes, floodplain, and in areas exposed to coastal hazards, sea level rise projections and salt marsh migration.	Town Council	1 to 3 years	RIDEM, CRMC, Staff time
	7.4.b	Establish a process and financial incentives for property owners to define conservation easements on their properties to protect areas projected to be inundated by sea level rise or salt marsh migration.	Planning Department	7 to 10 years	RIDEM, CRMC, NK Land Conservancy, Narrow River Land Trust

7.5 Protect and preserve important historic and cultural resources from natural hazards and climate change.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
★	7.5.a	Create a database of parcels within the historic districts, the Special Flood Hazard Areas (SFHA), and within the projected sea level rise areas to monitor impacts to these areas and coordinate with property owners on potential strategies to protect historic assets.	Building Official	1 to 3 years	RIEMA, Staff time, RIHPHC, property owners
★	7.5.b	Coordinate with the State Historic Preservation Officer and the local Historic District Commission to provide resources and design guidelines for historic home owners within historic districts who may desire to flood-proof their property or structure.	Historic District Commission (HDC), RI Historic Preservation and Heritage Commission (RIHPHC), Building Official	3 to 5 years	Staff time, RIHPHC
	7.5.c	Establish financial incentives for owners of historic properties who voluntarily invest in adaptation strategies to flood-proof or otherwise protect vulnerable assets, such as low-interest loans or historic preservation grants.	Historic District Commission (HDC), RI Historic Preservation and Heritage Commission (RIHPHC), Building Official	7 to 10 years	Staff time, Town budget, RIHPHC, CRMC

CRMC=Coastal Resources Management Council, RIEMA=RI Emergency Management Agency, RIDEM=RI Dept of Environmental Management



A FORWARD-THINKING TOWN

A plan for LAND USE

ELEMENT
8

VISION

We are a **forward-thinking** town that values balanced growth and resource conservation to maintain our town character and enhance our quality of life.

North Kingstown will manage growth in a way that balances development, resilience and natural resource protection to maintain a high quality of life and ensure the town's character is preserved.

GOALS

1. Preserve town character and focus growth in existing and designated growth areas that: limit the need for new infrastructure; remove blight; preserve town character; preserve open space; provide access to jobs, housing, services and transportation
2. Promote sustainable patterns of development that support walkable neighborhoods, thriving commercial areas, job growth, and access to natural assets

OVERVIEW OF KEY ISSUES

Land use and development

North Kingstown's character and historic heritage is recognized and valued by its residents and the town is committed to preserving and protecting its historic character and sensitive natural lands. The town is composed of a mixture of preserved farmland and open space, recent residential, commercial and industrial development, and village centers that have evolved from the small crossroads settlements of the eighteenth century [see Figure 66].

The pace of residential and commercial development has leveled off since the last Comprehensive Plan in 2008, however new development in recent years has been focused on the major highways, Post Road, and the area of Routes 2, 102, and 4.

Redevelopment is anticipated to increase in the future and designating growth areas is an important mechanism for concentrating development in areas where infrastructure is in place and strengthening existing commercial centers.

Wickford Village is the historic center of town, however it is found that blighted and substandard conditions exist at the Town-owned property formerly used as Wickford Elementary School, which is bound by Phillips Street to the south, Boone Street to the west, Academy Cove and the North Kingstown Free Library to the north, and a parcel owned by Narragansett Electric Company to the east.

North Kingstown's future development capacity will be reached in the next 50 years

Full build out of the town based on existing zoning and historic trends is anticipated to be **1,757 new units** over the next **50 years**.

The projected future population at anticipated build out is approximately **31,500 to 32,500**, an increase of approximately **5,000** people from 2015 estimates.¹

¹ Based on average 2% population growth since 1990 and historic residential development trends since 2000.

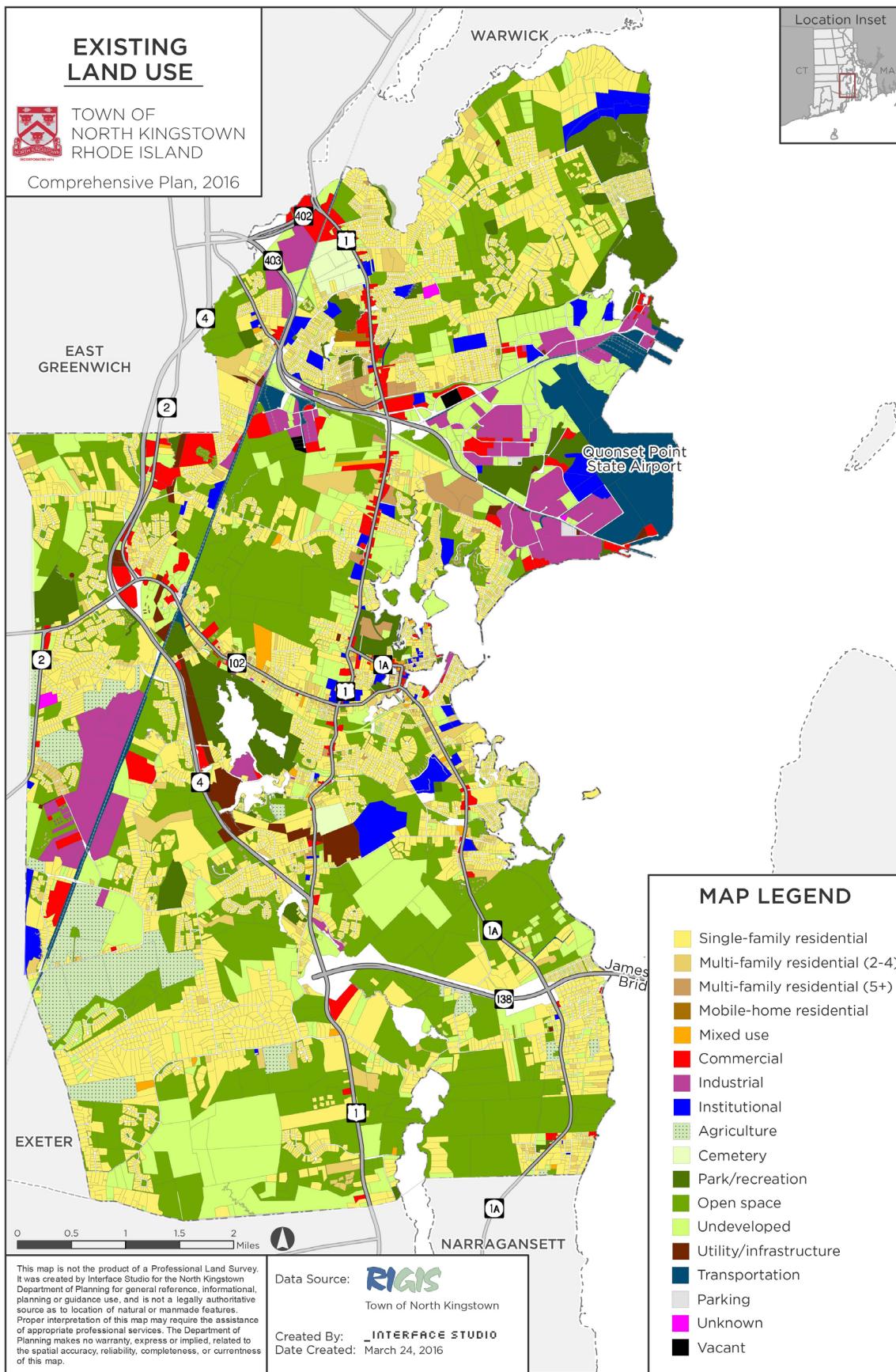


Figure 66. Existing land use map

State of Rhode Island Land Use Planning Initiatives

Adopted in April 2006, Land Use 2025: Rhode Island's State Land Use Policies and Plan is the most recent look at Rhode Island's historic land use patterns and possible future development areas. Land Use 2025 examines trends, analyzes projections, and makes recommendations regarding future use of the State's land and resources. The document's major concepts include: sustaining the urban/rural distinction with GIS mapping that designates urban growth boundaries; statewide systems of green space, community design and infrastructure; and land capability and suitability analysis. North Kingstown's future land use should be guided by the goals and objectives outlined by the Rhode Island Statewide Planning Program, because the plan outlines a positive process for influencing state investments that support good planning.

A key element of Land Use 2025 is the Future Land Use Map, which illustrates the desired patterns of Rhode Island's future development and conservation. The map proposes retaining the distinction between Rhode Island's urban and rural areas. The areas within the state-defined urban services boundary (USB) are identified as optimal areas for accommodating the majority of the state's development needs through 2025. In North Kingstown, any areas identified outside of the USB that are proposed for village development, such as the Rural Gateway, shall take into consideration the previous zoning on the parcel, and the ability to concentrate growth into a compact area, through zoning tools such as the Compact Village Development District.

Most of the land identified outside of the USB is better suited for conservation. The town may study and analyze the growth patterns of areas outside of the USB, and after careful consideration of the existing zoning, may propose alternative styles of development to preserve the character of the surrounding areas. In North Kingstown, the USB covers most land east of Routes 1 and 4. Land to the west of these highways is identified as better suited for conservation, low density development, or targeted development in areas where commercial or industrial zoning currently exists.

The goal of the "Transfer of Development Rights and Identification of Village Centers" study, a project funded in part by the RI Statewide Planning Program, was to assess the capacity of selected areas in North Kingstown to participate in the recently established and state-promoted transfer of development rights (TDR) program as "receiving areas." In 2010, eight

potential areas were screened at the first stage and schematic design and ordinance revisions for a subset of the villages were part of the second stage.

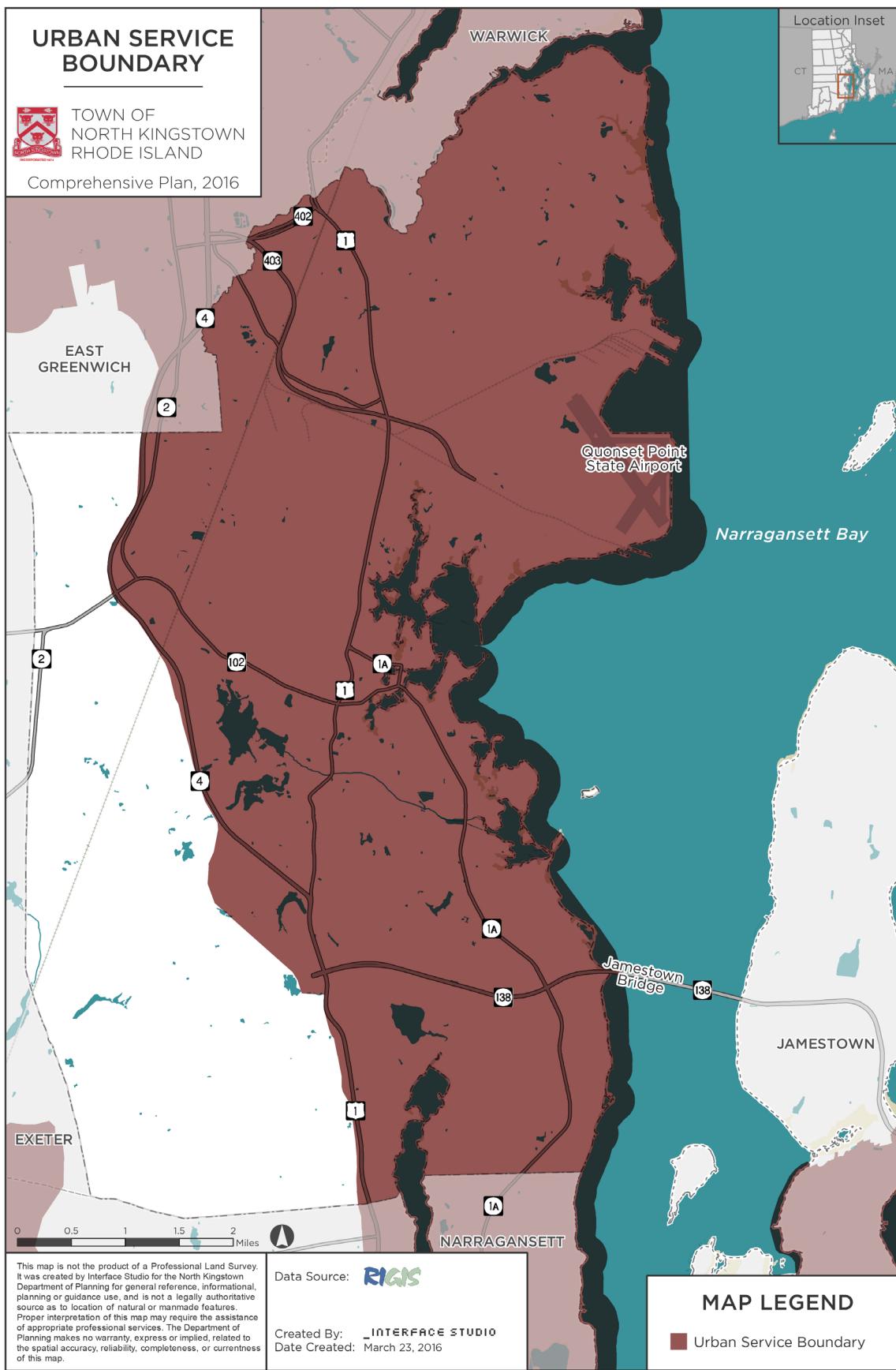


Figure 67. Urban services boundary map

Existing zoning districts

North Kingstown's existing zoning districts are described below and illustrated in the map that follows - see Figure 68:

RESIDENTIAL DISTRICTS

Sec. 21-34. - Very low density rural/VLDR 200.

The very low density rural residential district is established for areas of the community where a very low density of development is expected or anticipated. This district includes areas with environmental resources such as habitat areas, wetlands and aquifer areas; areas where public water is not available or not anticipated; or areas where a transportation network is undeveloped and unlikely to develop based on environmental constraints such as wetland complexes and rivers and streams. The district is intended to protect the rural character of portions of the community and minimize the costs associated with the expansion of infrastructure.

Sec. 21-35. - Low density rural/LDR120.

The low density rural residential district is intended to ensure very low density development to protect sensitive environmental areas, such as groundwater reservoir areas, or where public water is not available and is not anticipated and where the area relies on individual septic disposal systems, or where the transportation network is undeveloped.

Sec. 21-36. - Rural/RR80.

The rural residential district is intended for low density residential development in sensitive environmental areas of the town, such as groundwater overlay districts, and areas which rely on individual septic disposal systems for sewerage disposal.

Sec. 21-37. - Pojac Point.

(a) The Pojac Point residential district is that geographical area located within the boundaries of the Pojac Point Fire District as established by the general assembly in Public Laws of 1950, ch. 2506, § 1, with the exception of lot 12 on assessor's plat 172. This residential district is established to protect the rural landscape, conserve natural resources and promote low-density growth because of the absence of public roads within the district.

Sec. 21-38. - Neighborhood/NR40.

The neighborhood residential district is established to promote moderate density residential growth in areas with natural limitations for development or which have town water service but no public sanitary sewers.

Sec. 21-39. - Village/VR20.

The village residential district is established to protect and promote the convenience and character of compact village settlements, designed to complement the natural features of the land. The village residential district is also intended for areas that have town water service, that are generally located close to major circulation facilities and commercial and/or industrial uses and that have direct access to town services and facilities.

Sec. 21-40. - Multifamily.

(a) A multifamily residential district is intended to promote the orderly development of multifamily dwellings in appropriate locations and to promote suitable placement of buildings and related facilities in relation to the site and surrounding areas. It is further intended to require adequate open space, living space and recreation areas; to avoid overcrowding of land; to encourage good design, avoid overburdening town services and facilities; and to ensure compatibility of multifamily dwellings with the immediate neighborhood and with the natural environment.

PLANNED VILLAGE DISTRICT

Sec. 21-61. - Purpose.

The planned village district is established to encourage development of harmonious, efficient and environmentally sound neighborhoods by promoting variety in land use, residential density and site design through the grouping or other configuration of buildings and preservation of unique features of the site; it may include compatible residential and recreation uses. It shall be serviced by an approved central sewer facility and public water.

CORPORATE COMPOUND

Sec. 21-481 - Corporate Compound

The corporate compound district is established for the purpose of allowing corporate headquarters to locate within areas of the town in which this activity will be compatible with surrounding uses. In residential areas, the corporate compound shall be allowed where it can conform with the rural character of the existing area and where it will preserve open space.

BUSINESS DISTRICTS

Sec. 21-87. - Neighborhood business district.

(a) The purpose and intent of the neighborhood business district is to encourage the continued growth and vitality of town villages. Development in

this district should meet the following objectives:

- (1) Provide areas within and adjacent to residential neighborhoods where groups of businesses may be located to:
 - a. Serve the frequent commercial and service needs of residents within convenient traveling distances.
 - b. Serve as a transitional zone between more intensive business areas and residential neighborhoods.
 - c. Provide a district for business activities which do not generate the traffic, noise, glare or large parking areas associated with large-scale business uses.
- (2) Encourage traditional development design and mixed use development appropriate to village centers.
- (3) Serve the traffic-carrying capacity of the town's road system by concentrating certain uses within village centers, thereby reducing the overall traffic burden.
- (4) Preserve the residential, rural, agricultural and historic characteristics of the community by encouraging new development to its village centers.
- (5) Strengthen the role of the neighborhood as a support for the village retail center and in turn to keep each village center to a scale that services its neighborhood without an undue dependence on automobile-borne customers.
- (6) Provide for a visual center for each village.
- (7) Promote unified physical, visual and spatial characteristics that are compatible with each village's traditional development pattern.

Sec. 21-88. - Waterfront business district.

The purpose of the waterfront business district is to provide a location for maritime-related activities and recreational uses of the waterfront in an attractive environment which supports the historic character of the town and the traditional values associated with a working waterfront. The intent is to provide for water-related business without adversely impacting adjacent residential areas and the public enjoyment of the waterfront by preservation of views, continuance of existing public access areas and creation of new public access areas where appropriate.

Sec. 21-89. - General business district.

(a) The general business district is created to provide areas for intensive commercial activities that primarily depend upon a great volume of vehicular traffic and serve the daily shopping needs of the community.

Sec. 21-90. - Heavy business district.

(a) The heavy business district is established to provide areas for intensive business activities, the merchandise and operations of which generally require outdoor storage and

Sec. 21-91. - Planned business district.

