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Transfer of Development Rights and Identification of Village Centers Phase 1 Assessment

North Kingstown, Rhode Island

March 4, 2011



Submitted to:
**Department of Planning and Development
Town Hall Annex
55 Brown Street
North Kingstown, RI 02852**

Submitted by:
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Appendix A: Opportunities and Constraints Mapping for Each Study Area

I. Introduction

A. Background

The Horsley Witten Group, Inc. (HW) was retained by the Town of North Kingstown to develop a study funded in part by the Rhode Island Office of Statewide planning entitled “Transfer of Development Rights and Identification of Village Centers.” One of the primary objectives of this study is to assess the capacity of selected areas in North Kingstown to participate in the recently established Transfer of Development Right (TDR) Program as “receiving areas” (TDR in North Kingstown is described in more detail below). The town is interested in whether this “smart growth” model can be expanded to include other villages or emerging growth centers as receiving areas. The study will occur in two basic phases: 1) a screening process for eight potential study areas; and 2) design and ordinance development for areas selected in the first phase.

The first phase of the Project involves an assessment of eight areas in North Kingstown identified by the town’s Department of Planning and Community Development. Six of these areas are existing village centers – Allenton, Davisville, Hamilton, Lafayette, Saunderstown, and Wickford Village (identified in the North Kingstown Comprehensive Plan). Wickford Junction, one of the Town’s largest retail centers represents another potential study area most notably because it is the site of the future Massachusetts Bay Transportation Authority (MBTA) station. A final potential area includes the general vicinity of the former Bald Hill Nursery and Rolling Greens Golf Course and land in the area of the intersection of Routes 2 and 102 close to the Exeter town line. A locus of these villages and potential growth areas is provided in Figures 1 and 2.

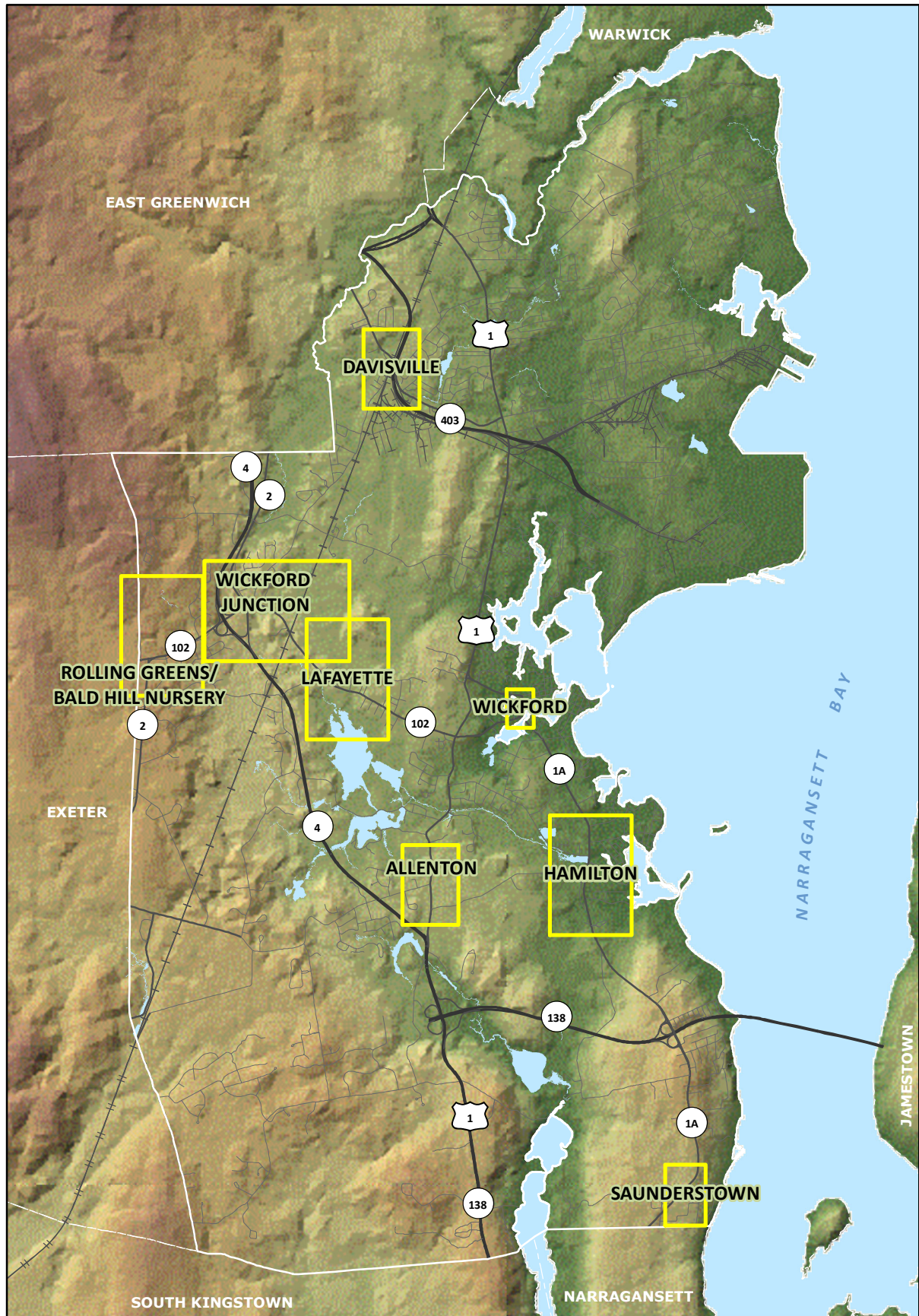
The objective of this first phase of the Project is to provide an initial assessment of whether any of these eight areas is an appropriate place for increased density and inclusion in a TDR program. The assessment serves as a “first cut” and is designed to identify areas that either deserve further study as part of this Project, or are not suitable for TDR implementation. HW developed a screening process that includes the findings from past studies, field reconnaissance and readily available GIS data to determine which areas should be included in a more detailed examination of TDR implementation. A series of maps is also provided in an appendix and serves as a set of ‘visual criteria’ to assist with the selection of future growth areas. HW also researched past studies, ongoing implementation efforts and other proposals in these areas to help provide a framework for selecting appropriate sites for further study.