(a) The purpose and intent of the planned business district is to:

- (1) Encourage the master planning of commercial development to ensure compatibility with the purposes, objectives and intent of the comprehensive plan.
- (2) Provide flexibility in the use and design of commercial property.
- (3) Provide development that is appropriate for the site, the surrounding areas and the ability of the town to support such development.

Sec. 21-92. - Institutional/office district.

The purpose of the institutional/office zoning district is to provide opportunity for the location of governmental, business and professional offices; research facilities; institutional uses; and support services. These types of areas are intended to also serve as a transition from more intense to less intense uses.

Sec. 21-93. - Wickford Village Center district.

(a) The purpose of this zoning district is to encourage small-scale business and residential uses consistent with the historic and pedestrian-scale characteristics that exist and are desired to be retained and which are unique to Wickford Village.

Sec. 21-94. - Post Road district.

(a) The Post Road district (PR) is established as a mixed use, economic development center. Because of the available infrastructure within the district, development shall be designed to provide a mix of commercial and residential uses at higher densities than what is permitted in most of the other zoning districts in the town. Density bonuses shall be made available to encourage environmentally friendly and pedestrian-oriented site design practices and the incorporation of affordable housing into mixed use environments. Better site design practices and two-story buildings are encouraged in the district to facilitate the development of pedestrian friendly environments, to leverage environmental improvements, to increase property values, to promote commercial development, and to improve the general aesthetic appeal of the area.

Sec. 21-95. - Compact village development (CVD).

The intent of the compact village development provisions is to create opportunities for land development projects consistent with the CVD ordinance and to create or reinforce the character and function of village centers through compact arrangement of residential and nonresidential uses which are well related to community needs.

Sec. 21-96. - Wickford Junction district.

(a) The Wickford Junction (WJ) district is established as a mixed use, transit-oriented, economic development center. Because of the available transit infrastructure within and around the district, development shall be designed to provide a mix of commercial and residential uses at higher densities than what is permitted in most of the other zoning districts in the town. Density bonuses shall be made available through transfer of development rights and/or nutrient loading offsets to encourage environmentally friendly and bicycle and pedestrian-oriented site design practices and the incorporation of diverse housing types into mixed use environments. Better site design practices shall be encouraged in the district to facilitate the development of pedestrian friendly environments, to leverage environmental improvements, to increase property values, to promote commercial development, and to improve the general aesthetic appeal of the area.

Sec. 21-100. - Quonset Business Park district.

(b) The QBP district is established as a mixed use center for economic activity, which may be supported by residential use and recreational opportunities. Due to the presence of significant infrastructure including access highways, a general aviation and military airport, a wastewater treatment facility, freight rail, a working waterfront, and public water supply, the QBP district is uniquely suited to accommodate a high density mix of uses. These uses will potentially include standard commercial (retail/office), light and heavy industry, open space and recreation, water-dependent use, freight transport, energy generation, and transit-oriented development. It is the intent of this district to facilitate the development of these uses through a unique relationship between the town and QDC. The QBP is a performance-based development district that will focus on facilitating economic development that recognizes, is protective of, and is consistent with the overall community planning objectives of the town.

INDUSTRIAL ZONING DISTRICTS

Sec. 21-110. - General requirements; permitted and prohibited uses.

(a) Property and buildings to be used for industrial purposes shall be so designed and laid out as to minimize disturbance to adjacent property by such features as buffer fences, planting, suitably located points of traffic ingress and egress, and areas for loading and parking. It is the intent of this section to also provide the necessary protection for industry from other neighboring uses and to provide assurances of continued legal operation to industrial uses. The primary vehicle used to achieve these goals will be the establishment and use of performance standards.

Sec. 21-111. - Light industrial district.

(a) The purpose of the light industrial district is to provide opportunities for industrial uses which are of a less intensive nature than those allowed in the general industrial district. It is also intended to provide for industrial areas in groundwater recharge overlay or wellhead protection overlay districts or areas where sanitary sewers are not available. These types of areas are intended to serve as a transition from more intensive to less intensive uses.

(b) Performance standards. In the light industrial zone, the standards in this subsection will be applied .

Sec. 21-112. - General industrial district.

(a) The purpose of the general industrial district is to provide opportunities for a wide range of industrial activities. The intent is to concentrate industrial activities in areas where minimal infringement upon the character of established residential areas will result and where.

Sec. 21-113. - Waterfront industrial district.

(a) The purpose of the waterfront industrial zoning district is to provide opportunity for marine-related and marine-dependent industries which require deepwater facilities.

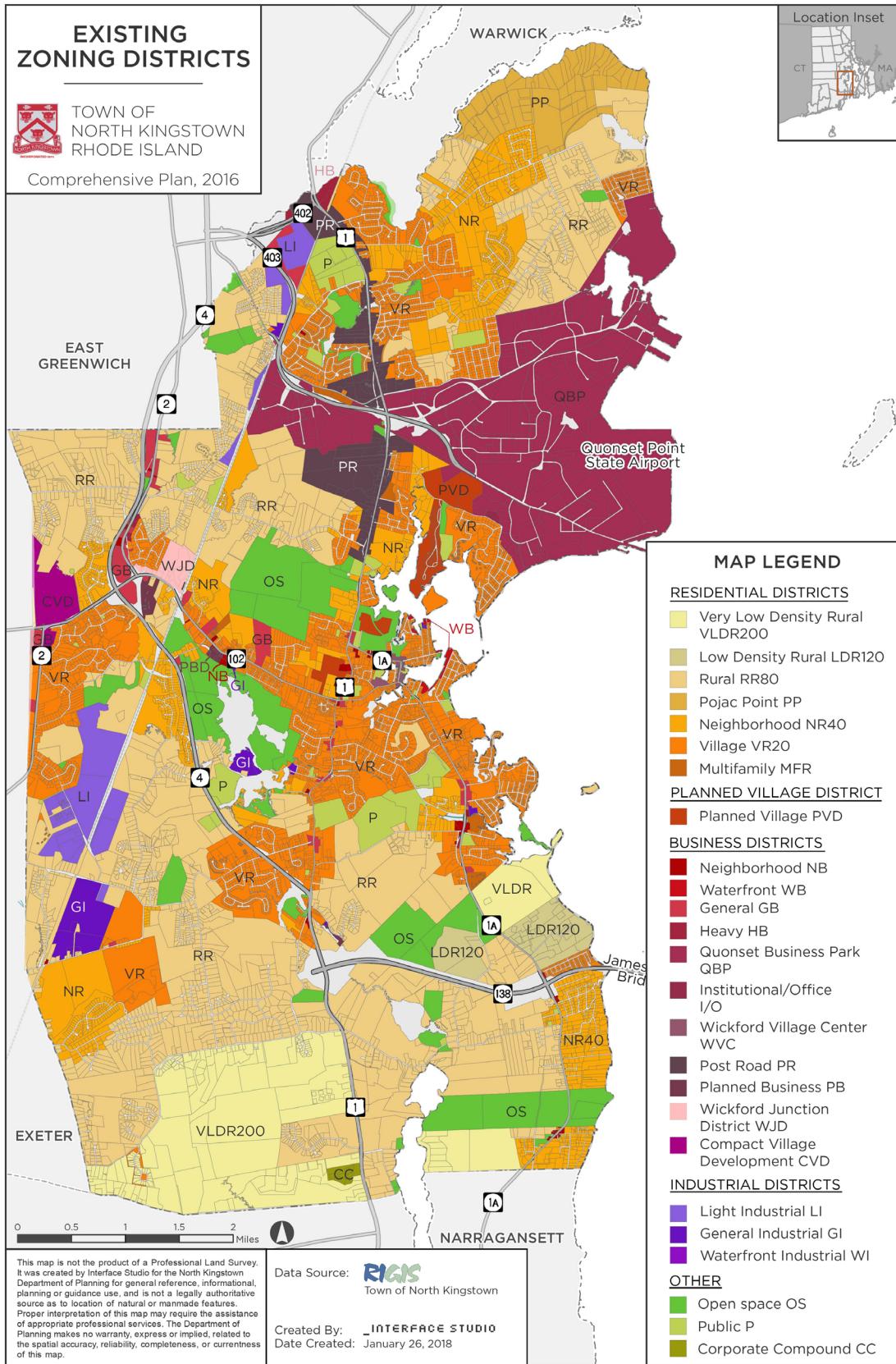
OPEN SPACE AND PUBLIC

Sec. 21-160 - Open Space

The open space district is designed for all lands which shall be dedicated to open space, recreation or conservation.

Sec. 21-161 - Public

The public district is designed for all lands which are dedicated to public uses, such as federal, state and municipal facilities; cemeteries; schools; and other public buildings.



CORPORATE COMPOUND

This map illustrates North Kingstown's existing zoning districts.

Figure 68. Existing zoning districts map

Future land use

The future land use designations along the borders of North Kingstown are generally consistent with the land use designations of the towns of East Greenwich, Narragansett, Exeter, Warwick and South Kingstown. There is one small area of South Kingstown where there is an inconsistency. The future land use designation along the western side of Tower Hill Road/Route 1 in North Kingstown is very low density residential (VLDR). The future land use designation in South Kingstown is neighborhood commercial. The parcel in North Kingstown is zoned very low density residential and currently vacant. A portion has been used as a nursery in the recent past. The property in South Kingstown is zoned neighborhood commercial and currently used as a car dealership. The Town of North Kingstown is proposing to maintain the current residential land use designation as part of this re-write. This designation is consistent with the surrounding uses and other land use designations in the area. The future land uses are described below and illustrated in the map that follows - Figure 69. The protected land shown on the FLUM includes town or state owned land, land protected by the purchase of easement or development rights, land owned by conservation organizations or land protected through the use of residential cluster, compound or conservation design subdivisions.

RESIDENTIAL LAND USES

Very Low Density Residential (VLDR)

Very Low Density Residential uses permit one dwelling unit per 120,000 to 200,000 square feet of lot area, or approximately 3 to 5 acres. This designation reflects natural and environmental constraints in the Town, as well as areas that lack infrastructure. VLDR uses are also designed for use at Pojac Point, where the existing zoning classification requires 5-acre minimum lots.

Low Density Residential (LDR)

Low Density Residential uses permit one dwelling unit per 80,000 to 120,000 square feet of lot area, or approximately 2 to 3 acres. This range of density is also used for environmentally sensitive areas and areas that rely on OWTS units for wastewater disposal.

Medium Density Residential (MDR)

Medium Density Residential uses permit one dwelling unit per 40,000 to 80,000 square feet of lot area, or approximately 1 to 2 acres. These areas generally include residential subdivisions that have been approved since the 1950s. This designation is

predominant in the northern section of town.

High Density Residential (HDR)

High Density Residential uses permit one dwelling unit per 20,000 to 40,000 square feet of lot area, or approximately 0.5 to 1 acre. Most HDR areas consist of older Village Centers, former summer communities and former Navy or mill housing. HDR areas are connected to Town water service and are generally located close to major circulation facilities and commercial uses. Some HDR areas are on sewers that are connected to the Quonset Business Park Wastewater Treatment Facility. HDR areas include Wickford, Wickford Point, Plum Beach/Point, Davisville, Lafayette, and a number of neighborhoods off of Post Road.

INDUSTRIAL LAND USES

Light Industrial (LI)

The emphasis of the Light Industrial designation is for the development of businesses that do not draw additional retail traffic. This designation includes uses, such as research and development facilities, industrial mini-warehouses, skilled trade businesses, warehouses, "clean" industry, and light manufacturing. It is also intended for industrial sites immediately adjacent to residential neighborhoods as well as near environmentally sensitive areas.

General Industrial (GI)

The General Industrial designation is for areas serviced by sewers and good transportation access. Uses in this designation include manufacturing, fabrication, assembly, processing, trucking, warehousing and distribution.

Waterfront Industrial (WI)

Waterfront Industrial area designations are located within the Quonset Business Park and support water dependent industrial activities.

COMMERCIAL LAND USES

Commercial (COM)

The Commercial designation is intended for intensive commercial activities relating to the daily needs of North Kingstown residents. Typical Commercial areas include supermarkets, drugstores, restaurants, and other convenience goods. Retail development, including shopping centers, restaurants, and the like that serve the needs of North Kingstown residents. Commercial developments along Post Road are examples of this land use designation.

Neighborhood Commercial (NC)

The Neighborhood Commercial designation is to allow a mix of uses in the village center areas of

town. The businesses in this designation serve the needs of neighborhood residents. Small village scale business along Boston Neck Road and Tower Hill Road are examples of this land use designation.

Waterfront Commercial (WC)

Waterfront Commercial areas are established for businesses catering to marine activities and for small business operations. Examples of Waterfront Commercial include boatyards, fish or shellfish establishments, marine oriented recreational clubs for boating and swimming, and areas that construct or store boats.

OTHER DESIGNATIONS

High Density Mixed Use (HDMU)

The High Density Mixed Use designation is to provide a mix of commercial and residential uses at higher densities than what is permitted in most other areas of Town. Better site design practices shall be encouraged to facilitate the development of pedestrian friendly environments, to leverage environmental improvements, to increase property values, to promote commercial development, and to improve the general aesthetic appeal of the area. The primary area for High Density Mixed Use is along the Post Road Corridor.

Quonset Mixed Use (QMU)

The Quonset Mixed Use designation is for the development of commercial office, small-scale retail, hotel, and high-density residential housing in certain areas of the Quonset Business Park. Areas under this classification are located in the Gateway parcels, Davisville Waterfront, West Davisville, Kiefer Park and by the Airport.

Open Space (OS)

The Open Space designation identifies public and private land identified for conservation or recreational use. Open Space includes parks, golf courses, beaches, conservation areas, preserves and buffers around wetlands, streams and coastal features. Open Space in North Kingstown includes several large expanses of undeveloped land, such as Cocomscussoc State Park, Rome Point, and Casey Farm.

Institutions (IN)

Uses include federal, state, and town buildings, community facilities, schools, religious institutions and cemeteries.

Airport (AIR)

The Airport land use designation identifies the area dedicated to the Quonset State Airport. This area is

designed for the landing and taking off of aircraft and is to be utilized in the interest of the public for those purposes.

Rural Gateway (RG)

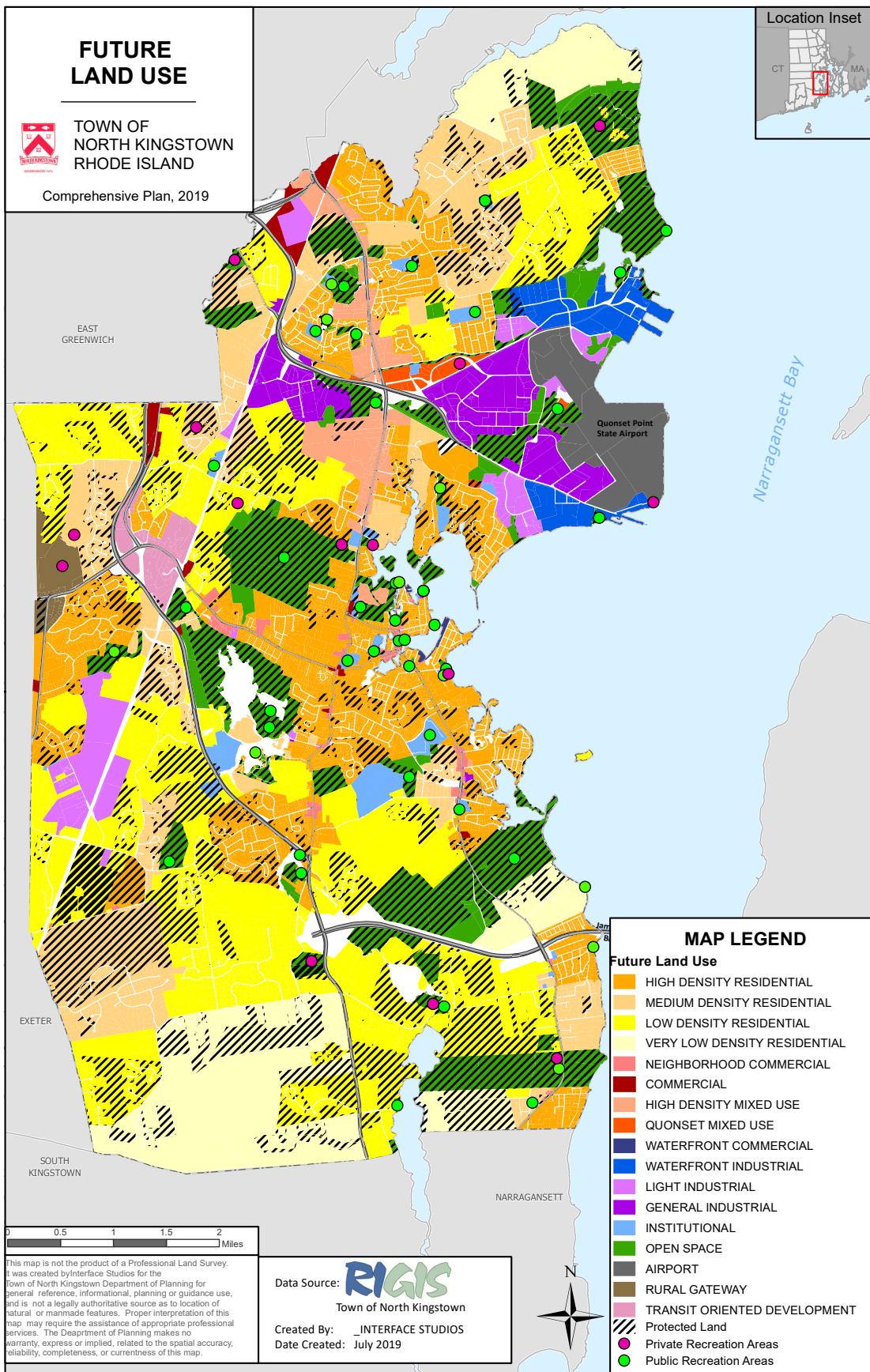
This area includes parcels surrounding the intersection of Routes 2 and 102 due west of Route 4. This area can face pressure to develop in the form of large lots, which while assisting to attenuate nutrients that might otherwise affect the environment and water supply, can consume extensive areas of land and negatively impact the character of an area. Development in this area shall be controlled through nutrient loading and bedrooms per acre, equivalent to approximately one dwelling per two acres. The majority of this area is classified as non urban developed area in Land Use 2025 and can include commercial, mixed use, and supporting land uses. A portion of this area is categorized as “conservation/limited development” land which should focus on low intensity/low impact uses compatible with resource value protection. The land use goal of this area is to allow for a mix of planned commercial, residential, and agricultural uses that effectively transition from the more intense retail/transit oriented development east of Route 4 to the rural landscapes north, south and west of the intersection. In order to protect the adjacent residential neighborhoods and overall rural character, tools and techniques appropriate to this area which focus on the minimization of resource impacts and the conservation of open land may include Compact Village Development, Transfer of Development Rights, Conservation Development, purchase of development rights, special provisions for agricultural operations, and the application of strict design standards. Expanding these boundaries to convert additional residential land use designations outside the existing boundaries to commercial shall not be eligible within this designation.

Transit Oriented Development (TOD)

The TOD designation is established to facilitate the development of a mixed use, transit-oriented, economic development center. Because of the available transit infrastructure within and around this area, development shall be designed to provide a mix of commercial and residential uses at higher densities than what is permitted in most of the other zoning districts in the town. Better site design practices shall be encouraged in the district to facilitate the development of pedestrian friendly environments, to leverage environmental improvements, to increase property values, to promote commercial development, and to improve the general aesthetic appeal of the area.

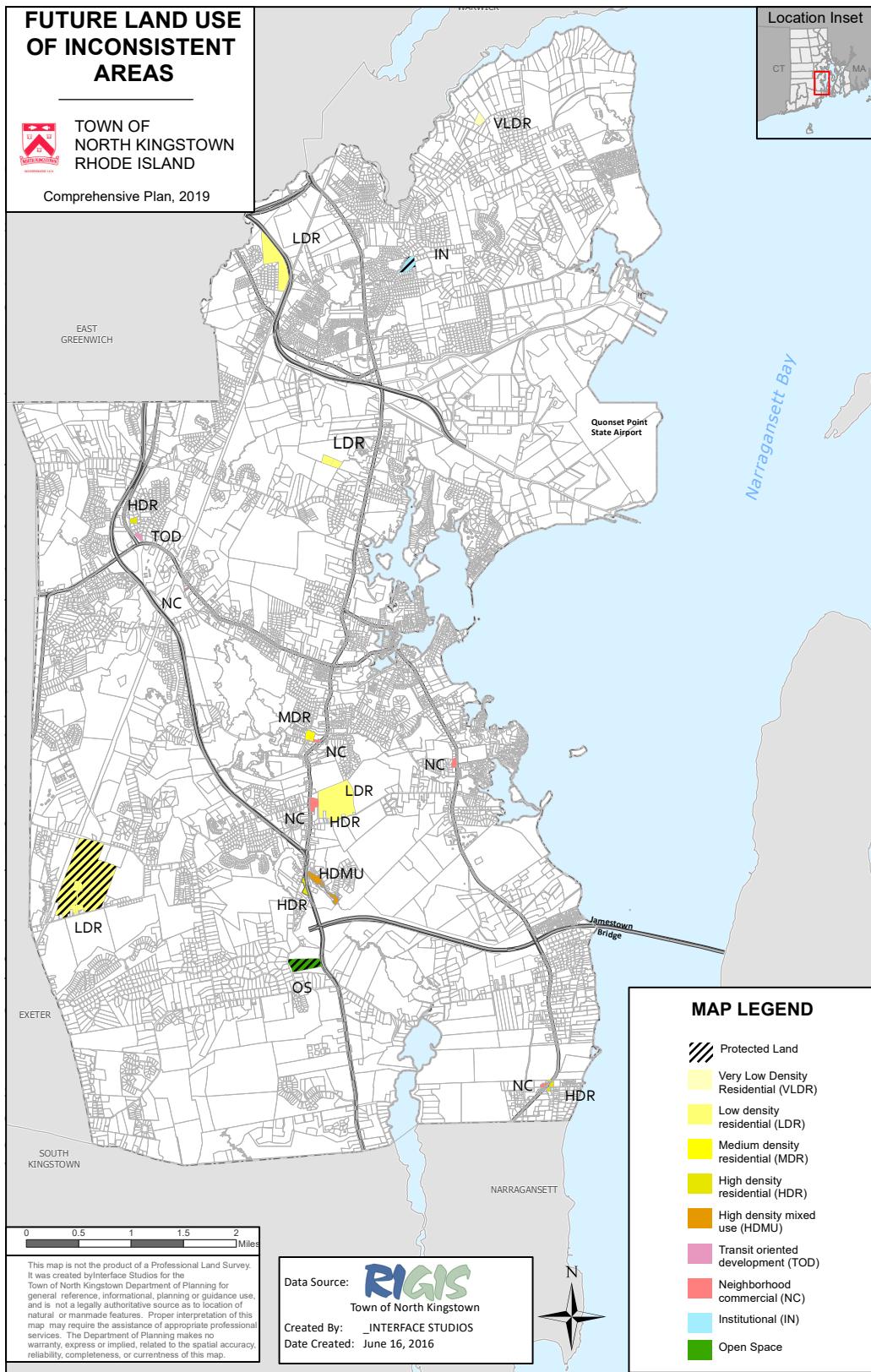
Figure 70, Future Land Use of Inconsistent Areas, identifies a number of discrepancies between the FLUM and the existing zoning districts.

Plat	Lot	Existing Zoning	Land Use	Future Zoning	Location	Purpose of Change
158	13	OS	IN	P	Lynn Drive	Existing school parcel. Public designation allows schools and is appropriate and consistent with FLUM.
172	13	PPR	VLDR	RR	Forge Road (Pojac Point)	Not part of the original development of the Pojac Point Residential district. Rural residential designation allows single family dwellings and is consistent with adjacent parcels.
153	2	LI	LDR	RR	Off Firwood Drive.	Vacant land surrounded by and accessed via residential land uses. Route 403 divided parcel from other industrially designated land.
154	5	LI	LDR	RR	Off Firwood Drive.	Vacant land surrounded by and accessed via residential land uses. Route 403 divided parcel from other industrially designated land.
135	14	PR	LDR	RR	Off Post & Sedgefield Roads	Vacant lot with no frontage on Post Road. Land locked and surrounded by residential uses.
135	15	PR	LDR	RR	Off Post & Sedgefield Roads	Vacant lot with no frontage on Post Road. Land locked and surrounded by residential uses.
112	70	VR/GB	HDR	VR	Scrabbletown Road	Currently split-zoned. Residential land use existing. Residential zoning allows existing single family use.
112	19	VR/GB	HDR	VR	Scrabbletown Road	Currently split-zoned. Residential land use existing. Residential zoning allows existing single family use.
112	5	WJ/VR	TOD	WJD	Scrabbletown Road	Currently split-zoned. Wickford Junction district allows existing commercial land use.
100	23	NB/VR	NC	NB	Ten Rod Rd	Currently split-zoned. Neighborhood business designation allows existing commercial land use.
85	101	VR	MDR	RR	Oak Hill Road	Town preparing to sell property. Rural residential zoning allows residential land use desired. Surrounded by residential land.
85	79	VR	MDR	RR	Oak Hill Road	Town-owned property. Town preparing to sell property. Residential land use desired.
85	76	P	MDR	RR	Oak Hill Road	Town-owned property. Town preparing to sell property. Residential land use desired.
85	78	P	MDR	RR	Oak Hill Road	Town-owned property. Town preparing to sell property. Residential land use desired.
85	97	P	MDR	RR	Oak Hill Road	Town-owned property. Town preparing to sell property. Residential land use desired.
85	77	P	MDR	RR	Oak Hill Road	Town-owned property. Town preparing to sell property. Residential land use desired.
85	80	VR	NC	GB	Tower Hill Road	Existing commercial parcel on Tower Hill Road. General business zoning allows existing commercial use.
69	14	NR	NC	GB	Boston Neck Road	Existing commercial property zoned for residential land use. General Business designation allows for existing commercial use.
71	3	GB/VR	NC	GB	Tower Hill Road	Existing state-owned land. Former car dealership. Allenton village.
71	4	GB/VR	NC	GB	Tower Hill Road	Existing commercial land use on Tower Hill Road.
71	11	RR/VR	LDR	VR/RR?	Tower Hill Road	Split zoned vacant land owned by Narragansett Electric.
49	13	NB/VR	HDR	VR	Tower Hill Road	Currently split-zoned. State-owned vacant land. Surrounded by residential land uses.
7	10	GI	HDMU	PBD	Shady Lea Road	Existing residential use on an industrial lot adjacent to Shady Lea Mill. Planned Business district allows for a mix of uses.
7	11	PBD/VR	HDMU	PBD	Shady Lea Road	Split zoned Shady Lea Mill property. Making all Planned Business District.
7	16	GI	HDMU	PBD	Shady Lea Road	Shady Lea Mill property. Residential use on an industrial parcel.
59	1	GI	LDR	RR	Exeter Road	Turf farm property. Town owns development rights. Residential designation allows for continued agricultural use.
59	4	GI	LDR	RR	Indian Corner Road	Residential use on industrial lot adjacent to turf farm. Residential zoning allows for existing single family use.
57	22	GI	LDR	RR	Indian Corner Road	Residential use on industrial lot adjacent to turf farm. Residential zoning allows for existing single family use.
57	23	GI	LDR	RR	Indian Corner Road	Turf farm property. Town owns development rights. Residential designation allows for continued agricultural use.
57	14	GI	LDR	RR	Indian Corner Road	Turf farm property. Town owns development rights. Residential designation allows for continued agricultural use.
57	20	GI	LDR	RR	Indian Corner Road	Turf farm property. Town owns development rights. Residential designation allows for continued agricultural use.
57	21	GI	LDR	RR	Indian Corner Road	Turf farm property. Town owns development rights. Residential designation allows for continued agricultural use.
35	3	RR	OS	OS	Pendar Road	Vacant land owned by Audubon Society of RI.
1	10	RR/NB	HDR	NR	Boston Neck Road	Existing Single Family Dwelling. Neighborhood residential zoning allows existing use.
1	13	RR/NB	NC	NB	Boston Neck Road	Existing residential use/former bed and breakfast. Saunderstown Village. Neighborhood business allows mix of uses.
1	14	RR/NB	NC	NB	Boston Neck Road	Existing USPS. Saunderstown Village. Neighborhood Business allows mix of uses.
1	15	RR/NB	NC	NB	Boston Neck Road	Existing commercial use. Saunderstown Village. Neighborhood Business allows mix of uses.
1	30	NB/NR	HDR	NR	Boston Neck Road	Existing Single Family Dwelling. Neighborhood residential zoning allows existing use.
1	32	NB/NR	HDR	NR	Boston Neck Road	Existing Single Family Dwelling. Neighborhood residential zoning allows existing use.
1	33	NB/NR	HDR	NR	Boston Neck Road	Existing Single Family Dwelling. Neighborhood residential zoning allows existing use.



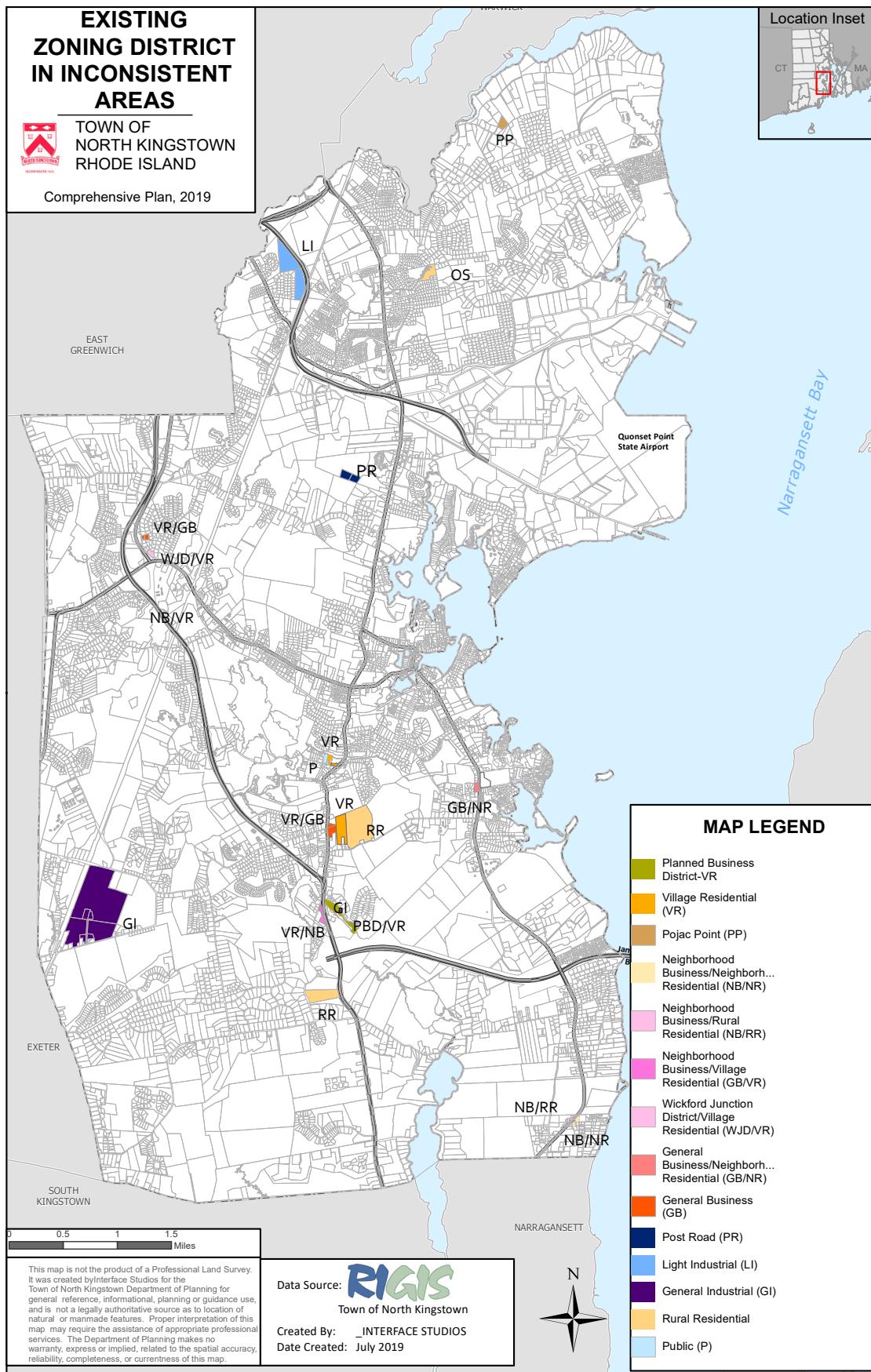
This map illustrates North Kingstown's future land uses.

Figure 69. Future land use map



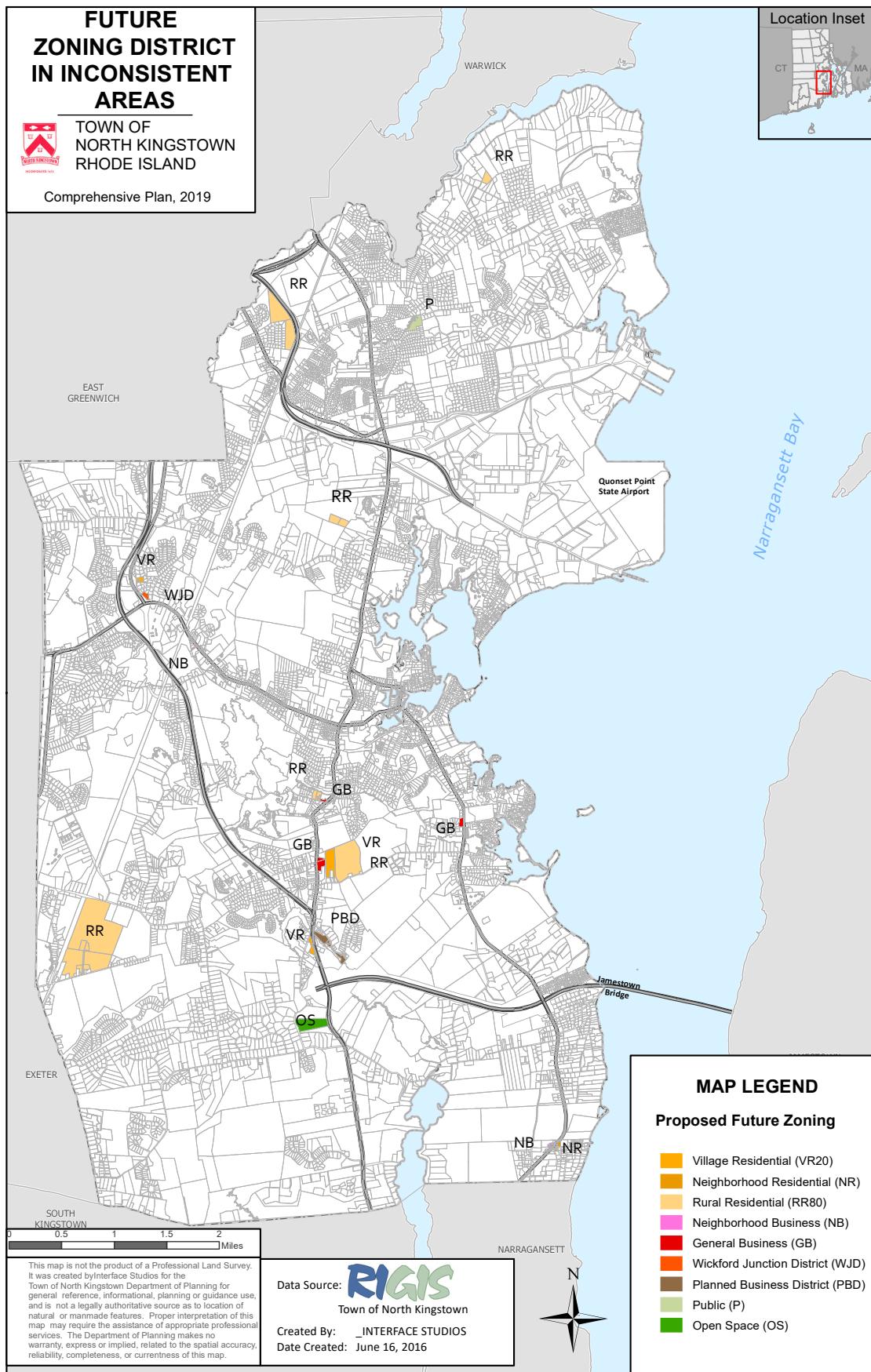
This map illustrates parcels with inconsistencies between existing zoning and future land use.