B. TDR in North Kingstown

TDR provides an innovative way to direct growth away from lands that should be preserved to locations well suited for higher density development. Areas that may be appropriate for additional development include pre-existing village centers or other districts that have adequate infrastructure to service new growth. The approach to TDR begins with planning

Town of North Kingstown

Figure 1: Village Locus Map



Legend

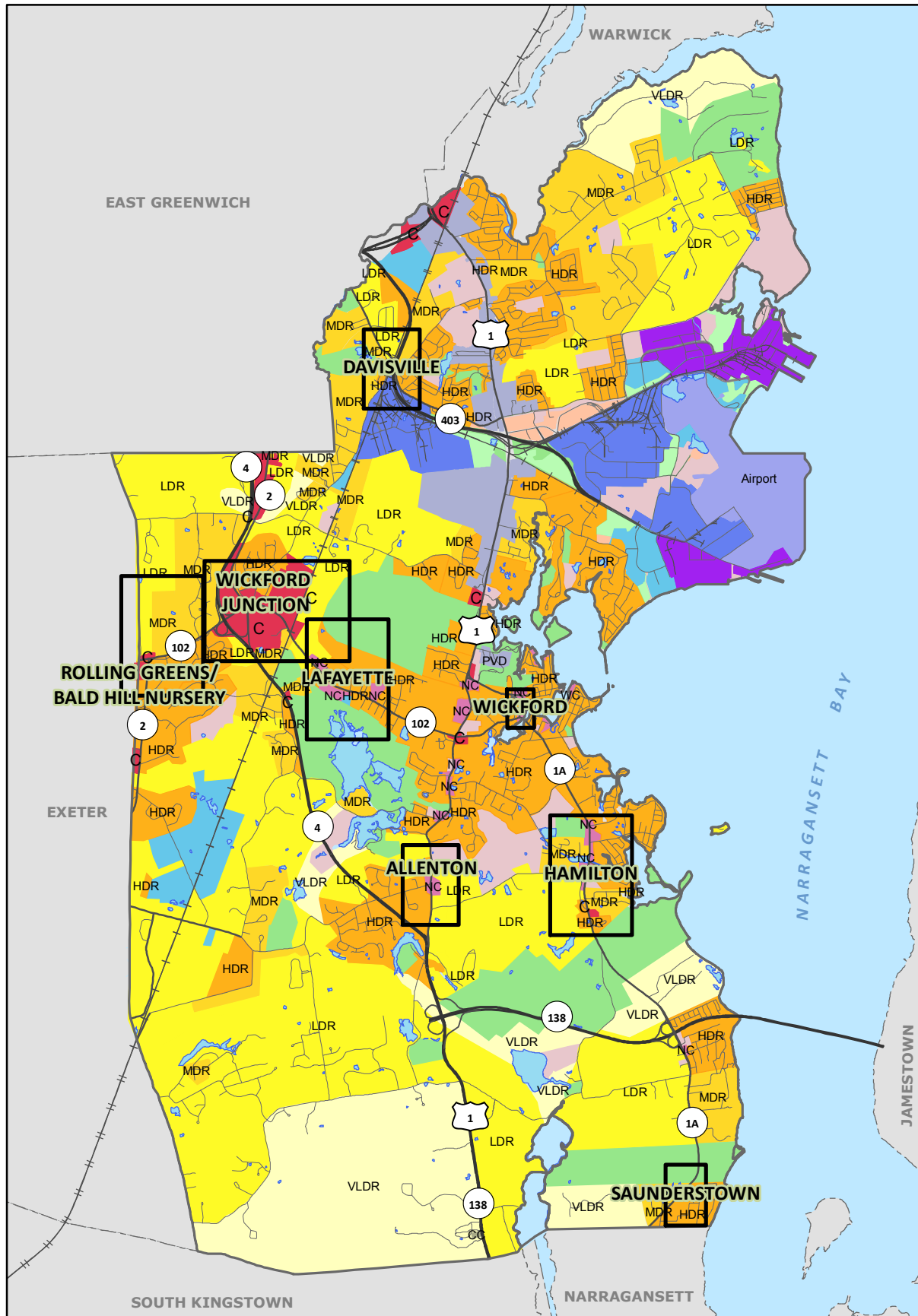
 Village Study Areas

0 1 Mile



For general planning purposes only. Data sourced from
Town of North Kingstown Planning & IT Departments and
RIGIS. Pictometry Licensed Imagery (2008 - RI E911).
This map is not intended as a site or survey plan.

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Legend

- | | | |
|------------------------------|-------------------------|--------------------|
| Village Study Areas | Neighborhood Commercial | General Industrial |
| Railway | Commercial | Public |
| High Density Residential | High Density Mixed Use | Open Space |
| Medium Density Residential | Quonset Mixed Use | Airport |
| Low Density Residential | Waterfront Commercial | Corporate Compound |
| Very Low Density Residential | Waterfront Industrial | Quonset Future ROW |
| Planned Village District | Light Industrial | |

NOTE: INCLUDES ALL AMENDMENTS AS OF MARCH 1, 2011

0 1 Mile

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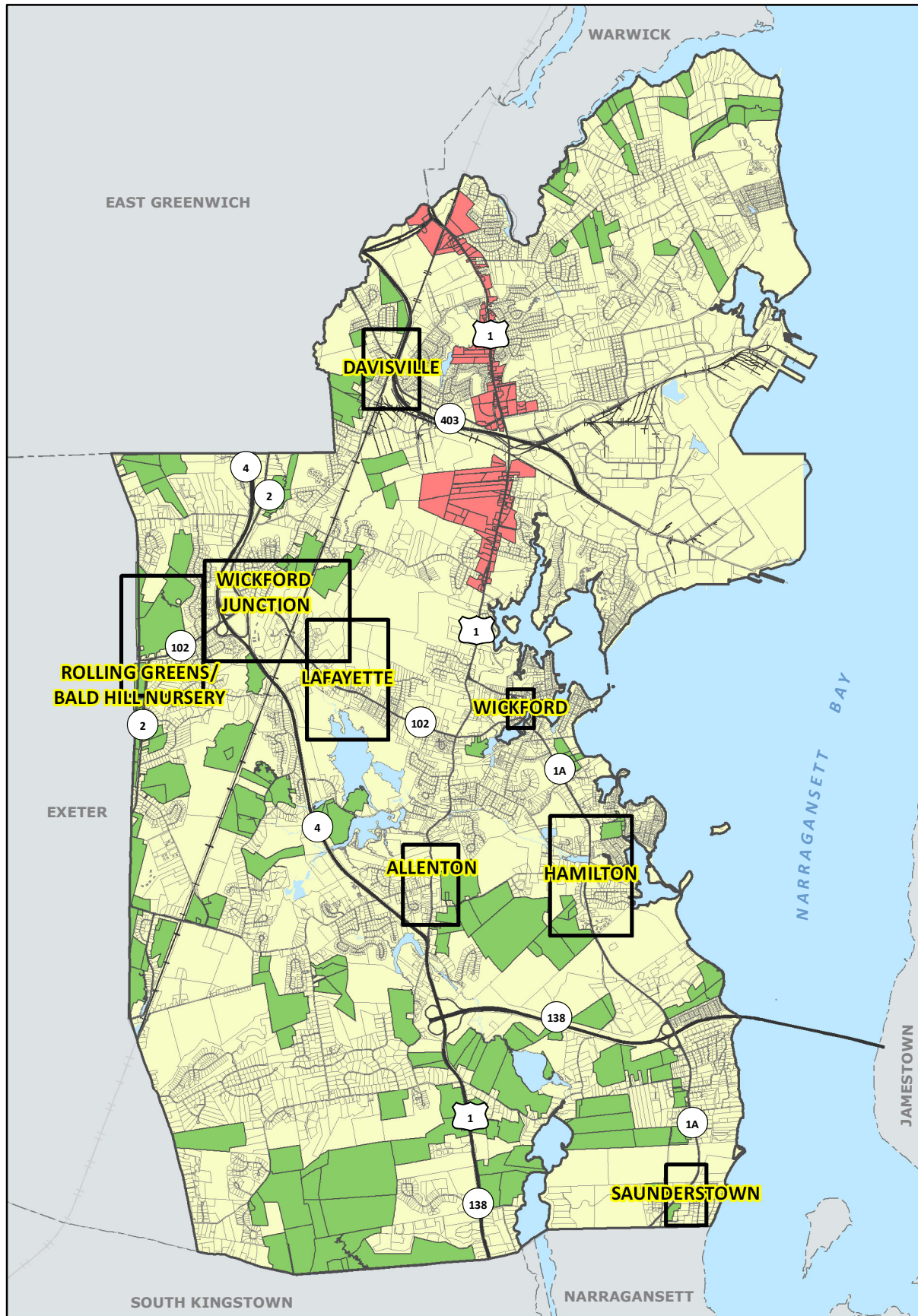
Mapping and Planning Services
MH 3/2011