Figure 70. Future land use of inconsistent areas map



This map illustrates the existing zoning districts of inconsistent areas.

Figure 71. Existing zoning in inconsistent areas map



This map illustrates proposed zoning changes to address inconsistencies between existing zoning and future land use.

Figure 72. Future zoning changes map

Growth Centers

As North Kingstown continues to grow, open land, including agricultural land, will quickly be absorbed by development if preservation mechanisms are not in place. The plan designates two growth centers at Post Road and Wickford Junction with the intent of encouraging growth in existing commercial centers and limiting the need for new infrastructure [see Figure 73]. These centers are important commercial centers with existing infrastructure that include water, sewer, and transportation. Both of these centers have room to grow at a higher density and with a more diverse mix of uses than other existing built out neighborhoods. The boundaries of these designations are flexible in order to accommodate future market and transit opportunities.

Post Road

The emerging growth center at Post Road is located along Route 1/Post Road at the crossroads of several major transportation corridors and adjacent to the Quonset Business Park (QBP). Post Road is North Kingstown's major north/south artery and the leading commercial district, offering a wide array of goods and services. Post Road is characterized by auto-oriented, strip-style commercial development with parking in front of buildings, no or poor sidewalks, and relatively fast travel speeds. The mix of uses in the corridor consist of 24% service, 21% retail, 15% office, 15% restaurant, 9% car-related, 4% bank, 3% medical and 10% other (Interface Studios field survey, 2015). This area is located within the Urban Services Boundary as designated in the State Land Use Plan, Land Use 2025. This area relies on its access to the highway to draw customers from a regional market by automobile travel. Designating this area as a growth center will facilitate the development of the corridor as a mixed-use economic center of activity and help target future investments towards furthering that goal.

There are nearly 200 businesses located along the approximately 3.1 mile stretch of Post Road, the majority of which are small, independently owned service businesses. The installation of sewers in the southern segment of the corridor along with the passage of the Post Road zoning district has sparked the development of the area as a growth center. Housing development and accompanying retail uses, at higher densities, would not be feasible without the installation of sewers.

The corridor evolved in the sixties and seventies, largely providing commercial services to workers and Navy residents at the Quonset Point/Davisville facility. Development along the strip was largely unplanned in terms of access, drainage, and landscaping. Roadway improvements and recent

redevelopment and rehabilitation projects have occurred which have generally increased the attractiveness of the area.

The Town completed a market study in 2014 that analyzed the potential of the Post Road area. The area surrounding the Post Road corridor has many existing assets that help define it as a growth center for North Kingstown and surrounding towns. The corridor's location at the intersection of several significant transportation networks is one of the biggest assets to the area providing regional connectivity via automobile and bus to surrounding areas, making it easy to access by vehicle. The corridor also has municipal water service the entire length of the roadway as well as the sewer infrastructure in the southern portion of the area.



The corridor's proximity to the Quonset Business Park and the Gateway shopping plaza is also a significant asset as a growth center. The QBP is a key piece for the employment and business creation opportunities it presents. The QBP is the largest employment center for the town as well as the region and entire state. The QBP is host to many opportunities for employment including Electric Boat, Toray Plastics and NORAD. According to the master plan, QBP has over 200 companies providing employment for nearly 12,000 full and part-time workers (Quonset Draft Master Plan, 2019). Quonset's preliminary site preparation and a streamlining of the permitting process allows for development speed and consistency. Quonset offers employment growth, increased tax revenue, economic growth, and a public plan that preserves coastal resources. As Quonset continues to expand, there will be opportunity to provide housing, retail, and services that meet the demands of Quonset businesses. Growth at Quonset can be an economic driver for Post Road. (4WARD Planning, North Kingstown Community Market Study, 2014).

The corridor has the potential to provide walkable jobs as well. Approximately 4,700 people live within a 10-minute walk of Post Road. The town rezoned the area as Post Road District (PR) in order to facilitate the development of a mixed-use, economic development center.

The sewer infrastructure has led to a resurgence in residential construction. This has established new demands and is shaping new redevelopment opportunities for the area. The provision of additional commercial and service activity as well as the incorporation of new housing opportunities will directly support the success of the corridor. Providing multi-family rental housing units will attract a population that is likely to take advantage of the service and retail opportunities. There is vacant land available for development within and outside of the Post Road corridor. There is certainly capacity to absorb future growth. The development of vacant and underutilized properties at increased density, as well as the updating of aging public infrastructure and utilities will also be a focus. As part of the market study, the Improvement to Land Value Analysis identified more than 70 acres of underutilized land along the Post Road Corridor (4WARD Planning, North Kingstown Community Market Study, 2014).

Based upon the 2014 market study, there is a projected increase of approximately 5,500 primary jobs in the top ten industries from 2013 to 2020, within the 20-minute drive contour of Post Road - 2,600 of which are projected to require office space. There will be a need to develop new inventory, locally, to satisfy some of the projected near-term need (4WARD Planning, North Kingstown Community Market Study, 2014).

One priority public investment target would be to expand the opportunities for alternative transportation modes to and from the corridor. This would include increased bus access, making a bikeway connection between Quonset and Wickford and improving pedestrian access along the corridor. Transit connections are especially important to bring workers to jobs at Quonset. Another public investment priority would be to invest in the aesthetics of Post Road. This will complement the road diet and boost business. This could include the continuation and expansion of the Post Road Façade program discussed below.

The town should identify any areas, in municipally owned land, where they might be able to streamline permitting and provide development ready site(s). Potential developers and business owners want certainty and to be able to move quickly through the process.

The National Grid easement also represents a development constraint that will have to be addressed. The town and landowners will have to be adaptive to create value on properties impacted by the National Grid easement. The 75-foot-wide utility easement extending through the frontage of several properties along Post Road makes development of those properties difficult – especially to meet the town's design and land use requirements. A solution could include converting unusable land to recreation or open space, even if temporary (4WARD Planning, North Kingstown Community Market Study, 2014).

The possibility of extending sewers north on Post Road will be an investment priority regarding the future growth and development of the area. Sewers will provide an incentive for the desired mix of development. It will be a crucial catalyst for this area. Multifamily housing and the mix of retail uses, at a scale feasible for Post Road to thrive again, requires sewers for the northern segment on Post Road.

The Post Road corridor serves the needs of local residents as well as residents of our neighboring towns. The corridor includes a mix of small retailers and convenience stores, professional offices, restaurant, and personal services. Housing has been introduced at a higher density with the adoption of the Post Road zoning designation. Reynolds Farm is the largest development on Post Road currently under construction, consisting of 626 units comprising of senior housing, apartments, cottages, multi-family and single-family units.

As the growth at Quonset continues, the town can support that growth with workforce housing on Post Road. These additional employees will support the Post Road retail and service corridor (4WARD Planning, North Kingstown Community Market Study, 2014).

The provision of additional housing opportunities along the corridor is a focus for future development scenarios and the success of the corridor as a growth center. The town has designated this area as High Density Mixed-Use Development on the Future Land Use Map and the Post Road District (PR) as noted above. While there has been a recent resurgence of housing along the corridor, the area is ripe to accept additional multi-family housing.

According to the market study, there are also a number of indicators which are favorable to pro-

spective mixed-use development in and around Post Road.

- Relatively strong growth in non-family households suggests a demand for rental units.
- Rising share of upper-income households, particularly among households earning \$75,000 to \$100,000, likely contributes to an increase in discretionary spending, which already exceeds the national average, and bodes well for mixed-use development.
- A fast-growing segment of persons 55-years of age and older. As persons near retirement, greater consideration is given to downsizing one's residence while remaining close to family, friends and employment opportunities. This suggests a need for a greater stock of smaller housing units.
- A broad distribution of household income suggests new housing be provided at a variety of price points. (4WARD Planning, North Kingstown Community Market Study, 2014).

The town's current supply of rental housing is insufficient to meet this demand. There is a need for greater housing choice, specifically more smaller housing units. (4WARD Planning, North Kingstown Community Market Study, 2014). This type of housing in the Post Road area is well-positioned to benefit from existing and proposed transit service improvements, employment centers, and community amenities. North Kingstown will likely need to facilitate this type of investment, however, through appropriate incentives (either financial or regulatory) and adequate infrastructure (e.g., sewer and water). Post Road could also absorb a significant portion of the housing demand, (4WARD Planning, North Kingstown Community Market Study, 2014).

The town has a balanced approach to incentivizing growth within the area of Post Road while limiting growth outside the area. The PR zoning designation will incentive growth within the growth center of Post Road. Density bonuses shall be made available to encourage environmentally friendly and pedestrian-oriented site design practices and the incorporation of affordable housing into mixed use environments.

The addition of sewers, growth of businesses at Quonset as well as the new residential developments being constructed along the corridor are expected to drive future development patterns. The Road Diet and Post Road Façade Improvement Program, both discussed below, will also complement the road diet and boost business.

To balance the incentive side, North Kingstown also

has an active open space preservation program anchored by the outright purchase of land or the purchase of development rights of lands in the more environmentally sensitive and rural areas of town. This limits the growth that can occur outside areas of town where infrastructure and services already exist.

There are few anticipated impacts of natural hazards or climate change on the Post Road growth center. The hazard mitigation plan identifies areas with higher amounts of impervious surface and poor drainage as being more vulnerable to urban/stormwater flooding. Such areas in North Kingstown include Post Road. There are also several mobile homes located off of Post Road whose residents could potentially require assistance during a major storm event. The town's emergency operations center and police/fire station headquarters are also located in the southern segment of Post Road. Lastly, there is a small portion of Post Road near Cocomscussoc Way that is in the 'X' (0.2% annual chance) flood zone.

As noted above, the corridor is zoned as the Post Road District (PR). This district is established as a mixed use, economic development center. Development shall be designed to provide a mix of commercial and residential uses at higher densities than what is permitted. Density bonuses shall be made available to encourage environmentally friendly and pedestrian-oriented site design practices and the incorporation of affordable housing into mixed use environments.

Washington County is reportedly the most active office real estate market in the State of Rhode Island. The Post Road Corridor could capture up to 40,000 square feet. The existing vacant and underutilized parcels could accommodate some this office space (4WARD Planning, North Kingstown Community Market Study, 2014).

The market study looked at redevelopment scenarios for Post Road. If developed, these scenarios will have favorable impacts on the local economy, generating revenue and creating jobs. Additionally, the stabilization of retail operations along Post Road is estimated to result in approximately 370 jobs, \$30 million in output, and over \$2 million in state and local taxes. The construction of 413 units along Post Road and subsequent in-migration of new residents are estimated to result in over 520 total jobs, nearly \$72 million in total output, and over \$3.3 million in state and local tax revenue. All of these practices will help the town achieve the growth center designation at this site.

Portions of the Post Road corridor are located in a groundwater recharge area. Any future use and development of the lands in this area must be protective of the groundwater resources. New development in the groundwater recharge and wellhead protection overlay district shall not discharge nitrogen to groundwater at an average site-wide concentration beyond 5 mg/l nitrogen loading calculations. The loss of annual recharge to groundwater shall be eliminated or minimized using infiltration measures including environmentally sensitive site design, low impact development techniques, stormwater best management practices, and good operation and maintenance. At a minimum, the annual recharge from the post-development site shall approximate the annual recharge from pre-development conditions.

The corridor gets a fair amount of vehicular traffic, with recent estimates of 20,000 to 22,000 average daily trips (ADT) on the southern portion of the road. Post Road will remain the primary north-south connection. This represents a significant opportunity to improve the character and business environment. The roadway provides regional connectivity via automobile and bus to surrounding areas. The location has high connectivity the highway and other arterial routes making the corridor easy to access by vehicle. There is also RIPTA Bus service via West Bay 14 that provides long distance and high frequency service. There is limited sidewalk infrastructure in the Post Road area. There is a connection to the Quonset bike path behind the retail buildings in the gateway plaza. This bike path connects Post Road to the Calf Pasture Point open space/recreation area and beach.

The Post Road Façade Improvement Program has been adopted by the town and is designed to encourage improvement and investment in the overall revitalization of Post Road with the goal of retaining and attracting business, increasing utilization of existing properties and buildings, and to restoring economic vitality and enhancing property values. The purpose is to encourage the overall beautification of Post Road via façade and landscaping improvements. Allocations will be in the form of up to fifty percent cost matching reimbursements.

The town also worked with the RIDOT to incorporate a road diet to the southern segment of Post Road. The road diet extends from Maxwell Drive to West Main Street. The roadway was reduced from four lanes to two travel lanes and a middle turn lane. It is expected to lower vehicle speeds, reduce crashes, improve pedestrian safety, and provide wider lanes and shoulders. Studies have shown that

lowering traffic speed and providing amenities for pedestrians increases retail patronage and sales. The road diet, accompanied by pedestrian and bicycling improvements, could have a positive impact on business growth. RIPTA also provides bus stop design guidelines to enhance the sense of place.

The PR district has design guidelines and standards for development in the corridor. These guidelines are provided to establish and eventually maintain the district as a vibrant pedestrian-friendly mixed-use corridor. They recognize the importance of consistency in building materials, massing, scale and articulation, design elements and motifs that represent the region's architectural heritage. They provide a framework for development that will ensure a high quality of design that is consistent with the most appealing aspects of North Kingstown's community character. The guidelines advocate for good site design, building placement, building massing, entranceways, fenestration, rooflines, building materials, landscaping, lighting and signage. Better site design practices are encouraged in the district to facilitate the development of pedestrian friendly environments, to leverage environmental improvements, to increase property values, to promote commercial development, and to improve the general aesthetic appeal of the area.

The comprehensive plan has identified several actions that will encourage the creation of a growth center in the area of Post Road. There is an overall policy to improve the safety of Post Road. Several actions address the safety of Post Road including intersection redesign; segment redesign; signalization; roundabout design; cloverleaf design; sidewalk construction; stormwater management; bicycle lanes; pedestrian-activated crosswalks, crossings, median waiting areas and lighting; and reduced/combined curb cuts through access management.

Action 1.4.b	Calls for the town to investigate partnerships between Quonset companies and North Kingstown businesses especially on Post Road and the Quonset Gateway and connect Quonset workers to events and businesses in North Kingstown.
Action 1.6.a	Targets collaboration to address common needs of businesses and coordinate improvements along Post Road.
Action 1.6.b	Addresses revisions to the Post Road ordinances to allow for greater flexibility in uses, including mixed use, commercial, and residential, and address standards for height, parking and buffers, lighting, signage, frontage, sidewalks.
Action 1.6.c	Focuses on the quality and marketability of vacant parcels on Post Road by reducing the impact of utility poles and easements.
Action 1.7.a	Calls for an update to the Post Road design guidelines to improve Post Road's appearance and pedestrian experience and encourage Complete Streets design.
Action 1.7.b	Aims to reduce curb cuts, improve safety and congestion on Post Road.
Action 1.7.c	Focuses on an access management plan for Post Road to create space for landscaping, crosswalks and pedestrian amenities.
Action 1.7.d	Looks to provide incentives to Post Road property owners to make improvements, including but not limited to landscaping, signage, 50-50 sidewalks partnerships and façade improvement.
Action 1.7.e	Identifies the need to develop pocket parks and other scenic areas on Post Road.
Action 3.2.a	Addresses expanding transit options and studying the feasibility of connecting Wickford Junction to Post Road and Quonset and exploring the feasibility of a future Davisville station.
Action 3.5.c	Addresses the expansion of sidewalks along Post Road.
Action 6.3.a	Speaks to the continued installation of sewer infrastructure along Post Road. Sewer installation in the Post Road area must be balanced with preserving those areas that contribute to groundwater recharge.
Action 8.5.c	Encourages a mix of office, retail, and high-density residential development on Post Road.

WICKFORD JUNCTION

The emerging growth center at Wickford Junction is North Kingstown's largest retail center located along Ten Rod Road adjacent to Route 4. This area is located within the Urban Services Boundary designated in the State Land Use Plan, Land Use 2025. Characterized primarily by larger chain retail operations, this area relies on its access to the highway to draw customers from a regional market by automobile travel. The success of the commuter rail station at Wickford Junction has local, regional and multi-state implications. Designating this area as a growth center will facilitate the development of the site as a mixed-use economic center of activity and help target future investments towards furthering that goal.

The town completed a market study in 2014 that analyzed the potential of the Wickford Junction area. The area surrounding the Wickford Junction station has many existing assets that help define it as a growth center for North Kingstown and the surrounding towns. The existing transit infrastructure is one of the biggest assets to the area providing regional connectivity via train and bus to surrounding areas. The location has high connectivity to the highway and other arterial routes making the station easy to access by vehicle. It also has access to the municipal water service at the site. The area is host to many opportunities for employment includes including Walmart, Roberts Health Center, and professional offices in Meadows Professional Office Park. Within the Wickford Junction Plaza, there is the potential for over 450,000 square feet of retail, office, and residential space and a 250-seat community pavilion/amphitheater. It is a unique site, as it has both auto-oriented and transit-oriented potential. The site's anchors—Walmart, Staples and Petco —attract auto-oriented business. There is approximately 173,200 sq. ft. of retail space split between: Walmart, Staples, Petco, Webster Bank, Aesthetic Dentistry of Wickford, Frankie's Italian Bistro, and other smaller retailers within the Wickford Junction plaza. The commuter rail station can accommodate over 1,800 passengers daily (4WARD Planning, North Kingstown Community Market Study, 2014). Two other nearby plazas, anchored by Stop & Shop and Home Depot, are fully occupied and heavily used due to their clear visibility from Route 4. This commercial and office development at the Meadows offers access to potentially walkable jobs as well (Roger Williams University, Evaluating the Potential for Transit-oriented Development in Rhode Island, 2019). The town rezoned a portion of the area as Wickford Junction District (WJD) in order to facilitate the development of a mixed-use, transit-oriented economic development center.

Having a commuter rail stop within a large retail plaza establishes new demands and shapes new redevelopment opportunities for the area. The provision of additional commercial and service activity as well as the incorporation of new housing opportunities will directly support the success of the commuter rail station. Providing multi-family rental housing units will attract a population that is likely to take advantage of the transit opportunities the commuter rail station offers. The addition of new office space, with an emphasis on smaller spaces (2,000-3,000 square feet or less), would likely meet the needs of small tech firms and established professional service firms. Smaller format office space is generally more suitable to a location having mass transit, retail and on-site housing options. Wickford Junction presents great opportunities for local entrepreneurs to establish small-scale, independent enterprises which fit the character of the area. This additional growth and development at Wickford Junction will hopefully lead to an increase ridership at the station. An increase in ridership brings the potential for an expansion in service with an increase in the number of trains offered each day at the station (4WARD Planning, North Kingstown Community Market Study, 2014). There is vacant land available for development within and outside of the Wickford Junction Plaza. There is certainly capacity to absorb future growth.

Based upon the 2014 market study, there is a projected increase of approximately 11,000 primary jobs in the top ten industries from 2012 to 2020, within the 20-minute drive contour of the Wickford Junction Station, 7,000 of which are projected to require office space. There will be a need to develop new inventory, locally, to satisfy some of the projected near-term need (4WARD Planning, North Kingstown Community Market Study, 2014).

Solving the wastewater infrastructure needs of the Wickford Junction property is of paramount importance to the future growth and development of the area. Two primary scenarios have been studied to address these wastewater needs. One is the expansion and use of the existing wastewater treatment facility on site and the other is the extension of sewer infrastructure to the Wickford Junction area. Addressing this infrastructure need is a priority focus of future public investments in the property.

Another priority public investment target would be to expand the opportunities for alternative transportation modes to and from the commuter rail station. Increasing the ridership at the commuter station is of utmost importance to the success of the area as a growth center. Infrequent weekly train service and lack of service on the weekends is a challenge to increase rail ridership. Transitioning to an intra-state rail network will increase frequency and efficiency, expanding use of the train station by riders traveling throughout RI instead of limiting the ridership to those traveling to Providence or Boston. An intra-state rail network would enhance the viability of train ridership as an alternative to automobile travel (Roger Williams University, Evaluating the Potential for Transit-oriented Development in Rhode Island, 2019).

The parking garage located on the property serves as a commuter parking lot and there is also RIPTA bus service currently servicing the property. The town would like to build upon these existing assets and offer additional opportunities for alternative transportation. Some of the opportunities could include additional bus service, improving bicycle connections along Ten Rod Road and Quaker Lane, better pedestrian access along Ten Rod Road, and the addition of jitney service between Wickford Junction and other centers of activity such as Wickford Village and the Quonset Business Park. Adding accessibility to these locations will increase the viability of Wickford Junction as a transit hub for the region and improve inter-modal connectivity. (Roger Williams University, Evaluating the Potential for Transit-oriented Development in Rhode Island, 2019).

As an existing commuter rail station, Wickford Junction already plays an important role for transportation in the state. As noted above, it also serves as a commuter parking lot and stop for existing RIPTA service to the area. The Wickford Junction commercial plaza serves the needs of local residents as well as residents of our neighboring towns. The plaza includes a mix of big box/chain stores, professional offices, restaurant, and personal services.

While housing has not yet been developed at Wickford Junction, the provision of additional housing opportunities at the site is a central focus for future development scenarios. The town has designated a portion of this area as Transit-Oriented Development (TOD) on the Future Land Use Map and zoned a portion of the area as the WJD noted above. These designations are intended to facilitate the development of a mixed-use, transit-oriented economic development center. This mix of uses includes housing. There is limited multi-family housing stock for rent in the vicinity of Wickford Junction. The plaza is ripe to accommodate

this much needed multi-family housing. There is also a demand by Quonset workers looking for local housing. This additional housing is of central importance to the success of the commuter rail station as well as the growth and development of the commercial and service activities within the plaza and surrounding area.



A growing population of persons nearing or in retirement are more inclined to live near transit and related service amenities for reasons of convenience and cost – a trend which is favorable to a prospective mixed-use TOD in Wickford Junction (4WARD Planning, North Kingstown Community Market Study, 2014). According to the market study, there are also a number of indicators which are favorable to prospective mixed-use development in and around Wickford Junction.

- Relatively strong growth in non-family households suggests a demand for rental units.
- Rising share of upper-income households, particularly among households earning \$75,000 to \$100,000, likely contributes to an increase in discretionary spending, which already exceeds the national average, and bodes well for mixed-use development.
- A fast-growing segment of persons 55-years of age and older. As persons near retirement, greater consideration is given to downsizing one's residence while remaining close to family, friends and employment opportunities. This suggests a need for a greater stock of smaller housing units.
- A broad distribution of household income suggests new housing be provided at a variety of price points. (4WARD Planning, North Kingstown Community Market Study, 2014).

The area has seen growth in non-family households suggesting a demand for rental units. There is little available housing stock in multi-family units. This type of housing in the Wickford Junction area is well-positioned to benefit from existing and proposed transit service improvements, employment centers, and community amenities. Small boutique retailers, personal service establishments and independent dining establishments should find success while also making residential development more feasible. North Kingstown will likely need to facilitate this type of investment, however, through appropriate incentives (either financial or regulatory) and adequate infrastructure (e.g., sewer and water). (4WARD Planning, North Kingstown Community Market Study, 2014).

The town has a balanced approach to incentivizing growth within the area of Wickford Junction while limiting growth outside the area. The WJD zoning designation will incentive growth within the growth center of Wickford Junction. Future development can occur adjacent to the existing Staples and Petco next to the train station. First floor retail space with residential above optimizes walking and biking within the area to the train station.

The commuter rail station in the existing shopping plaza is expected to drive future development patterns. With the anticipated addition of high volumes of commuter traffic, a localized housing market, demand for office space, and more service-oriented establishments are expected to emerge, potentially transforming an auto-oriented retail center into a transit-oriented development with a high diversity of uses. While some new retail has emerged since the transit center opened in 2012, including Walmart's expansion, the transit station remains underutilized due to schedule limitations. Targeting growth towards the growth center will lessen the demand for growth in areas outside this area (4WARD Planning, North Kingstown Community Market Study, 2014). To balance the incentive side, North Kingstown also has an active open space preservation program anchored by the outright purchase of land or the purchase of development rights of lands in the more environmentally sensitive and rural areas of town. This limits the growth that can occur outside areas of town where infrastructure and services already exist. There are no anticipated impacts of natural hazards or climate change on the Wickford Junction growth center.

Already identified as a major commercial center, Wickford Junction will have even larger market demand for residential and commercial use once

commuting patterns are established. This will not only serve the surrounding population but could potentially draw commuters to the station as a minor employment destination. Because of the scale of development, the massing of buildings, and the need for transit-oriented design, Wickford Junction will benefit from the WJD zoning designation (Roger Williams University, Evaluating the Potential for Transit-oriented Development in Rhode Island, 2019).

While the basic principles of connectivity, walkability, compact development and mixed use can be applied to Wickford Junction, the scale of buildings and other development features will be very different. Proximity to the highway, its status as a regional shopping hub, and the development of the train station provide unique economic opportunities that will require a different regulatory approach (Horsley Witten, Transfer of Development Rights and Identification of Village Centers, 2011).

The study by RWU published in 2019 demonstrated the potential for new jobs and businesses within a 1/2 mile radius (502 acres) of Wickford Junction. Under various scenarios within the 1/2 mile radius, the addition of new jobs ranged from 3,780 to 8,887. Under these same scenarios, new business potential ranged from 570 to 1,140 and the amount of total built spaces ranges from 7,405,200 to 10,367,280 square feet in the 1/2 mile radius (Roger Williams University, Evaluating the Potential for Transit-oriented Development in Rhode Island, 2019).

The area around the train station is zoned as the Wickford Junction District (WJD). This district is intended to establish a mixed use, transit-oriented, economic development center. Because of the available transit infrastructure within and around the district, development shall be designed to provide a mix of commercial and residential uses at higher densities than what is permitted in most of the other zoning districts in the town. As defined, the district allows for density bonuses through use of the transfer of development rights and/or nutrient loading offsets to encourage environmentally friendly and bicycle and pedestrian-oriented site design practices and the incorporation of diverse housing types into mixed use environments. Better site design practices shall be encouraged in the district to facilitate the development of pedestrian friendly environments,

to leverage environmental improvements, to increase property values, to promote commercial development, and to improve the general aesthetic appeal of the area. All of these practices will help the town achieve the growth center designation at this site.

The area in and around Wickford Junction is located in a groundwater recharge area. Any future use and development of the lands in this area must be protective of the groundwater resources specifically the impact of wastewater and nitrates on the groundwater. The town is currently investigating methods to accommodate growth at the site while balancing the need to protect groundwater resources. Wastewater and environmental studies have been done relative to the protection of our groundwater drinking resources located in this area. The North Kingstown Planning Department and Water Department have been working with a consultant over the past year to realize true existing conditions of the Wickford Junction zoned area. Our consultant has been tasked with reviewing the existing nutrient loading of the study area as well as the capacity of the existing wastewater treatment facility, and has used this information to assist us in understanding how it relates to our existing ordinance and the protection of our groundwater. While protection of our drinking source is of utmost importance, our goal for this location is to see a working transit-oriented community, and the town is taking the necessary steps to assess the situation.

The existing transit infrastructure is an asset to the area providing regional connectivity via train and bus to surrounding areas. The location has high connectivity the highway and other arterial routes making the station easy to access by vehicle. There is ample parking for regional commuters at the train station. As noted, this area serves as a park-n-ride lot. There is also RIPTA Bus service via Route 62/66 that provides long distance and high frequency service. The existing rail line accommodates MBTA Providence/Stoughton commuter rail, 10 trains a day with ADA accessible platforms. There is limited sidewalk infrastructure outside of the Wickford Junction area. The state Transportation Improvement Program does include the installation of sidewalks along the northern side of Route 102 between Home Depot and the Wickford Junction plaza in the year 2027. Internally, there is a more walkable environment connecting the existing retail and office spaces. Uber and Lyft provide ride share opportunities. Ten Rod Road is designated by RIDOT as a 'Suitable' roadway for cycling. The town is participating in the creation of RI's

Transit Master Plan to encourage connections to and from the train station as future inter-modal transit plans are made. (Roger Williams University, Evaluating the Potential for Transit-oriented Development in Rhode Island, 2019).

The WJD also calls for multi-modal circulation. Development proposals need to demonstrate circulation-oriented design such as a clear, contiguous pedestrian and non-motorized vehicle circulation network leading to and from the site, pedestrian and non-motorized network connections to the public transit station, bicycle parking facilities, and safe, broad and easily identifiable ways of walking through the site.

The WJD has design guidelines and standards for the development of the site. These guidelines will help to create a sense of place in the area. The mixed-use nature of the site will also contribute to the sense of place. In addition, preserving the open space around the station will foster a sense of community space as pocket parks and host to outdoor recreation amenities, enhancing the desirability of the development zone (Roger Williams University, Evaluating the Potential for Transit-oriented Development in Rhode Island, 2019). The existing amphitheater on site will act as a gathering spot for the community. The site is already nicely landscaped and well-maintained further enhancing its appeal.

The comprehensive plan has identified several actions that will encourage the creation of a growth center in the area of Wickford Junction. Action 8.5.a calls for the designation of areas for mixed-use, transit-oriented development. Action 8.5.c also addresses a mix of uses, retail and high-density residential development specifically at Wickford Junction. Action 8.2.a brings a focus on development around growth centers themselves. Lastly, Action 8.2.b highlights TDR and development around village centers and the findings of the *Transfer of Development Rights and Identification of Village Centers Final Report*.

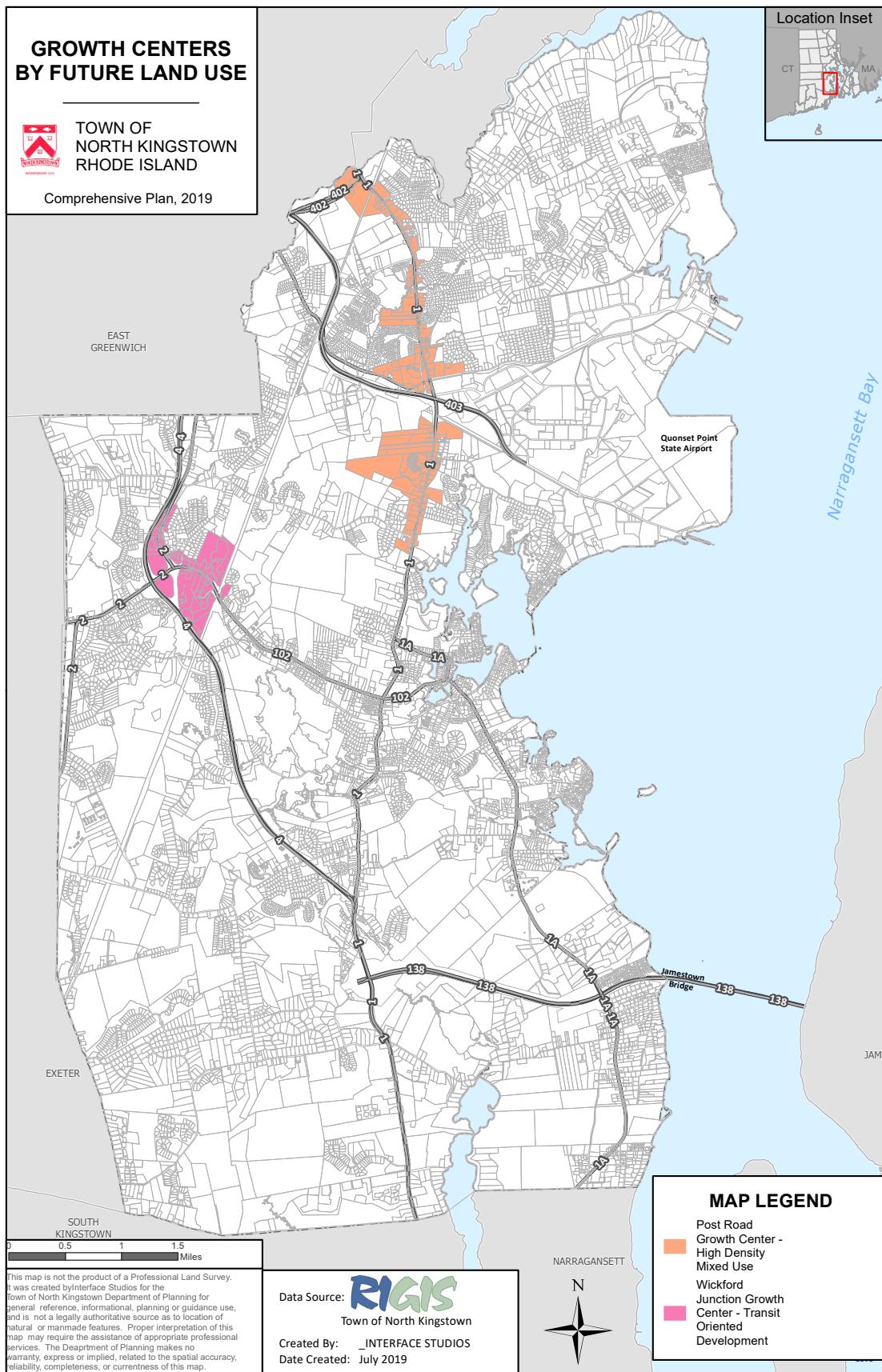


Figure 73. Growth centers map

This map shows the future land uses in the designated growth centers.

Growth Management Strategies

Over the recent years, North Kingstown has started to position itself to handle future growth pressure in a manner consistent with the historic development patterns and characteristics. The town has focused on the aspects of development that residents have deemed important to the quality of life, including but not limited to incorporating the need for new development to allow for the ability to travel safely by bicycle or foot between sites or around the entirety of a development, utilizing quality materials in building and signage design, capturing rural character in commercial development, and realizing the ability to preserve open space throughout town through alternative development options.

A number of planning programs have been developed to create incentives for preserving open land including Transfer of Development Rights (TDR), Transit Oriented Development (TOD), and Conservation Development. The village-centric ordinances - Planned Village, Compact Village, Wickford Village, Post Road, and Wickford Junction - are currently available to support future development projects that incorporate the needs of its surroundings, based on locale.

North Kingstown has reviewed and will continue to review wastewater design, nutrient loading, streetscape conditions, and zoning throughout town to continue to reign in development to locations that can support it and discourage sprawling development patterns. The Town has implemented and seen valuable results from the existing ordinances. Continued analysis of new innovative land use management techniques will also open options for the Town to consider.

ACCOMPLISHMENTS KEY PUBLIC INPUT

Since the 2008 Comprehensive Plan update, the following projects and programs have been initiated:

REGULATIONS

- Transfer of Development Rights
- Compact Village Development ordinance
- Wickford Junction TOD
- Post Road ordinance
- Inclusionary zoning
- Water Service Area changes

PLANS/STUDIES

- North Kingstown Community Market Study
- Transfer of Development Rights and Identification of Village Centers reports
- Western Route 2/102 stakeholder visioning process

In the future, the town plans to continue to pursue thorough analyses of each village to capture its unique characteristics and qualities, along with the historic, natural, and cultural resources within our growth management schemes. The town will continue to encourage ongoing preservation and ensure compatible land use and economic development. North Kingstown will also focus on transition areas, or the boundaries of these villages, to ensure that future growth does not problematically spill outside of the desired areas especially into our natural resources or unique landscapes.

The top land use actions have remained constant between the participants in the 2008 Comprehensive Plan survey and the 2015 survey.

Restoring and reusing existing developed areas, particularly Post Road, was the number one concern in the 2015 survey. Participants reviewing the plan goals, policies, and actions at the final public forum and online identified Post Road revitalization as the top priority followed by enhancing Wickford as destination.

Preserving and protecting the environment and open space was the second most important land use action identified in the 2015 survey, and protecting farmland was the third most important. In the final public forum activities, preserving natural resources ranked third among the top ten goals receiving the strongest support and preserving open space for natural resource protection and climate adaptation was fifth among the top ten actions.

Survey participants ranked town character the number one best thing about North Kingstown. Among the top ten goals receiving the strongest support in the final public forum activities, protecting and promoting historic assets ranked second and two actions pertaining to historic and cultural resources ranked among the top ten.

Promoting mixed use development moved up in importance from 7th place in the 2008 survey to fourth place in the 2015 survey. In the final public forum activities, the goal with the strongest support was sustainable residential development that reflects town character and is walkable, and participants chose transit-oriented, walkable housing, senior housing and workforce housing as a top ten priority.