processes that identify specific preservation areas as “sending areas” and specific development districts as “receiving areas.” In North Kingstown, areas less suited for development could include existing viable farmland, areas within the groundwater overlay district, and other undeveloped significant parcels. North Kingstown identified many of these parcels through its first TDR project and included these in the Zoning Ordinance as the “Sending Area Overlay District.” This district officially provides the opportunity (voluntary) for land owners to sell their development rights to prospective developers in the receiving area. Today, North Kingstown has identified one receiving area, the Post Road District, which stretches in a northerly direction along Route 1 from the State Police barracks to the East Greenwich town line (Figure 3). The amount of money required to purchase these development rights is influenced by the ordinance provisions, but is generally negotiated between the landowners. This approach allows market forces to enter into the transaction and allows land owners to negotiate the final value of development rights.

In return for the purchase of development rights, landowners in the sending area place development limitations on their property, which are recorded as a deed restriction. Restrictions can limit the level of potential development, the type of development, or some combination of both. Developers who buy development rights are acquiring the capacity to build higher density in a receiving area, which can mean different types of the same use (apartments in addition to single family homes), higher densities of the same use (multi-family between 4 and 30 units per acre), or different higher intensity commercial uses.

Successful implementation of TDR generally involves a planning level real estate analysis that quantifies the financial relationship between the sending area and receiving area parcels. In North Kingstown, for example, the town determined that the rights to each single family unit that could be developed in the sending area would require the development of at least three multi-family units in the Post Road District to make the project financially feasible. The Town therefore structured the existing TDR program to provide significant incentives to prospective purchasers of development rights. Depending on the resource values associated with land in the sending area, the ordinance allows for between four and eight multi-family units to be developed for each development right purchased in the sending area.

The model developed for the Post Road District uses a straightforward incentive-based approach to encourage TDR. This approach is viable for Post Road because the redevelopment goals of the town for this area (as reflected in the Comprehensive Plan) include high density mixed use development and complete redevelopment of existing sites. As part of this Project, HW is examining the potential for TDR implementation in areas that may have different goals for increasing density. The model developed for Post Road may not be applicable, or may need to be adjusted depending on various factors associated with other sites. The amount of developable land, the historic identity, roadway access, market constraints and a variety of other conditions will require the examination of other models. These models will be explored in more detail in the second phase of the Project, but could include the following.



Legend

- Village Study Area
- Sending Area
- Receiving Area
- Parcels (as of 12/31/2010)
- Railway

0 1 Mile

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1. TDR Application for “Up-Zoning”

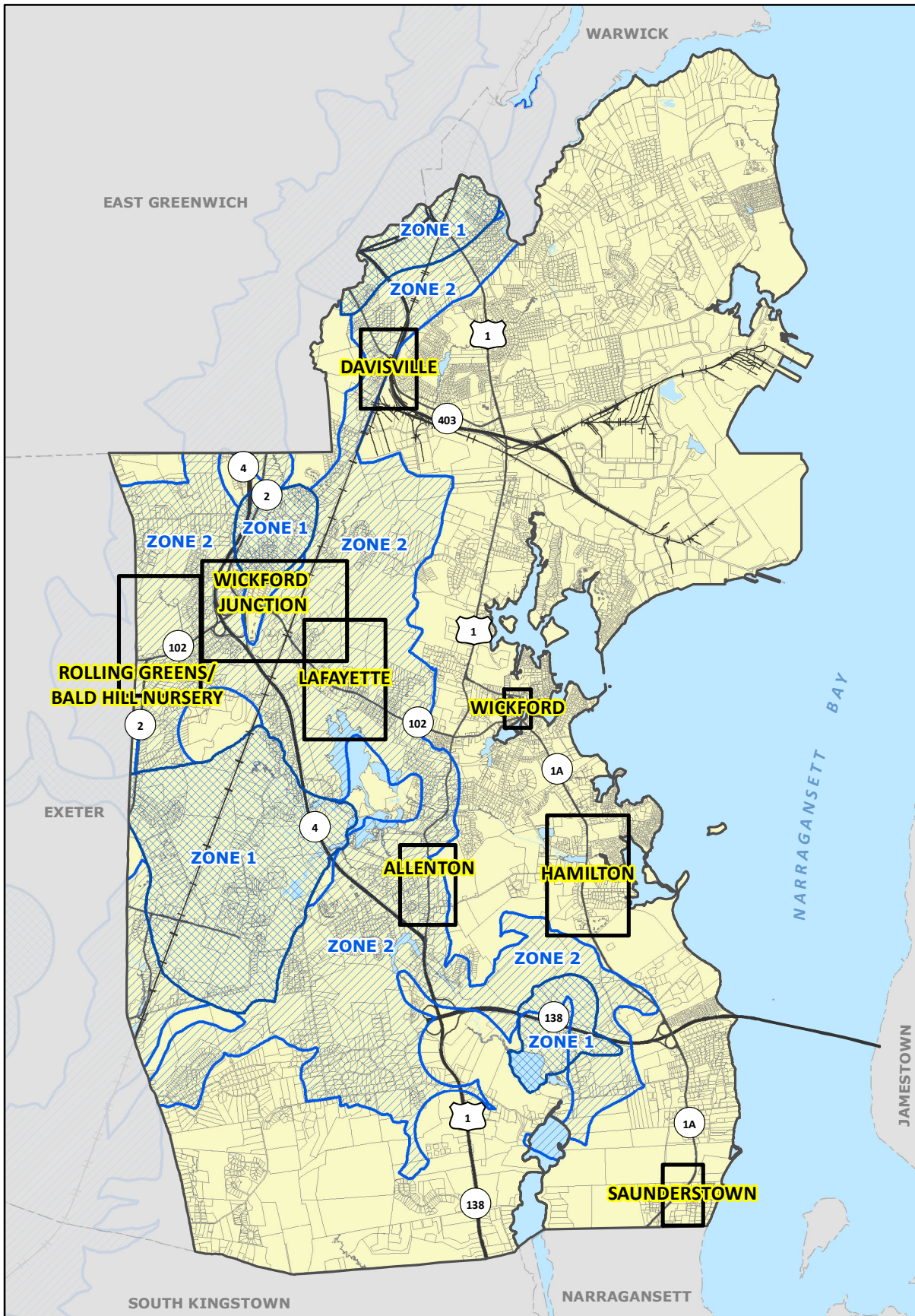
One of the larger issues associated with TDR is the idea of “community buildout”. This concept, as the name suggests, is a planning tool used by many communities to look at how much development can occur based on existing or proposed regulations. As a tool, buildout analysis can be used to help predict future impacts to infrastructure or the future need for various community facilities and services. North Kingstown, for example, performs regular buildout analyses to assess the adequacy of its water supply system to provide drinking water to those areas of the community tied into the municipal system. Buildout analyses like these help to guide decisions on future investment and the degree to which municipal services should (or should not) be expanded. Inherent in these analyses is the assumption that resources are finite and there may come a point where existing or proposed regulations allow for levels of development that are unsustainable.

The application of TDR that could emerge relative to this issue addresses the idea of buildout and of carrying capacity for different resources in the community. One example previously mentioned is the municipal water supply. This utility draws its water from the Hunt-Annaquatucket-Pettaquamscutt (HAP) aquifer system, which has already been identified as a stressed basin through scientific study. As such, increases in development potential could further stress this aquifer depending on the proposed use and associated water demand. Another related example involves the town’s Groundwater Recharge and Wellhead Protection Overlay Districts (the “Groundwater Overlay”) as mapped in Figure 4. This area allows development to the degree that the discharge of nitrogen to the ground (from wastewater systems and impervious cover) is adequately managed and does not exceed specific levels. Increases in allowable density could create a situation where additional wastewater discharge or higher amounts of impervious cover cause nitrogen levels to exceed acceptable levels.

In each of these cases, and potentially others, TDR could be used as part of a regulatory package that would allow for areas to be “up-zoned” to higher intensity with the condition that development rights are purchased to compensate for impacts to sensitive resources. For example, a developer wishing to increase density in the Groundwater Overlay District could purchase development rights from another site within the overlay, ensuring that a “nitrogen balance” is maintained. The increased impacts on one site would be compensated for by the permanent preservation of another.

2. “Same District” TDR:

The TDR program in place today transfers density from one discreet district, the Sending Area Overlay District, to another, the Post Road District. This approach is the most commonly applied throughout the country and identifies broad, community-wide interest in areas well-suited for development and areas well-suited for preservation. Another potential approach looks at TDR application on a more localized level and potentially



Legend

- Village Study Areas
- Groundwater Protection Area (Zone 1)
- Groundwater Protection Area (Zone 2)
- Parcels (as of 12/31/2010)
- Railway

0 1 Mile

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Mapping and Planning Services
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moves development rights from one area of a district or neighborhood to another. This application shows its highest potential in residentially zoned districts. For example, many of North Kingstown's residential lands have a minimum lot size of approximately two acres. Under this model, the development potential from one site could be moved to another. Instead of having two different sites developed with two-acre lots, one site could be developed with one-acre lots, while the other site is permanently preserved. Depending on the preservation opportunity, this "same district" transfer may provide a high value amenity to the local community.

II. Site Context and Locus

Allenton

The Village of Allenton, named after its founder William H. Allen, formed as the commercial center for the nearby mill communities of Narragansett Mills and Belleville to the north and Shady Lea and Silver Spring to the south. In its early years, the village core included the Allenton Baptist Church, a schoolhouse, a post office, a number of shops, and several boarding houses designed for use by the workers of the textile mills. A large boarding house and the original post office building remain today as landmark features.

Allenton is accessed primarily by Tower Hill Road running from Route 4 at its southern end to its intersection with Ten Rod Road just outside (west) of Wickford Village. Hamilton Allenton Road connects Allenton with the Village of Hamilton approximately 1.5 miles to the east. The intersection of West Allenton Road and Tower Hill Road sits in a small pocket of commercial development that represents the "core" of this village.

Davisville

The Village of Davisville was originally two separate villages: Davis Mills and Davisville. The earlier Davis Mills was centered on the grist and saw mills on the banks of the Hunt River in the early 1700's. The second village, Davisville, began around 1870 with a busy train depot and the Reynolds Manufacturing Company's steam-powered textile mill at its core. The combined villages included shops, a schoolhouse, a post office and many workforce housing units.

Davisville is accessed from the south by Old Baptist Road out of Wickford Junction, which merges into Davisville Road moving north. The Village is split by the existing rail line as well as the primary access road to the Quonset Business Park (QBP), Route 403. The blend of uses in Davisville is unique when compared with the other study areas, consisting of a mix of light industrial, general industrial (associated with the QBP) institutional, and medium and high density residential.

Hamilton

Originally Bissells Mills, Hamilton is one of the oldest industrial sites in New England. Its inception as a grist mill in 1686 was expanded by the addition of a wheat mill, a fulling mill, blacksmith shop, and a substantial wharf by 1795. An iron forge and cotton mill were added to the list of industrial activities in the 19th century. Textile manufacturing remained in operation for nearly 130 years until 1978. The Village included a schoolhouse, community meeting hall, stores, and was home to the powerhouse/car repair shop and trolley stop of the Sea View Trolley line. The post office and adaptive reuse of the Hamilton Mill have maintained the historic thread of this village.

Hamilton is accessed primarily by Boston Neck Road (Route 1A) and is bisected by Mill Pond and Bissell Cove, which are part of the larger Annaquatucket River system. Hamilton Allenton Road is the only other significant connector in the village, leading to Allenton approximately 1.5 miles to the west. Land use in the area is a diverse collection of institutional (Hamilton Elementary School), small-scale strip commercial, and housing at various densities including the Hamilton Harbor Condominiums.