The land use goals aim to promote sustainable development that supports the qualities and amenities that residents value most.

GOALS, POLICIES AND ACTIONS

GOAL 1:

PRESERVE TOWN CHARACTER AND FOCUS GROWTH IN EXISTING AND DESIGNATED GROWTH AREAS THAT: LIMIT THE NEED FOR NEW INFRASTRUCTURE; REMOVE BLIGHT; PRESERVE TOWN CHARACTER; PRESERVE OPEN SPACE; PROVIDE ACCESS TO JOBS, HOUSING, SERVICES AND TRANSPORTATION

POLICIES AND ACTIONS:

8.1 Preserve town character.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
★	8.1.a	Develop and use the design review guidelines that incorporate architecturally compatible, ecologically sensitive, aesthetically pleasing and defensible criteria.	Planning Commission	1 to 3 years	Staff time, developers
	8.1.b	Amend the zoning map in order to bring consistency between the zoning and the comprehensive plan within 18 months of state approval.	Planning Commission	1 to 3 years	Staff time

8.2 Focus growth in existing villages and designated growth areas to preserve town character and limit the need for expanded infrastructure.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	8.2.a	Focus development around growth centers.	Planning Commission	Ongoing	Staff time
	8.2.b	Implement the Transfer of Development Rights and Identification of Village Centers reports and the Wickford Village Plan, and consider transferable qualities that other village centers as identified in the village centers reports could incorporate.	Planning Commission	Ongoing	Staff time, developers



Wickford Elementary School

8.2 Focus growth in existing villages and designated growth areas to preserve town character and limit the need for expanded infrastructure. (continued)

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
★	8.2.c	Revise Transfer of Development Rights (TDR) to enable higher density residential and commercial development in receiving zones as a way to encourage new development in existing developed areas.	Planning Department	1 to 3 years	Staff time, developers
	8.2.d	Assess the use of Compact Village Development (CVD) where appropriate for high quality mixed use projects.	Planning Commission	3 to 5 years	Staff time, developers

8.3 Encourage the redevelopment of underutilized properties.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	8.3.a	Investigate incentive programs such as low-interest loan programs, density incentives, tax incentives and tax increment financing.	Town Council	3 to 5 years	Staff time
	8.3.b	Institute streamlined permitting for redevelopment sites.	Planning Commission	3 to 5 years	Staff time
	8.3.c	Identify opportunities for public/private partnerships to redevelop properties.	Town Council	3 to 5 years	Staff time

GOAL 2:

PROMOTE SUSTAINABLE PATTERNS OF DEVELOPMENT THAT SUPPORT WALKABLE NEIGHBORHOODS, THRIVING COMMERCIAL AREAS, JOB GROWTH, AND ACCESS TO NATURAL ASSETS

POLICIES AND ACTIONS:

8.4 Maintain and enhance residential neighborhoods that are connected and allow for housing choices that respond to the community's needs.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	8.4.a	Allow for housing types that accommodate demographic changes while maintaining neighborhood character.	Planning Commission	Ongoing	Town Council, Planning Commission, RI Housing, RI Builders Association, developers
	8.4.b	Investigate infill development when siting new residential neighborhoods.	Planning Commission	Ongoing	Staff time

8.5 Support mixed use and transit-oriented development where infrastructure exists.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	8.5.a	Identify and/or designate areas for mixed use and transit-oriented development.	Planning Commission	Ongoing	Staff time, developers, local ED programs
	8.5.b	Site the development of a mix of office, retail, light industrial, and public space in Quonset Gateway.	Planning Commission	Ongoing	Staff time, developers, local ED programs
	8.5.c	Site a mix of office, retail, and high-density residential development on Post Road and Wickford Junction.	Planning Commission	Ongoing	Staff time, developers, local ED programs
	8.5.d	Site a mix of office, retail and high density residential development in existing villages.	Planning Commission	Ongoing	Staff time, developers, local ED programs

QDC=Quonset Development Corporation, RIDOT=Rhode Island Dept. of Transportation, RIPTA=Rhode Island Public Transit Authority

8.6 Encourage commercial and industrial development that is appropriately scaled and compatible with the surrounding area.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	8.6.a	Support commercial and industrial growth at Quonset.	Town Council	Ongoing	Staff time
	8.6.b	Work with property owners to direct commercial development in existing villages and designated growth areas.	Planning Commission	Ongoing	Staff time
	8.6.c	Assess the expansion and development of agriculture, silviculture, aquaculture and other resource-based businesses including newly emerging agricultural trends.	Planning Department	1 to 3 years	Staff time, RIDEM, NRCS

8.7 Protect and preserve environmentally sensitive lands and natural resources, open space and groundwater.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	8.7.a	Utilize overlays and enforce standards to protect steep slopes, groundwater, and special flood hazard areas.	Planning Commission	Ongoing	Staff time, RI Water Resources Board
	8.7.b	Preserve open space in environmentally sensitive areas, around water bodies, and in areas with significant scenic and cultural resources.	Town Council	Ongoing	RIDEM, town budget, Local trusts and Foundations
	8.7.c	Plan regionally by coordinating with other towns in Washington County and also in the State of Rhode Island, with particular attention to shared natural resources and transportation systems.	Town Council	Ongoing	Staff time

RIDEM= Rhode Island Dept of Environmental Management, USDA-NRCS=US Dept. of Agriculture National Resources Conservation Service



ACTIONS FROM OTHER ELEMENTS THAT PERTAIN TO LAND USE

ACTIONS	ELEMENT
1.4.c: Balance the development of a mix of office, retail, light industrial, institutional and public space in Quonset Gateway relative to the town as a whole/that town can handle.	1: Economic development
1.5.a: Use incentives to encourage commercial and industrial revitalization in appropriate sites, such as in existing commercial areas with infrastructure.	1: Economic development
1.5.b: Encourage high quality mixed use projects that enhance village character and promote infrastructure efficiency and alternative transportation use.	1: Economic development
1.6.b: Revise Post Road ordinances to allow for greater flexibility in uses, including mixed use, commercial, and residential.	1: Economic development
1.11.b: Establish mixed use transit-oriented development to bring more people and activity to Wickford Junction station.	1: Economic development
1.12.b: Support and expand local farm operations, products and farmers markets and work with farmers to highlight locally grown food and opportunities to support local agriculture.	1: Economic development
1.12.c: Continue an agricultural preservation program through purchase of land and development rights.	1: Economic development
2.1.a: Support the development of transit-oriented, multifamily housing where infrastructure exists.	2: Housing and neighborhoods
2.4.a: Use conservation development and low impact development standards to preserve open space, facilitate stormwater management, protect surface water and groundwater resources, maintain town character, and maximize the use and efficiency of existing infrastructure and alternative modes of transportation.	2: Housing and neighborhoods
4.3.b: Acquire land through purchase of land and development rights, land dedication, and easements.	4: Open Space/Environment
4.8.f: Encourage property owners and developers to designate and design open space and public recreational use in commercial and industrial areas.	4: Open Space/Environment
4.9.a: Provide open space trails and viewing platforms on public land where possible, and negotiate public access to private dedicated open space in adjacent developments to form a continuous and publicly-accessible green space network.	4: Open Space/Environment
6.3.a: Continue sewer infrastructure installation in Wickford Village and along Post Road. Sewer installation in the Post Road area must be balanced with preserving those areas that contribute to groundwater recharge.	6: Community services, facilities and communication



Spink Neck Beach

ZONING CHANGES NEEDED TO IMPLEMENT GOALS, POLICIES, AND ACTIONS

ZONING	RELATED POLICY OR ACTION	ELEMENT
a. Amend regulations to allow alternative business ideas including but not limited to food trucks and mobile food markets.	POLICY 1.1: Ensure a clear and predictable process in business interactions with the town and market as a good place for business.	1: Economic development
b. Develop an Airport Overlay Zone around the Quonset State Airport consistent with RIGL 1-3: to preserve the airport as a local and regional resource, for the landing and taking off of aircraft, to be utilized in the interest of the public, to protect against noise and light impacts, as well as land use conflicts with surrounding properties.	POLICY 1.2: Support the growth of the business park in a manner compatible with the community.	1: Economic development
c. Amend the zoning code for Post Road parking lot access and connections.	ACTION 1.7.b: Reduce curb cuts, improve safety and congestion on Post Road.	1: Economic development
d. Amend Agricultural Zoning Ordinance to allow for new agricultural trends and activities, including community gardens and non-farm income.	POLICY 1.12: Continue to allow and promote the expansion and development of agriculture, silviculture, aquaculture, commercial fishing, and other resource-based businesses including newly emerging agricultural trends.	1: Economic development

ZONING	RELATED POLICY OR ACTION	ELEMENT
e. Continue to develop waterfront zoning to encourage waterfront development that will enhance tourism, support the scenic quality of the waterfront, and protect water quality and ensure marine dependent activities and harbor management are fully compatible with nearby uses.	ACTION 1.9.a: Support the development of Wickford Village as a boater destination.	1: Economic development
	POLICY 1.12: Continue to allow and promote the expansion and development of agriculture, silviculture, aquaculture, commercial fishing, and other resource-based businesses including newly emerging agricultural trends.	1: Economic development
	POLICY 4.1: Protect water quality of groundwater and surface water bodies.	4: Open space/ environment
	ACTION 4.9.b: Protect and expand access to inland fresh water and public shoreline, and develop a blue trail along the coast for active recreation.	4: Open space/ environment
	POLICY 8.6: Encourage commercial and industrial development that is appropriately scaled and compatible with the surrounding area.	8: Land Use
f. Consider changes to the zoning code to allow two-and three-family units, accessory units, smaller scale units, and live/work space to accommodate changing household needs including extended families, caregiver units, cooperative housing, and home businesses.	ACTION 2.1.a: Support the development of transit-oriented, multifamily housing where infrastructure exists.	2: Housing and Neighborhoods
	ACTION 2.1.b: Encourage the development of senior housing that accommodates adaptability and is accessible to public transportation and community services.	2: Housing and Neighborhoods
	ACTION 2.1.c: Coordinate the development of workforce housing that supports job growth associated with Quonset and large local businesses.	2: Housing and Neighborhoods
g. Consider amending the zoning for the groundwater overlay protection district to limit the number of bedrooms per acre and not the number of units per acre to protect water quality.	POLICY 4.1: Protect water quality of groundwater and surface water bodies.	4: Open space/ environment

ZONING	RELATED POLICY OR ACTION	ELEMENT
h. Adopt zoning that allows for alternative energy including but not limited to solar and geothermal energy.	POLICY 4.5: Encourage energy efficiency and alternative energy solutions.	4: Open space/ environment
i. Revise zoning to include a clearly defined height variance for property owners who propose voluntary elevation of the property above base flood elevation.	POLICY 7.1: Ensure existing property and business owners are aware of their exposure and risk to coastal hazards and support efforts to improve resiliency.	7: Natural Hazards and Climate Adaptation
j. Revise Wickford zoning and create incentives to maintain character and meet building code and SFHA requirements.	POLICY 5.1: Protect historic and archeological resources.	5: Historic Resources
	POLICY 7.5: Protect and preserve important historic and cultural resources from natural hazards and climate change.	7: Natural Hazards and Climate Adaptation
	POLICY 8.1: Preserve town character.	8: Land Use
k. Implement Scenic Corridor Overlay Zone to protect scenic qualities and ensure that commercial development along scenic corridors is compatible with surrounding uses.	POLICY 4.3: Preserve open space to protect wildlife habitat, water quality, scenic and forested landscape.	1: Economic development
	POLICY 8.1: Preserve town character.	8: Land Use
l. Amend Town of North Kingstown Land Development Regulations to encourage construction of adequate sidewalks within proposed developments with extensions to logical destinations or crossroads.	POLICY 3.5: Increase pedestrian and traffic safety.	3: Circulation

v. implementation

Introduction to Implementation Program

Each element of the comprehensive plan has a set of goals, policies and actions that were developed through an extensive public input process. During the public input process, participants were asked to select those actions that were their highest priority. This input combined with steering committee input and Planning Commission priorities are highlighted as priority actions in each of the elements' action matrices.

The Implementation Matrices in the following pages includes all of those highlighted actions that were identified as a priority through the public input process. It also includes a timeframe for each action, the responsible party, and any linkages to the municipal Capital Improvement Program (CIP).

The following timeframes utilized for each action: 1-3 years; 3-5 years; 5-7 years; and 7-10 years. In addition, some actions are ongoing in nature and as such have been assigned an "ongoing" timeframe. With regard to the responsible agents, a municipal representative was selected. These responsible parties could either be a single person or a local council, board or commission.

The actions with the 1-3 and 3-5 year timeframe are those that can be accomplished in the early phases of the program and will help to show progress and momentum in implementing the plan. In some cases, they are also those actions with a higher priority. Actions with later timeframes are those that will take a number of years to fully implement because of such things as cost, design, and/or permitting. These may also be those actions that had a lower priority.

The actions included in the implementation program will be reviewed on a regular basis to provide a status check on what the town has accomplished to date. Given that planning is an ever-changing practice, priorities may need modifying over time. This regular review will allow for any modifications to be made, provide the town with the information needed to develop progress reports on the plan and identify why some of the actions were or were not implemented.

It is expected that the timeframe will be adjusted in the coming years as the comprehensive plan is evaluated and new issues and priorities emerge. Responsibilities may also shift from one party to another, or become a shared responsibility. The Implementation Program is intended to be flexible, to be adjusted over time as actions are completed over the next 10 years. The Implementation Matrix is also provided as an editable Excel spreadsheet for these modifications.

Monitoring Plan

For the actions to be effective and germane over the life of the plan, continued community involvement will be important. A monitoring plan provides steps to track implementation and to periodically reevaluate priorities based on community feedback. The town should review the plan annually to evaluate progress on implementing the actions or identifying new issues and priorities that may need to be incorporated prior to the next required update in 10 years.

Action #	Action By Element	Responsible Party	Timeframe	CIP
	ECONOMIC DEVELOPMENT			
1.1.a	Streamline regulations and the regulatory process, through tools such as Viewpoint, by implementing the LEAN study findings (See Appendix) and creating guidance documents and checklist to facilitate the development review process.	Town Council	1 to 3	
1.1.b	Utilize the economic development administrator to serve as a liaison between the town, businesses, and nonprofit economic development groups, and oversee implementation of town economic development process and actions and local decision making, which include:	Town Council	Ongoing	
	Maintaining an active role in statewide and regional economic development programs.	EDA	1 to 3	
	Maintaining an up-to-date and accessible inventory of commercial and industrial sites, incentives, and regulatory information.	EDA	1 to 3	
	Conducting tours of available sites and town amenities.	EDA	1 to 3	
	Helping small business owners and entrepreneurs navigate the regulatory process sites and town amenities.	EDA	1 to 3	
1.1.c	Prepare an economic development plan and develop a marketing strategy that highlights the town's natural assets, economic opportunities, transportation, and quality of life.	EDA	1 to 3	
	Connect to state marketing initiatives targeting local and regional real estate brokers, businesses and institutions.	EDA	1 to 3	
	Develop relationships with business incubators, collaborative working spaces, educational and training institutions to determine needs and market North Kingstown opportunities.	EDA	1 to 3	
	Promote local businesses through marketing at events and programs including but not limited to the Town Gift Certificate and Greeter program and Shop Local initiatives such as Small Business Saturday.	EDA	1 to 3	
1.1.d	Establish an economic revitalization/development fund.	Town Council	3 to 5	
1.1.e	Develop small business training, technical assistance, and incubation.	EDA	3 to 5	
1.1.f	Incorporate a plan to develop pad ready sites or analyze the use of pad-ready sites, stream-lined permitting or an accelerated approval process.	Planning Commission	1 to 3	
1.2.a	Monitor implementation of the Quonset/Davisville Master Plan and work with Quonset Development Corporation, Commerce RI, and Rhode Island Airport Corporation to ensure the protection of the	Planning Commission	Ongoing	
1.2.b	Provide vegetative landscaped buffering to protect neighboring communities.	Planning Commission	1 to 3	

Action #	Action By Element	Responsible Party	Timeframe	CIP
1.2.c	Provide town professional staff participation at the Quonset Development Corporation Technical Review Committee to ensure development is consistent with community goals and environmental regulations for construction practices.	Planning Department	Ongoing	
1.2.d	Partner with QDC to support growth at Quonset Davisville that increases the payment in lieu of taxes (PILOT) to the town.	Town Council	Ongoing	
1.2.e	Update performance standards as needed.	Planning Department	Ongoing	
1.2.f	Pursue streamlined, transparent development review that is protective of the town's interests.	Planning Department	Ongoing	
1.3.a	Work with businesses to encourage industrial development that utilizes best practices for green energy or energy efficiency and emissions.	Town Council	Ongoing	
1.3.b	Create opportunities for resource conservation and reuse.	Town Council	Ongoing	
1.3.c	Increase the use of multi-modal facilities and expanded freight rail to conserve energy, reduce congestion, and minimize roadway and bridge wear and tear.	Town Council	Ongoing	
1.4.a	Work with Quonset Business Park to balance interests of town and Quonset Business Park with regard to the location of businesses that would otherwise be taxpaying entities on Post Road or other parts of town.	Town Council	1 to 3	
1.4.b	Pursue partnerships between Quonset companies and North Kingstown businesses especially on Post Road and the Quonset Gateway and connect Quonset workers to events and businesses in North Kingstown.	Town Council	3 to 5	
1.4.c	Institute a mix of office, retail, light industrial, institutional and public space uses in Quonset Gateway relative to the town as a whole/that town can handle.	Planning Commission	1 to 3	
1.4.d	Work with the RIAC through the master planning process to evaluate any infrastructure expansion projects at the airport.	Planning Department	Ongoing	
1.4.e	Support the continued use and expansion of the roll-on roll-off operations at the Davisville Piers.	Town Council	Ongoing	
1.5.a	Use incentives to encourage commercial and industrial revitalization in appropriate sites, such as in existing commercial areas with infrastructure.	Town Council	Ongoing	
1.5.b	Provide opportunities for high quality mixed use projects that enhance village character and promote infrastructure efficiency and alternative transportation use.	Planning Commission	Ongoing	
1.6.a	Undertake collaboration to address common needs of businesses and coordinate improvements along Post Road.	EDA	3 to 5	