Lafayette

Lafayette, the center of the Rodman family textile empire, was easily the largest and most successful mill village in North Kingstown. Purchased by Rodman in 1847 as a cotton mill, he expanded the mill complex and quickly retooled to utilize wool. At its peak, the mill complex employed more than 500 people and the surrounding village included two churches, two schoolhouses, a community meeting hall, a post office, a company store, various stores, several boarding houses, and a park. The Rodman family constructed four fine mill owner mansions within walking distance of the mill complex. The various buildings that comprise the mill complex, together with the mansions, continue to contribute to the history and character of the village today as one travels through the Village. A historic boarding house and the former post office/company store also remain today as multi-family housing.

The core of Lafayette sits along Ten Rod Road, which serves as its only point of access. Land use to the east and west is a mix of residential and stand-alone neighborhood commercial establishments. Included in some of these residential areas are several historic estate homes, one of which includes an outdoor furniture retail operation.

Rolling Greens Golf Course/Bald Hill Nursery

This study area is located around the intersection of Routes 2 (the South County Trail) and 102 (Ten Rod Road) and includes the Rolling Greens Golf Course to the north of Ten Rod Road. The land abutting the town line south of Route 102 is part of Schartner Farms and across the street from that land is the former Bald Hill Nursery operation along with

an existing restaurant. Plain Road intersects Ten Rod Road in close proximity to the golf course, providing one of the primary access points to existing residential areas on Laurel Ridge Lane and Beacon Drive. This roadway corridor serves as a gateway between North Kingstown and Exeter, provides a popular route to the University of Rhode Island, and lies in close proximity to the Wickford Junction study area. Despite its close proximity to Wickford Junction, Route 4 provides a significant barrier and allows this area to maintain its identity as a gateway feature to a more rural setting.

Saunderstown

The Village of Saunderstown, originally named Willettville, has a long history first as a farming community, then later as a fishing and shipbuilding center, and today as a summer resort. The Saunders family maintained a marina and shipyard, and operated a summer hotel and a ferry service to Jamestown, Newport, Wickford, and Providence. The village evolved into a literary summer community, and has slowly been converted to year-round residences. Saunderstown today maintains an identity that is truly one of a “rural village” with small shops characterized by a lack of well-defined parking, walkways or any sense of uniformity. These shops and the U.S. Post Office are also irregularly located along the street network that surrounds a somewhat informal “village green.” Its location along Route 1, the small-scale of its buildings, and vast tracts of adjacent open space create a strong and unique village character that is not focused on drawing heavy tourist commerce, but rather quietly serving the surrounding neighborhood with basic services.

Wickford Village

The Village of Wickford, platted out as a seaport town in 1709 in a fashion reminiscent of colonial Boston, quickly became a haven for prominent Newport citizens intent on escaping the British occupation of their seaport town during the Revolutionary War. By the 1790’s, a resurgence in trade and rapid expansion of fishing in the region fueled the growth of Wickford as a port and shipbuilding center. As a result of its prominence as a trading center, numerous taverns, shops, and support service businesses established in Wickford, transforming the Village into the cultural, economic, social, religious, and civic center of North Kingstown, as well as for much of southern Rhode Island.

During the 19th century, a number of churches, banks, meeting halls, and governmental buildings were established in addition to the Washington Academy – a school to train young men as educators to satisfy the demand for public education. The end of the village’s boom period came in the late 1830’s when it was bypassed by the Providence and Stoughton Railroad and a wharfage price war with Providence took a heavy toll on its commerce. This slow period of decline was abated by the construction of the Newport & Wickford Railway and Steamship Line in 1870. The train left Wickford Junction for a short run to Poplar Point, where the steamship transported wealthy Newport patrons to summer mansions in Jamestown and Newport. The construction of the Sea View Trolley

line also contributed to the influx of new money, jobs, and visitors and to the revitalization of the village. Many of the colonial-era homes, churches and governmental buildings remain today.

Wickford Junction

The emerging growth center at Wickford Junction is North Kingstown's largest retail center located along Ten Rod Road immediately adjacent to Route 4. This area lies in close proximity to three other study areas: Davisville to the north, Lafayette to the south, and Rolling Greens/Bald Hill Nursery to the west. 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 highway provides a clear edge to this study area to the west, while the active rail line provides a clear edge to the east. To the north, the headwaters to Sawmill Pond and a well-established residential neighborhood frame the study area while, to the south, newer residential development and the intersection of the train line and Route 4 provide a less formal boundary. Although this area of the community is highly developed, the future commuter rail stop that is being constructed within the largest retail plaza may provide new demands and shape new redevelopment opportunities in the future.

III. Assessment of Opportunities and Constraints

To begin the assessment of whether these areas should be studied for future TDR application, HW performed an inventory of the "opportunities" and "constraints" associated with each site. Maps of these various opportunities and constraints can be found in Appendix A.

A. Identifying Opportunities

HW developed a list of potential opportunities that would enhance the capacity of each potential village area to increase development and possibly receive development rights from other areas of town. None of these opportunities alone creates a definitive condition for increasing density but examined as a group, they serve as an indicator of whether existing conditions warrant further study.

Site Development Opportunities

- 1) Availability of Developable Land: A visual assessment of vacant, developable, or highly underutilized land balanced with a review of zoning, Town's Assessors Maps, and ownership through Vision Appraisal.
- 2) Frontage: An assessment of whether adequate frontage is provided on the site or throughout the neighborhood to allow for compliance with the zoning ordinance, access from the right of way, and adequate site distances.

- 3) Land Use Buffers: An assessment of whether the geometry of key parcels provides enough space to construct buffers between residential and non-residential uses where necessary.
- 4) Capacity for Parking/Loading, and Circulation: An assessment of whether the site is capable of reasonably providing for the building(s), safe vehicular and pedestrian circulation, roads, parking, and loading facilities.

Infrastructure/Utilities

- 1) Municipal Water: A review of the provision for and adequacy of the site's existing water infrastructure (Town's *Water Service Area Map*, September 24, 2008) to support the current customer base, as well as to provide a clear baseline in understanding each village's future needs/demands.
- 2) Municipal Sewer/Wastewater Disposal Capacity: A review of the sewer infrastructure in the area, the Town's plans for future sewer service expansion (Post Road Corridor), and sites within the Groundwater Recharge and Wellhead Protection Overlay Districts. An estimate of current nitrogen loading will be performed for sites identified for village development and selected for further analysis that also fall within the Groundwater Recharge and Wellhead Protection Overlay Districts.
- 3) Roadway Access: An assessment of access to and location of major roadways/highways to economic centers, area destinations, and community services to determine the attractiveness/desirability of a site's neighborhood or regional context for village development.
- 4) Mobility Choices: A review of the existing transportation modes (pedestrian, bike, bus, rail, and car/van pools) as alternatives to traditional single-occupancy vehicles to both provide convenience and encourage healthy lifestyles.