Action #	Action By Element	Responsible Party	Timeframe	CIP
1.6.b	Revise Post Road ordinances to allow for greater flexibility in uses, including mixed use, commercial, and residential, and address standards for height, parking and buffers, lighting, signage, frontage, sidewalks.	Town Council	Ongoing	
1.6.c	Assess the quality and marketability of vacant parcels on Post Road by reducing the impact of the utility poles and easements.	Town Council	1 to 3	
1.7.a	Update Post Road design guidelines to improve its Post Road's appearance and pedestrian experience, and encourage Complete Streets design.	Planning Department	1 to 3	
1.7.b	Reduce curb cuts, improve safety and congestion on Post Road.	Commission	3 to 5	
1.7.c	Develop an access management plan for Post Road to create space for landscaping, crosswalks and pedestrian amenities.	Planning Department	5 to 7	
1.7.d	Provide incentives to Post Road property owners to make improvements, including but not limited to landscaping, signage, 50-50 sidewalk partnerships and façade improvement.	Town Council	Ongoing	
1.7.e	Develop pocket parks and other scenic areas on Post Road.	Department	5 to 7	
1.8.a	Establish site-specific means to improve safety and adequate movement in conformance with applicable roadway corridor design standards such as: Intersection redesign; Segment redesign; Signalization; Round-about design; Cloverleaf design; Sidewalk construction and stormwater management; Bicycle lanes; Reduced/combined curb cuts through access management	Town Council	Ongoing	
1.8.b	Work with RIDOT to improve safety at high accident locations.	Town Council	Ongoing	
1.8.c	Work with RIDOT to provide pedestrian-activated crosswalks, crossings, median waiting areas and lighting that will allow for the safe crossing of Post Road.	Town Council	Ongoing	
	Identify unsafe and congested areas for future improvement	Town Council	1 to 3	
1.9.a	Pursue the development of diverse and destination businesses in Wickford that generate activity at different times of the day and different times of the year.	EDA	1 to 3	
	Encourage businesses to stay open later especially during events.	EDA	1 to 3	
	Encourage expansion of Wickford farmer's market and consider year-round location.	EDA	1 to 3	
	Support the development of Wickford Village as a boater destination.	EDA	5 to 7	
1.9.b	Develop flood resistant programming and public space on the Wickford parking lot to improve waterfront access.	Planning Department	1 to 3	
1.9.c	Improve connections throughout Wickford.	Department	3 to 5	
	Develop a connected waterfront walkway.	Department	7 to 10	

Action #	Action By Element	Responsible Party	Timeframe	CIP
	Improve visibility and access to Wickford commercial properties that do not have street frontage.	EDA	5 to 7	
	Open and identify public access points to the waterfront.	Department	3 to 5	
1.9.d	Manage parking in Wickford Village during events and conduct a parking study to identify alternate parking locations such as Wilson Park, Wickford Middle School, Wickford Elementary and the Library.	Planning Department	1 to 3	
1.10.a	Evaluate the ability of new industrial and commercial development to be environmentally sound, compatible with adjacent land uses, and consistent with environmental regulations.	Planning Department	Ongoing	
1.10.b	Identify commercial and industrial land where adequate infrastructure and services are available or are scheduled for improvement or provision.	Planning Department	3 to 5	
1.10.c	Assess whether existing and proposed commercial and industrial uses overburden the existing and planned infrastructure and do not adversely impact natural resources.	Planning Department	Ongoing	
1.11.a	Dedicate programming of the common spaces and/or surface parking lots in Wickford Junction to bring year-round activity.	EDA	5 to 7	
1.11.b	Establish-mixed use transit-oriented development to bring more people and activity to Wickford Junction station.	Planning Commission	Ongoing	
1.11.c	Establish better connections between and within Wickford Junction and surrounding neighborhoods and destinations, including Wickford Village, in North Kingstown through Complete Streets design and transit connections.	Planning Commission	1 to 3	
1.12.a	Link resource-based businesses to North Kingstown heritage and tourism to promote marine economy and agritourism.	EDA	7 to 10	
1.12.b	Support and expand local farm operations, products and farmers markets and work with farmers to highlight locally grown food and opportunities to support local agriculture.	EDA	1 to 3	
	Support the implementation of the Rhode Island Agricultural Partnerships' Five Year Strategic Plan to ensure the viability of farming and forestry, to ensure the continued provision of healthy foods.	EDA	3 to 5	
	Conduct a full food system needs assessment and inventory from cultivation to production, distribution, and waste reuse.	EDA	7 to 10	
1.12.c	Establish an agricultural preservation program through purchase of land and development rights.	Planning Department	Ongoing	
	Use Transfer of Development Rights and Farm, Forest and Open Space to support agricultural land preservation and help keep land in active agricultural use.	Planning Department	Ongoing	
	Designate lands for agricultural preservation.	Department	1 to 3	
	Map agricultural lands.	Department	1 to 3	
	Obtain support from local, state and federal programs to fund the purchase of agricultural land.	Planning Department	Ongoing	

Action #	Action By Element	Responsible Party	Timeframe	CIP
1.12.d	Identify areas or districts of the community that should be targeted for the development of innovative and other agricultural operations.		3 to 5	
	Consider the creation of an agricultural zone.	Planning Department	5 to 7	
1.12.e	Identify partnerships between municipalities and active farms and/or community groups to better support agricultural uses.	Planning Department	3 to 5	
	HOUSING			
2.1.a	Regulate the development of transit-oriented, multifamily housing where infrastructure exists.	Planning Commission	Ongoing	
2.1.b	Pursue the development of senior housing that accommodates adaptability and is accessible to public transportation and community services.	Planning Commission	Ongoing	
2.1.c	Work with developers to provide workforce housing that supports job growth associated with Quonset and large local businesses.	EDA	1 to 3	
2.1.d	Identify areas that could support a mix of housing types and investigate alternative housing types to encourage greater variety.	Planning Commission	Ongoing	
2.1.e	Establish and maintain an inventory of affordable housing in town beyond the units that currently meet the state's regulatory definition of Low and Moderate Income Housing (inventory housing that is affordable but not deed restricted).	Planning Department	Ongoing	
2.2.a	Assess housing demand in concert with the state's housing needs database, develop affordable housing strategies and monitor progress.	Planning Department	1 to 3	
2.2.b	Create and expand tools and incentives including but not limited to inclusionary zoning, density bonuses, a housing trust fund that provides funds through low-interest loans or gap financing, and development practices that would encourage developers of new subdivisions to create mixed income rental and ownership housing.	Planning Department	1 to 3	
2.2.c	Work with Washington County CDC and non-profit organizations to meet town's affordable housing goals.	Planning Department	1 to 3	
2.2.d	Partner with legislators for inclusion of mobile homes towards affordable units.	Planning Department	1 to 3	
2.2.e	Study the market viability of the town's zoning codes and study the effects of the codes on the affordability of housing within North Kingstown.	Planning Department	Ongoing	
2.2.f	Work with the state administration to allow for more flexibility to qualify affordable units.	Planning Department	Ongoing	
2.2.g	Participate in state wide discussions regarding affordable housing strategies.	Commission/Planning	Ongoing	

Action #	Action By Element	Responsible Party	Timeframe	CIP
2.2.h	Hold workshops and conduct other public outreach on affordable housing options available in the zoning ordinance and subdivision regulations.	Town Council	1 to 3	
2.2.i	Analyze the success housing strategies in relation to future population needs.	Planning Department	Ongoing	
2.3.a	Enforce the building code and encourage property owners to adequately maintain and rehabilitate housing.	Building Official	Ongoing	
2.3.b	Develop and implement programs to help people maintain and stay in their homes including but not limited to the Home Repair Program and age-in-place programs that may assist with home retrofits and repair, floodproofing, energy and water saving measures, and expand tax relief.	Planning Department	1 to 3	
2.4.a	Use conservation development and low impact development standards to preserve open space, facilitate stormwater management, protect surface water and groundwater resources, maintain town character, and maximize the use and efficiency of existing infrastructure and alternative modes of transportation.	Planning Commission	Ongoing	
2.4.b	Adopt Complete Streets design including safe walking paths in new development and redevelopment.	Planning Department	Ongoing	
CIRCULATION				
3.1.a	Create a street safety plan-through traffic enforcement, speed limits, street design, and public education.	Department of Public Works	1 to 3	
3.1.b	Adopt Complete Street design and design standards in areas identified in the Transfer of Development Rights and Identification of Village Centers reports to ensure high quality multimodal circulation in new development and redevelopment proposals.	Planning Commission	1 to 3	
3.1.c	Identify priority locations for pedestrian safety improvements and consider alternatives to traditional sidewalks, crosswalks, curbs and gutters, such as stamped asphalt, at grade curb separated walkways, and landscaped stormwater management. Potential locations include but are not limited to: the Wickford Junction area, Post Road, Wickford, Routes to schools and other institutions, and connections to transit.	Department of Public Works	1 to 3	
3.1.d	Create a streamlined application for an "Adopt-a-Road" program for town roads to encourage business owners, institutions, schools, civic and community groups to contribute to beautifying roadways.	Department of Public Works	5 to 7	
3.2.a	Expand transit options by working with state agencies to establish a better schedule for the Wickford Junction train station, study the feasibility of connecting Wickford Junction to Wickford Village, Post Road and Quonset, and explore the feasibility of a future Davisville station.	Town Council	3 to 5	

Action #	Action By Element	Responsible Party	Timeframe	CIP
3.2.b	Expand alternative transportation methods, including but not limited to carpooling, on-demand and senior car service, and private shuttle.	EDA	5 to 7	
3.2.c	Expand the bike network to connect neighborhoods with destinations, update and implement the Wickford to Quonset Bike Path Study, and install and maintain bike racks at town-owned destinations such as transit hubs, commercial centers, institutions, parks, and the waterfront.	Planning Department	1 to 3	
3.3.a	Participate in Bike to Work Day and Safe Routes to School activities.	Town Council	7 to 10	
3.3.b	Work with organizations and programs promoting alternative transportation.	Town Council	Ongoing	
3.3.c	Identify incentives to encourage commuting via alternative transportation.	Town Council	7 to 10	
3.4.a	Implement the cyclical pavement management program.	Public Works	Ongoing	
3.4.b	Develop a comprehensive integrated transportation plan that includes priority implementation actions and link the top implementation actions to the town's TIP application for state/federal monies.	Department of Public Works	5 to 7	PW-ROAD-1
3.5.a	Amend Town of North Kingstown Land Development Regulations to encourage construction of adequate sidewalks within proposed developments with extensions to logical destinations or crossroads.	Planning Commission	1 to 3	
3.5.b	Evaluate the potential use of impact fees or financial assistance from developers to pay for infrastructure improvements such as sidewalks.	Town Council	3 to 5	
3.5.c	Undertake a sidewalk expansion program on Post Road and on other major arterial or feeder roads.	Town Council	1 to 3	
	Encourage sidewalks and pedestrian paths along Post Road that connect adjacent commercial buildings and properties, as well as nearby parcels.	Planning Commission	Ongoing	
	Require sidewalk or multiuse path construction adjacent to Post Road to facilitate pedestrian connections to bus stops.	Planning Commission	1 to 3	
OPEN SPACE AND ENVIRONMENT				
4.1.a	Strengthen nutrient loading standards and encourage reduced use of pesticide, fertilizer and irrigation.	Water Department	1 to 3	
4.1.b	Enforce Town requirements for septic system inspection, maintenance and upgrade, and develop criteria for areas where present sewage disposal systems are inadequate.	Water Department	1 to 3	
	Develop priority review of septic system permits on repetitive loss properties and/or properties located within the projected sea level rise scenarios.	Water Department	7 to 10	

Action #	Action By Element	Responsible Party	Timeframe	CIP
4.1.c	Develop a town-wide green infrastructure strategy and implement Phase II Stormwater Management Plan to mitigate flooding, keep pollutants out of water bodies, and recharge groundwater to maintain drinking water supply.	Department of Public Works	3 to 5	
	Monitor and minimize use of road salt and sand to protect waterways from stormwater runoff and consider the use of alternatives.	Department of Public Works	3 to 5	
	Work with Rhode Island Department of Transportation to ensure robust stormwater management on state roads in compliance with State stormwater regulations and Total Maximum Daily Load.	Department of Public Works	3 to 5	
	Implement drainage study for local and collector roads and develop drainage improvement program.	Department of Public Works	3 to 5	
	Commit to meeting all requirements of Town's MS4 permit, anticipating tighter requirements for stormwater remediation during the lifespan of this plan.	Department of Public Works	Ongoing	
4.1.d	Revise the groundwater ordinance.	Groundwater Committee	1 to 3	
1.4.e	Work with RIDEM on wellhead mapping.	Groundwater Committee	1 to 3	
4.2.a	Adopt methods to restore water bodies that impact groundwater recharge, including but not limited to Saw Mill Pond.	Water Department	5 to 7	
4.2.b	Increase tree coverage throughout town and consider developing a tree nursery to provide low cost trees to property owners.	Town Council	7 to 10	
4.2.c	Develop ways to convert lawns to pollinator habitats including but not limited to incentive programs, working with homeowner associations to convert common open space, and identifying town parks and public lands that could also serve as public education projects.	Water Department	1 to 3	
4.2.d	Investigate the use of native plants in public, commercial and residential landscaping and more diverse grasses at turf farms.	Planning Department	3 to 5	
4.3.a	Develop mechanisms to-protect undeveloped/natural landscape in Groundwater Zone 1 for water quality.	Water Department	Ongoing	
4.3.b	Acquire land through purchase of land and development rights, land dedication, and easements.	Town Council	Ongoing	
	Identify areas to target for preservation and create a prioritization strategy that includes criteria such as: conservation opportunity areas, significant scenic/historic/archaeological resources, forest, farmland, groundwater overlay, wetland, salt marsh, steep slope, riparian buffers, SFHA subject to repeat flooding, 1' and 3' sea level rise.	Planning Department	1 to 3	
4.3.c	Link state funding opportunities for non-point source pollution abatement with grants for open space acquisition and recreation.	Planning Department	7 to 10	

Action #	Action By Element	Responsible Party	Timeframe	CIP
4.4.a	Implement demand management techniques recommended in the Water Supply System Management Plan and develop criteria and methodology to facilitate enforcement of watering and landscape irrigation regulations for nonagricultural use.	Water Department	1 to 3	
4.4.b	Work with the QDC, RIDEM, the state Water Resources Board, Kent County Water Authority and other interested parties in the Hunt Wellhead Protection Area or through other protection initiatives to address water management within the aquifer.	Water Department	Ongoing	
4.4.c	Study greywater reuse and rainwater harvesting.	Water Department	7 to 10	
4.5.a	Adopt environmental standards for low impact development and energy efficiency.	Town Council	7 to 10	
4.5.b	Work with homeowners to complete home energy audits and assess cost-saving efficiency upgrades, and alternative energy solutions.	Building Official	3 to 5	
4.5.c	Partner with property owners to install solar panels on large and small footprint commercial, residential and industrial buildings and surface parking lots.	Planning Commission	1 to 3	
4.6.a	Assess opportunities to increase energy efficiency throughout town facilities and operations and reduce North Kingstown's overall carbon footprint.	Town Council	3 to 5	
	Conduct baseline assessment of energy use for town buildings, vehicles and equipment.	Building Official	3 to 5	
	Explore alternative renewable energy solutions including solar, wind and hydropower for all municipal buildings and operations.	Building Official	3 to 5	
	Integrate green building strategies into existing municipal facilities, and require green building standards as defined by the US Green Building Council for future construction and/or building retrofits.	Building Official	3 to 5	
	Implement pilot projects on Town property to demonstrate energy efficiency and resource conservation. Projects may include: pollinator habitats, greywater reuse, rainwater harvesting, stormwater management, alternative energy generation, composting.	Town Council	5 to 7	
4.7.a	Explore expansion of town-wide environmental education programs for residents and businesses and partnerships with schools.	Water Department	1 to 3	
4.7.b	Update existing environmental and conservation publications such as the Puddle.	Water Department	3 to 5	
4.7.c	Develop interpretive signage to publicize town conservation and sustainability efforts and demonstration energy and water conservation projects.	Water Department	7 to 10	
4.8.a	Implement a Recreation Facilities Management Program to upgrade and improve all facilities.	Recreation Department	Ongoing	

Action #	Action By Element	Responsible Party	Timeframe	CIP
4.8.b	Work with Recreation Department to schedule use of school department facilities for extracurricular recreational programs outside of regular school hours.	Recreation Department	Ongoing	R-EXIST FAC-1 to 5; R-FIELD-1 to 3; R-NEW FAC-1; R-EQUIP-1
4.8.c	Upgrade Community Center or explore its replacement with a new indoor recreation center.	Town Council	1 to 3	
4.8.d	Institute programming for after work/evening hours at local facilities, adult sport leagues, and fitness stations at parks and trails.	Recreation Department	5 to 7	R-EXIST FAC-1
4.8.e	Develop pocket parks within walking distance (1/2 mile) of densely populated areas in town.	Planning Department	1 to 3	
4.8.f	Work with property owners and developers to designate and design open space and public recreational use in commercial and industrial areas.	Planning Department	5 to 7	
4.8.g	Assess the use of user fees to offset costs and contribute to maintenance, upgrade and/or development of town services and facilities with limited user base (such as swimming pool, ice rink, teen center).	Town Council	7 to 10	
4.8.h	Collaborate with community organizations in the maintenance and upgrade of highly used facilities.	Town Council	Ongoing	
4.9.a	Provide open space trails and viewing platforms on public land where possible, and negotiate public access to private dedicated open space in adjacent developments to form a continuous and publicly accessible green space network.	Town Council	1 to 3	
4.9.b	Protect and expand access to inland fresh water and public shoreline, and develop a blue trail along the coast for active recreation.	Town Council	1 to 3	
4.9.c	Identify Public Shoreline Access ROW areas and designate as such with signage.	Town Council	Ongoing	
4.10.a	Develop unified signage for trail, open space, and waterfront access points.	Conservation Commission	1 to 3	
4.10.b	Use programming to highlight open space assets, such as concerts, ArtVenture hikes and history tours.	Town Council	3 to 5	
4.10.c	Evaluate potential to connect waterfront and open space access points to existing and proposed biking trails and creating additional car and bike parking where possible.	Planning Department	3 to 5	
4.10.d	Develop access for small watercraft (canoe/kayaks) throughout the town including at the Wickford parking lot, Town Beach, and other town access points.	Town Council	1 to 3	
4.10.e	Safeguard and improve the water quality of the harbors and coastal areas to ensure their continued safe use by the public for boating, swimming and fishing.	Harbor Division	Ongoing	