Neighborhood

- 1) Bike/Pedestrian/Auto Connectivity: An assessment of the existing multi-modal connections/networks to promote energy efficiency, walkability, cohesive neighborhoods, and a sense of community.
- 2) Public /Open Space Amenities: A review of the Town's *Open Space & Recreation Plan*, dated September 24, 2008, to identify both active and passive recreational resources, including: Local NGO Conservation and Park Land, State Conservation and Park Land, Cluster Open Space, Compound Open Space, Town Property, Open Space, and Other Open Space.
- 3) Scale: An analysis of existing development patterns including density of development and massing of buildings to preserve and enhance the existing context of the village site.

Regulatory and Planning Opportunities

- 1) Comprehensive Plan: A review of the Future Land Use Map within the Comprehensive Plan to determine whether the Town has identified a cohesive approach for these different areas that could include a village model at various scales.
- 2) Zoning Ordinance: A review of the existing Zoning Ordinance provisions to determine whether they already provide any opportunity for mixed use, village-scale amenities, or other features that would be conducive to compact growth.
- 3) Urban Service Boundary: A determination of whether the area lies within the Urban Services Boundary as established by *Land Use 2025*, State Guide Plan Element 121.

B. Identifying Constraints

HW developed a list of existing constraints (natural and man-made) that would limit the capacity of each potential village area to increase development and possibly receive development rights from other areas of town. Collectively, these constraints can often limit the development potential of a site, and once identified, reveal the resultant building envelope available for development. HW identified the following list of potential constraints:

Environmental Constraints

- 1) Topography and Slope: A visual assessment of the general topographic information (U.S. Geological Survey - USGS data) to determine the site suitability for building construction, wastewater disposal systems, steep slope constraints (areas with slope > 15%), and to understand the natural drainage of the site/minimize site disturbance.
- 2) Soils: A review of existing soil data (United States Department of Agriculture: Natural Resources Conservation Service - NRCS *Web Soil Survey* websoilsurvey.nrcs.usda.gov and Rhode Island Geographic Information System - RIGIS datalayer) to identify soils with severe limitations (e.g., high water table) to development.
- 3) Freshwater Wetlands: A review of the existing wetland resources (RIGIS and the Town's wetland datalayer) within the immediate vicinity of the village sites as defined under Rule 2.0 of the Regulations, including: Forested Wetland, Emergent Plant Community, Ponds, Streams (all less than 10 feet wide), and Areas Subject to Storm Flowage (ASSF). The streams have associated 100-foot Riverbanks, and several other resource areas have associated 50-foot Perimeter Wetlands.
- 4) FEMA Flood Zones: A review of the updated 100- and 500-year flood data to protect public safety, minimize property damage, protect watercourse from encroachment, and preserve the ability of floodplains to retain/carry off floodwaters by ensuring development in floodplains designated by Federal Emergency Management Agency (FEMA) is in compliance with the National Flood Insurance Act of 1968.
- 5) Groundwater Recharge Overlay District: A review of the Town's *Groundwater Protection Map*, September 24, 2008 (Zone 2) to determine the permitted uses,

development criteria, and land development/development plan review requirements needed for development.

- 6) Wellhead Protection Overlay District: A review of the Town's *Groundwater Protection Map*, September 24, 2008 (Zone 1) to determine the permitted uses, development criteria, and land development/development plan review requirements needed for development.
- 7) Natural Heritage Areas: A review of RIGIS's estimated habitat and range of rare species, and noteworthy natural communities to determine areas potentially unsuitable for development.

Infrastructure/Utilities

- 1) Low Domestic Water Pressure/Fire Protection: The identification of areas with undersized water pipes, low domestic water pressure, and inadequate available fire protection to inform future infrastructure needs and growth potential for the site.
- 2) Easements: A review of Town's Assessors maps and Vision Appraisal to identify the various sewer, drainage, and utility easements bisecting and impacting the village sites.

Neighborhood

- 1) Proximity to Activity Nodes/Community Resources: A review of established and varied attractions (from a market perspective) within walking distance of the village site that would provide competition and be a deterrent to a developer considering building mixed use, commercial space within the village.
- 2) Cultural Resources: A review of the existing cultural resources from RIGIS (Historic Districts and Sites data layers) and the Town's *Historical, Archaeological and Scenic Resources Plan*, September 24, 2008 (Archaeological Sites, Scenic Areas, Candidates as Scenic Corridors, and Potential View Preservation) to fully understand the implications of specific design criteria that may impact development.

Regulatory and Planning Constraints

- 1) TDR Sending Area Overlay: A review of the Town's TDR Program to compare parcels available for development against parcels previously identified for preservation/protection from an agricultural and preservation perspective.

IV. Screening Summary

A. Screening Matrix

HW used the opportunities and constraints listed in Section II of this report to perform a planning level screening exercise for each potential receiving area. Using readily available GIS data and the notable observations discussed above in Section II.A, HW developed a

matrix in which each opportunities and constraints are measured for each village. To do so, HW assigned a full circle, an empty circle, or a half circle to each criterion in each study area. This exercise provided a “numerical” approach to examining the elements of each area HW researched and observed in the field.

For the opportunities, where a criterion is clearly present, HW noted those with a full circle. Where an opportunity is partially present, a half circle was used. Accordingly, where an opportunity is not present, an empty circle was used. These circles were then assigned a value of “1”, “0.5” or “0” respectively. So for example, the village of Allenton shows proximity to large tracts of open space that can serve as an amenity. Therefore, Allenton received a full circle (score of “1”) for that opportunity. Conversely, the same village received an empty circle (score of “0”) for access to public transportation.

A similar approach was also applied to development constraints, however, the scoring is reversed for the purposes of comparison. Where a constraint is clearly present, HW noted these with a full circle and applied a score of “0”. Where the constraint is partially present, HW applied a score of “0.5” and so on. In this case, the less constrained areas would receive a higher numeric score. Once the exercise was complete, HW added the scores together to compare these study with one another. This exercise represents a “planning level” exercise that serves as an indicator for which areas should be studied further as potential TDR receiving areas.

It is important to note that certain opportunities and constraints might be more important to the development potential of specific areas based on current planning initiatives. For example, the construction of a commuter rail station in Wickford Junction is a unique opportunity that weighs much more strongly on this area than certain types of public transportation in other neighborhoods. Similarly, the completely unique historic character of Wickford Village weighs much more strongly than for other villages that have not retained such a cohesive architectural and cultural heritage. In this case, the cultural backdrop of the village serves as a significant constraint when considering the types of density incentives that might be necessary to successfully implement TDR. The relative importance of each opportunity and constraint to each village is discussed in Section IV.B below.

The results of this exercise are provided in Table 1 and show the following ranking, with the first study area being the one that scored the highest and the last study area being the one that scored the lowest.