Action #	Action By Element	Responsible Party	Timeframe	CIP
4.10.f	Institute an "Adopt-an-Access Point" program for civic and neighborhood organizations, businesses, schools, and other community organizations to maintain and improve access points through landscaping, signage, cleaning.	Department of Public Works	3 to 5	
	HISTORIC			
5.1.a	Inventory extant historic structures and identify priorities for rehabilitation, redevelopment, and historic designation.	Historic District Commission	1 to 3	
5.1.b	Regulate current historic districts to protect the existing housing stock and the character of significant areas and explore the potential for expanding existing or creating additional historic district designations.	Historic District Commission	3 to 5	
5.1.c	Work with property owners regarding voluntary stewardship of historic buildings/properties.	Historic District Commission	7 to 10	
5.1.d	Develop a stone wall protection ordinance.	Town Council	7 to 10	
5.1.e	Investigate the applicability of a demolition delay ordinance.	Planning Department	1 to 3	
5.2.a	Highlight historic mill villages and significant properties through signage and marketing materials.	EDA	1 to 3	
5.2.b	Highlight the history of North Kingstown and use technology and educational programs to give the community a greater understanding of its cultural and historical heritage.	Historic District Commission	3 to 5	
5.2.c	Identify historic resources to encourage tourism and economic development and share information on the town's historic assets with regional and state tourism efforts.	Historic District Commission	Ongoing	
5.2.d	Utilize the town's new web site to market North Kingstown history, heritage, arts and culture, and natural and waterfront amenities.	EDA	Ongoing	
	Utilize the new North Kingstown website to highlight attractions, history, things to do and link to state outlets.	EDA	3 to 5	
	Promote Wickford's waterfront location as a destination for restaurant, retail, harbor activity, and recreation.	EDA	3 to 5	
	Build a North Kingstown brand and identity through the use of motifs and images.	EDA	5 to 7	
	Maintain relationships with regional tourism organizations and South County communities to ensure North Kingstown is promoted by state tourism branding and marketing.	EDA	Ongoing	
	Add signs at town entrances to inform people of where they are.	EDA	Ongoing	
5.2.e	Develop wayfinding signage and key attractions at gateways, such as Route 4/102, Post Road/Frenchtown Road, Post Road/Route 403, Route 1A/Beach St, Jamestown Bridge.	Town Council	1 to 3	

Action #	Action By Element	Responsible Party	Timeframe	CIP
5.2.f	Develop historic walking tours, and develop additional walking and biking itineraries for places of interest and scenic routes.	Town Council	Ongoing	
5.3.a	Collaborate with arts-related organizations to provide events and strategies as tourism attractions, and foster the relationship between the arts and business community for cross-promotion and economic development.	Town Council	Ongoing	
5.3.b	Expand arts educational programs for all age groups through school and public programming, and enhance the link between school-based arts programming and the broader arts community in town.	School Department	5 to 7	
5.3.c	Assess the potential for creating art spaces through adaptive reuse projects similar to the Mill at Shady Lea.	Planning Department	7 to 10	
COMMUNITY SERVICES AND FACILITIES				
6.1.a	Work with businesses on the commercial and industrial precycling (ie reducing the use of packaging and disposable products) and recycling of materials and explore a food scrap composting program.	Department of Public Works	7 to 10	
6.1.b	Institute the latest solid waste management technologies and upgrade waste transfer station as needed.	Department of Public Works	7 to 10	
6.1.c	Develop ordinances that will reduce litter and solid waste along roads and in town public areas.	Department of Public Works	7 to 10	
6.2.a	Provide adequate domestic water supply and fire protection.	Water Department	Ongoing	
	Use and update the water system hydraulic model to ensure sufficient water volume and pressure within the water service area.	Water Department	Ongoing	INFR-6; W-PLAN-1 to W-
	Upgrade the water distribution system as appropriate and when possible coordinate with roadway reconstruction and pipeline replacement projects when possible.	Water Department	Ongoing	W-PLAN-1
	Develop a water system asset management and condition assessment and replacement plan.	Water Department	5 to 7	W-INFR-1 thru W-INFR-5
6.3.a	Undertake sewer infrastructure installation in Wickford Village and along Post Road. Sewer installation in the Post Road area must be balanced with preserving those areas that contribute to groundwater recharge	Department of Public Works	Ongoing	SW-1
6.3.b	Assess the potential for the construction of sewers in environmentally sensitive areas, flood prone areas within the SFHA and projected sea level rise, and areas of existing high density.	Department of Public Works	7 to 10	SW-1
6.3.c	Monitor wastewater treatment plant capacity and prepare for expansion and upgrade to accommodate growing need.	Department of Public Works	3 to 5	SW-1
6.4.a	Participate in programs that provide low cost health care and social services to those that qualify and are eligible.	Town Council	Ongoing	
6.4.b	Continue to provide access to healthy foods and active recreation.	Town Council	1 to 3	

Action #	Action By Element	Responsible Party	Timeframe	CIP
6.5.a	Develop a long-range library plan to stay abreast of new and innovative library services and technology.	Library Director	Ongoing	
6.6.a	Implement the findings of the long-range school planning process to determine future need and develop long-term scenarios for potential school consolidation, use of technology, new and better facilities with modern security features, and more efficient, cost-saving bussing and administration.	School Department	1 to 3	
6.7.a	Provide adequate staffing and overtime budgets in order to maintain police service levels.	Town Council	1 to 3	
6.7.b	Upgrade police facilities and infrastructure, including the Police Department building, Emergency Operations Center and a new police headquarters building.	Town Council	1 to 3	
6.7.c	Evaluate the need for additional Fire Department staff and facilities to handle concurrent runs as the town grows.	Town Council	1 to 3	
6.7.d	Evaluate the potential Quonset Point Davisville Fire Station to ensure adequate response times, potentially on vacant land adjacent to Fire Maintenance Bldg.	Town Council	Ongoing	
6.7.e	Communicate with adjoining towns' public safety departments and explore regional fire and police with neighboring communities.	Police and Fire Departments	7 to 10	F-NEW FAC-1; F-NEW FAC-2
6.7.f	Evaluate the possibility of consolidating any of the existing and proposed fire stations in town.	Town Council	1 to 3	
6.8.a	Assess centralization and coordinated use of town facilities and resource sharing among municipal departments and develop a plan for consolidating town government and school offices in one location.	Town Council	1 to 3	
6.8.b	Develop maintenance plans for municipal facilities and maintain adequate capital reserve to fund development and maintenance of municipal facilities.	Department of Public Works	1 to 3	
6.8.c	Site new municipal/civic buildings, where practicable, within village centers and along transit routes for better access and infrastructure availability.	Town Council	5 to 7	PW-EXIST FAC-1 to PW-EXIST FAC 4
6.8.d	Explore regional agreements for resource sharing.	Town Council	7 to 10	
6.9.a	Develop a communication strategy to ensure a range of tools is used to provide all residents with straightforward access to information.	Technology Department	3 to 5	
6.9.b	Implement Information Technology Advisory Committee (ITAC) recommendations to streamline operations and ensure ease of access for town employees and residents by updating and redesigning the town website, payments, software, workflow, staffing, security, and continuity of services.	Information Technology Department	1 to 3	

Action #	Action By Element	Responsible Party	Timeframe	CIP
6.10.a	Develop a “North Kingstown Civics 101” brochure to better communicate the roles of local boards, committees, commissions, and civic groups.	Town Clerk	Ongoing	
6.10.b	Communicate regularly with community and civic organizations and ensure access to appropriate public spaces.	Town Clerk	Ongoing	
6.10.c	Engage youth in civic discourse through volunteer or internship programs, and civics education in North Kingstown schools.	Town Clerk	Ongoing	
6.10.d	Promote volunteer opportunities, particularly for initiatives such as beautification and anti-litter “adopt-a-spot” programs, friends of parks groups, and tree planting.	Department of Public Works	Ongoing	
6.10.e	Provide training to board and commission members.	Town Clerk	Ongoing	
NATURAL HAZARDS				
7.1.a	Notify property owners within the Special Flood Hazard Area (SFHA) of their exposure to projected sea level rise scenarios.	Building Official	1 to 3	
7.1.b	Create more resilient housing stock through “code-plus” techniques that go above and beyond local building codes to reduce damage and debris from structures during a storm or flooding event.	Building Official	1 to 3	
7.2.a	Evaluate vacant properties within the SFHA and identify opportunities to acquire, purchase, or establish perpetual conservation easements on these parcels.	Town Council	1 to 3	
7.2.b	Assess feasibility of structuring Purchase Development Rights (PDR) program specific to the SFHA to reduce density in the potential	Planning Department	1 to 3	
7.2.c	Define areas impacted by sea level rise and other flood events for protection, accommodation, preservation, and managed retreat.	Planning Department	7 to 10	
7.3.a	Create a database of municipal properties and structures within the SFHA or projected sea level rise areas and record of flood impacts.	Building Official	1 to 3	
7.3.b	Request RIDOT conduct a feasibility study to identify strategies to protect evacuation routes and state roadways from storm damage and projected sea level rise inundation and evaluate the necessity and feasibility of elevating low points in the roadway-to maintain evacuation routes.	Department of Public Works	1 to 3	
7.3.c	Prioritize public facility improvements that are necessary for increased resiliency on the town Capital Improvement Program and roads currently and potentially impacted by a sea level rise or coastal flooding for inclusion on the state Transportation Improvement Program (TIP) and town Capital Improvement Program.	Department of Public Works	1 to 3	
7.3.d	Restrict development of new roads in areas impacted by coastal flooding and sea level rise scenarios.	Department of Public Works	7 to 10	
7.3.e	Update and continue to implement the Town’s Hazard Mitigation Plan with regard to Town-owned transportation infrastructure.	Planning Department	7 to 10	

Action #	Action By Element	Responsible Party	Timeframe	CIP
7.4.a	Preserve open space in existing salt marsh complexes, floodplain, and in areas exposed to coastal hazards, sea level rise projections and salt marsh migration.	Town Council	Ongoing	
7.4.b	Establish a process and financial incentives for property owners to define conservation easements on their properties to protect areas projected to be inundated by sea level rise or salt marsh migration.	Planning Department	1 to 3	
7.5.a	Create a database of parcels within the historic districts, the SFHA, and within the projected sea level rise areas to monitor impacts to these areas and coordinate with property owners on potential strategies to protect historic assets.	Building Official	1 to 3	
7.5.a	Coordinate with the State Historic Preservation Officer and the local Historic District Commission to provide resources and design guidelines for historic home owners within historic districts who may desire to flood-proof their property or structure.	Building Official	1 to 3	
7.5.b	Coordinate with the State Historic Preservation Officer and the local Historic District Commission to provide resources and design guidelines for historic home owners within historic districts who may desire to flood-proof their property or structure.	Historic District Commission	1 to 3	
7.5.c	Establish financial incentives for owners of historic properties who voluntarily invest in adaptation strategies to flood-proof or otherwise protect vulnerable assets, such as low-interest loans or historic preservation grants .	Town Council	7 to 10	
	LAND USE			
8.1.a	Develop and use the design review guidelines that incorporate architecturally compatible, ecologically sensitive, aesthetically pleasing and defensible criteria.	Planning Commission	1 to 3	
8.1.b	Amend the zoning map in order to bring consistency between the zoning and the comprehensive plan within 18 months of State Approval.	Planning Commission	1 to 3	
8.2.a	Focus development around growth centers.	Commission	Ongoing	
8.2.b	Implement the Transfer of Development Rights and Identification of Village Centers reports and the Wickford Village Plan, and consider transferable qualities that other village centers as identified in the village centers reports could incorporate.	Planning Department	Ongoing	
8.2.c	Revise Transfer of Development Rights (TDR) to enable higher density residential and commercial development in receiving zones as a way to encourage new development in existing developed areas.	Planning Department	1 to 3	
8.2.d	Assess the use of Compact Village Development (CVD) where appropriate for high quality mixed use projects.	Planning Commission	3 to 5	
8.3.a	Investigate incentive programs such as low-interest loan programs, density incentives, tax incentives and tax increment financing.	Town Council	3 to 5	
8.3.b	Institute streamlined permitting for redevelopment sites.	Commission	3 to 5	

Action #	Action By Element	Responsible Party	Timeframe	CIP
8.3.c	Identify opportunities for public/private partnerships to redevelop properties	Town Council	3 to 5	
8.4.a	Allow for housing types to that accommodate demographic changes while maintaining neighborhood character.	Planning Commission	Ongoing	
8.4.b	Investigate infill development the when siting of new residential neighborhoods.	Planning Commission	Ongoing	
8.5.a	Identify and/or designate areas for mixed use and transit-oriented development	Planning Commission	Ongoing	
8.5.b	Site the development of a mix of office, retail, light industrial,-and public space in Quonset Gateway.	Planning Commission	Ongoing	
8.5.c	Site a mix of office, retail, and high-density residential-development on Post Road and Wickford Junction.	Planning Commission	Ongoing	
8.5.d	Site a mix of office, retail and high density residential development in existing villages.	Planning Commission	Ongoing	
8.6.a	Support commercial and industrial growth at Quonset.	Town Council	Ongoing	
8.6.b	Work with property owners to direct commercial development in existing villages and designated growth areas.	Planning Commission	Ongoing	
8.6.c	Assess the expansion and development of agriculture, silviculture, aquaculture and other resource-based businesses including newly emerging agricultural trends.	Planning Department	Ongoing	
8.7.a	Utilize overlays and enforce standards to protect steep slopes, groundwater, and special flood hazard areas.	Planning Commission	Ongoing	
8.7.b	Preserve open space in environmentally sensitive areas, around water bodies, and in areas with significant scenic and cultural resources.	Town Council	Ongoing	
8.7.c	Plan regionally by coordinating with other towns in Washington County and also in the State of Rhode Island, with particular attention to shared natural resources and transportation systems	Town Council	Ongoing	

CIP	Reference #	
Water		
well #10 rehab/replacement	W-INFR-1	W-INFR = water infrastructure
water system asset management/plan/condition assessment	W-PLAN-1	W-PLAN = water planning
disinfection of high service areas	W-INFR-2	
renewable energy feasibility study	W-PLAN-2	
water supply development source augmentation; supply redundancy	W-PLAN-3	
recoat Slocum Tank	W-INFR-3	
Rehab Well #6	W-INFR-4	
Water main replacement	W-INFR-5	
Recreation		
Signal Rock building (as a community center)	R-EXIST FAC-1	R-EXIST FAC = RECREATION EXISTING FACILITY
Yortown Park improvements (safety, lighting, restrooms)	R-EXIST FAC-2	
McGinn Park turf	R-FIELD-1	R-FIELD = RECREATION FIELD IMPROVEMENTS
Indoor rec facility	R-NEW FAC-1	R-NEW FAC = NEW RECREATION FACILITY
Wilson Park (soccer, tennis, basketball)	R-FIELD-2	
Electric golf carts	R-EQUIP-1	R-EQUIP = RECREATION EQUIPMENT
Air conditioning at Cold Spring CC	R-EXIST FAC-3	
Update driving range	R-EXIST FAC-4	
McGinn Park tennis, basketball and skate park	R-EXIST FAC-5	
Ryan Park improvements (new soil, seed)	R-FIELD-3	
DPW		
100 Fairway improvements	PW-EXIST FAC-1	PW-EXIST FAC = PUBLIC WORKS EXISTING FACILITY IMPROVEMENTS
Facilities improvements	PW-EXIST FAC-2	
Fire Maintenance Building improvements	PW-EXIST FAC-3	
Old Town House/WES	PW-EXIST FAC-4	
Road maintenance (pavement management)	PW-ROAD-1	PW-ROAD = PUBLIC WORKS ROAD WORK
Vehicle and equipment replacement	PW-EQUIP-1	PW-EQUIP = PUBLIC WORKS EQUIPMENT
Landfill closure (Hamilton Allenton and Oak Hill)	PW-LAND-1	PW-PROP = PUBLIC WORKS LAND ASSET

CIP	Reference #	
Fire		
Station 2 & 3 windows and doors	F-EXIST FAC-1	F-EXIST FAC = FIRE DEPT EXISTING FACILITY IMPROVEMENTS
New maintenance truck	F-EQUIP-1	F-EQUIP = FIRE DEPT EQUIPMENT
Quonset Fire Station	F-NEW FAC-1	F-NEW FAC = FIRE DEPT NEW FACILITY
Station upgrades and #1 addition	F-EXIST FAC-2	
Temporary engine storage	F-NEW FAC-2	
Police		
Station window, roof replacement; parking lot lighting	P-EXIST FAC-1	P-EXIST FAC = POLICE DEPT EXISTING FACILITY IMPROVEMENTS
Senior Services		
Vehicle replacement	SS-EQUIP-1	SS-EQUIP = SENIOR SERVICES EQUIPMENT
Sewers		
Funding	SW-1	SW = SEWERS
Schools		
HVAC at NKHS	S-EXIST FAC-1	S-EXIST FAC = SCHOOLS EXISTING FACILITY IMPROVEMENTS
District technology	S-TECH-1	S-TECH = SCHOOLS TECHNOLOGY IMPROVEMENTS
Vehicle fleet replacement	S-EQUIPMENT-1	S-EQUIPMENT = SCHOOLS EQUIPMENT
WMS mechanical fresh air system	S-EXIST FAC-2	
windows and roof, flooring	S-EXIST FAC-3	
electrical, sewer, plumbing	S-EXIST FAC-4	
masonry	S-EXIST FAC-5	
sidewalks, parking, playground	S-EXIST FAC-6	
NKHS athletic fields and tennis courts	S-FIELDS-1	S-FIELDS = SCHOOLS ATHLETIC FIELD IMPROVEMENTS
Hamilton boiler	S-EXIST FAC-7	
Fishing Cove heating	S-EXIST FAC-8	
lighting	S-EXIST FAC-9	
health/safety/ada	S-EXIST FAC-10	
generator	S-EXIST FAC-11	
security	S-EXIST FAC-12	
lockers	S-EXIST FAC-13	
gym floor refinishing	S-EXIST FAC-14	