Table 1. Summary of Opportunities and Constraints “Scores” for Each Study Area

Study Area	Opportunities and Constraints Score
Allenton	21
Hamilton	20.5
Wickford Junction	20
Lafayette	20
Rolling Greens/Bald Hill Nursery	18.5
Wickford Village	18.5
Davisville	16
Saunderstown	14

SUMMARY SCREENING MATRIX

Development Opportunities	Study Area							
	Allenton	Davisville	Hamilton	Lafayette	Rolling Green GC	Saunderstown	Wickford Junction	Wickford Village
Site Development Considerations								
Availability of Developable Land	●	○	◐	◐	●	○	●	○
Frontage	●	◐	●	◐	●	○	●	●
Capacity for Distribution of Use Buffers	●	○	○	◐	●	○	●	○
Capacity for Parking/Loading/Circulation	●	○	◐	◐	●	○	●	○
Infrastructure/Utilities								
Municipal Water	◐	●	◐	●	◐	○	●	●
Municipal Sewer	○	○	○	○	○	○	○	○
Wastewater Disposal Capacity	●	●	●	●	●	○	◐	○
Access to Major Roadway	●	●	●	●	●	●	●	●
Access to Public Transit	◐	◐	●	◐	●	●	●	●
Mobility Choices	◐	●	●	●	●	◐	●	●
Neighborhood								
Connectivity for Bike/Pedestrian/Auto	◐	●	●	●	◐	◐	◐	●
Open Space/Amenities	●	◐	●	●	●	●	●	●
Scale	●	◐	●	●	○	◐	●	●
Planning Framework								
Comprehensive Plan	●	○	●	●	○	○	◐	●
Urban Services Boundary	●	●	●	●	○	●	●	●

Opportunities "Score"12811.511.5105.512.510

Development Constraints	Study Area							
	Allenton	Davisville	Hamilton	Lafayette	Rolling Green GC	Saunderstown	Wickford Junction	Wickford Village
Environmental Considerations								
Groundwater Recharge Overlay (Zone 2)	●	●	○	●	●	○	●	○
Wellhead Protection Overlay (Zone 1)	○	○	○	○	○	○	◐	○
FEMA Floodplain	○	◐	◐	◐	○	○	◐	●
Wetlands	◐	○	◐	○	○	●	◐	◐
Slopes/Topography	○	◐	○	◐	◐	○	○	○
Soils (hydric)	◐	○	◐	○	○	◐	◐	◐
Natural Heritage Area	○	○	○	○	○	○	○	○
Infrastructure/Utilities								
Low Dom. Water Pressure (Fire Protect.)	○	○	○	○	○	○	◐	○
Easements	◐	◐	◐	○	○	○	◐	◐
Neighborhood								
Market Constraints	○	●	○	●	●	○	○	○
Cultural Resources	○	○	●	◐	○	●	◐	●
Planning Framework								
Sending Overlay Zone	◐	◐	○	○	●	●	○	○

Constraints "Score"9898.58.58.57.58.5

Total "Score"211620.52018.5142018.5

B. Weighing Opportunities and Constraints

Allenton

Notable constraints associated with Allenton include

- A Narragansett Electric easement runs northwest to southeast approximately 300 feet north of West Allenton Road, which could complicate the development of vacant parcels.
- In addition, several large tracts of vacant land include RI Department of Environmental Management (RIDEM)-regulated wetlands that also fall within the Town's TDR Sending Area Overlay District – parcels of land prioritized for preservation as part of the Town's TDR program, limiting the availability of vacant developable land.

Notable opportunities include the following.

- Allenton is partially within the Town's Water Service Area, including the area north of West Allenton Road and the area north of Hamilton Allenton Road along the east and west sides of Tower Hill Road, indicating the availability of water service to both residents and businesses within the Town's Water Service Area (WSA). All extensions of water mains within the Town require the approval of the North Kingstown Town Council.
- The Village's proximity to Shady Lea Woods serves as an existing amenity. These existing and future (Sending Area Overlay District) areas of preserved land can provide significant recreational and open space amenities to the village.
- Hamilton Allenton Road is designated by the RI Department of Transportation (RIDOT) as a 'Most Suitable' roadway for bicycling, and Tower Hill Road (north of Hamilton Allenton Road) is designated as a 'Suitable' roadway as per *Guide to Cycling the Ocean State 2009-10*.
- Limited RI Public Transit Authority (RIPTA) Route 66 bus service is provided southwest of the village along Route 4. This is located outside of the quarter-mile radius and is difficult to get to on foot. Multi-modal opportunities are therefore available to the Village, potentially increasing access to the area for residents and visitors not traveling by automobile.
- Existing development patterns in the neighborhood suggest a strong potential for infill and redevelopment on a few key sites that have good frontage on Hamilton Allenton Road and Tower Hill Road.
- The Department of Statewide Planning does place this area within the Urban Service Boundary established by *Land Use 2025, State Guide Plan Element 121*, illustrating that these efforts would also be supported at the state level.

With the mix of opportunities and constraints present in Allenton, it is beneficial to examine the potential role of this village in the full context of the town. As very little commercial development occurs within a half mile of Allenton's core, the location of the village suggests that it could serve an existing need for more local goods and services associated with the surrounding neighborhoods as well as provide for housing types that are not well represented within the area. The strong potential for infill on a few select sites, coupled with multimodal opportunities and reasonable levels of infrastructure provide enough development potential to warrant further study of this area.

Davisville

Notable constraints associated with Davisville include the following.

- Several easements run throughout the village area including the former Sea View Railroad easement, a Narragansett Electric easement, and several water easements potentially limiting the ability to develop or create healthy circulation patterns in different areas of the Village.
- The availability of other vacant, developable parcels is subject to development constraints associated with FEMA flood zones and Steep Slope Overlay District. Some parcels also fall within the Town's TDR Sending Area Overlay District – land prioritized for preservation as part of the Town's TDR program.
- Other vacant land is part of the QBP and is designated for industrial use.
- The constraints imposed by the rail line and Route 403 on existing parcel geometry (i.e., the ability to provide on-site parking) and mobility (i.e., the ability to move safely from one end of the Village to another) are significant. The design of higher density housing would be challenging in an environment with these physical constraints.
- Proximity to the Wickford Junction study area suggests that mixed use may not be as viable due to market absorption in the larger retail area.
- Alignment and sight lines of the roadway are challenging for pedestrians and sidewalk service is inadequate.

Notable opportunities associated with Davisville include the following

- Davisville is within the town's WSA, including the areas west of Old Baptist Road and north of Devils Foot Road, with areas east of Old Baptist Road and south of Devils Foot Road within the Quonset WSA. This location indicates the availability of water service to both residents and businesses within the Town's WSA.
- Old Baptist Road is designated by RIDOT as a 'Most Suitable' roadway for cycling, with Davisville Road designated as a 'Suitable' roadway as per the *Guide to Cycling the Ocean State 2009-10*.
- The Dyer Avenue open space area serves the Village as a recreational resource, while Davisville's proximity to Quonset Development Corporation's (QDC)

recently constructed shared use path serves as an additional recreational resource, but also as a multi-modal transportation resource.

- RIPTA Route 14 bus service extends only partially toward the Village of Davisville, providing service to residents at the Heritage Village housing development, located at the perimeter of the village core. Various multi-modal opportunities are available within a quarter-mile radius (15-minute walking distance) to the village, providing alternatives for residents and visitors not traveling by automobile.

Overall, the Village of Davisville manages to retain a unique character and provides an interesting blend of uses, and it is apparent that a dense pattern of development is appropriate to this area of the community. However, the physical presence of the newly-constructed Route 403 and the existing railroad right-of-way serve as a visual divide, bisecting the Village into distinct parts and crowding some of the key non-residential properties along Old Baptist Road. Coupled with the market constraints associated with Davisville, these constraints weigh more heavily on this study area than any current development opportunities and strongly suggest that the type of density increases associated with TDR as it currently functions in the town are not feasible. HW recommends that the town examine strategies to strengthen Davisville as a village at a smaller scale, but does not recommend the assessment of this village as a TDR Receiving Area. Looking to establish better connections between the northern and southern village areas through public improvements may be an effective starting point.

Hamilton

Notable constraints associated with Hamilton include the following.

- Several utility and drainage easements exist within the Village, a Narragansett Electric easement (Sea View Railroad) to the east of Hamilton Elementary School and drainage easements on parcels north of Mill Pond on Annaquatucket Road, possibly complicating the development of healthy circulation patterns within the Village.
- The total acreage available for development is limited and further complicated by the presence of RIDEM-regulated wetlands and FEMA flood zones.

Notable opportunities associated with Hamilton include the following.

- Boston Neck Road, Hamilton Allenton Road, and Annaquatucket Road are all designated by RIDOT as 'Most Suitable' roadways as per the *Guide to Cycling the Ocean State 2009-10* (Boston Neck Road is also a signed-shared bike path).
- Limited RIPTA Route 14 bus service runs along Boston Neck Road, with multiple stops throughout.
- Boston Neck Road provides easy access to several parcels with broad frontage along the arterial.

- The presence of an elementary school and high density housing increases potential foot traffic in the area.

Development patterns in Hamilton today are characterized primarily by an auto-dependent environment that functions with a suburban strip mall model. Existing zoning and the presence of Boston Neck Road have allowed the character of this village to erode over time and walkable connections to the surrounding neighborhoods, the mill housing, and the river are very much diminished. Several sites along the corridor show that the Village has some potential for redevelopment outside of areas constrained by floodplains or wetlands. More than any other site examined for this phase of the study, Hamilton provides an opportunity for a true revitalization effort in which a historic village can regain its visibility within the town. Similar to Allenton, Hamilton also benefits from an assessment of its geographic location in the broader community. With little commercial development within a half mile of this area, expanding access to services (along with access to different housing types) could shape healthier growth patterns in the village. Future plans could also look to leverage opportunities unique to the elementary school including enhanced “safe routes” and neighborhood connections. HW therefore recommends that this area be further studied as a potential TDR Receiving Area.

Lafayette

Notable development constraints associated with Lafayette include the following.

- From a marketing standpoint, Lafayette’s proximity to Wickford Junction to the west and Wickford Village to the east serves as competition to developers establishing additional commercial venues in the Village’s core.
- The well-established mill complex absorbs much of the area’s development potential. Infill development within the complex would be challenging to design and build based on the physical layout of the complex, its proximity to surface waters, and the historic nature of the architecture.

Notable development opportunities in Lafayette include the following.

- Ten Rod Road is designated by RIDOT as a ‘Suitable’ roadway as per the *Guide to Cycling the Ocean State 2009-10*.
- Sidewalks exist in front of an historic boarding house on the north side of Ten Rod Road (across from Lafayette Mill) and a very generous shoulder is provided along both sides of Ten Rod Road, which could easily be improved for better pedestrian and bicycle circulation.
- In March 2005, the town identified a corridor that runs through Lafayette as a potential future site for a bike path from Wickford Junction to Wickford Village.
- Two informal pedestrian/bicycle connections exist to the multi-use path around Belleville Pond from the rear of Lafayette Mill.

- Access to public transit exists within walking distance to the west (RIPTA Route 66 at the Park N' Ride) and to the east (RIPTA Route 14 at the village of Wickford).
- The town recently acquired a key parcel of undeveloped land just to the west of the historic mill complex.

One of the most notable constraints for the Village of Lafayette is its proximity to Wickford Junction, which will continue to absorb much of the retail potential in the area as it continues to mature and evolve after the installation of the commuter rail station. However, the existing buildings in the mill complex maintain a high occupancy rate, most likely due to the historic character of the Village and the unique nature of the small business operations that do not compete with the larger retail chains at Wickford Junction. The scale of the mill building also provides an unusual opportunity to build other large buildings in the area that would not be out of character with the neighborhood.

The Lafayette village core, the historic mill complex, serves as an anchor and identity for the study area, while the parcels just west of the mill complex represent a potential infill/redevelopment opportunity. These parcels have been developed in a somewhat fragmented nature, combining industrial, residential, and medical office use in a less cohesive layout. Moreover, the Town recently acquired a parcel of undeveloped land between the potential future bike path and the medical office building that could significantly add to the development potential in this village. The confluence of a planned bike path, the acquired developable land, and the overall development potential just west of the historic mill suggest that Lafayette may be a viable TDR Receiving Area and deserves further study.

Rolling Greens Golf Course/Bald Hill Nursery

Notable development constraints associated with the Rolling Greens Golf Course/Bald Hill Nursery area include the following.

- Numerous archaeological sites surrounding the Route 4/102 interchange suggest that this area of North Kingstown contains many cultural resources that could serve as an impediment to future development.
- The area lies outside of the Urban Services Boundary established by Land Use 2025, State Guide Plan Element 121.
- Proximity to Wickford Junction suggests that there would be significant market competition for retail operations.
- The majority of the area lies within the town's TDR Sending Area, suggesting that the town is targeting this area for preservation instead of increases in development.

Notable development opportunities associated with the Rolling Greens Golf Course/Bald Hill Nursery area include the following.

- Route 2 South is designated by RIDOT as a ‘Most Suitable’ roadway (also a signed-shared bike path), with Ten Rod Road designated as a ‘Suitable’ roadway as per the *Guide to Cycling the Ocean State 2009-10*.
- Access to public transit exists along Ten Rod Road (Route 102) and South County Trail (Route 2) with several RIPTA bus stops throughout the area. Multi-modal opportunities are therefore available to the emerging village, potentially increasing access to the area for residents and visitors not traveling by automobile.
- Many of the parcels in the area are significantly underutilized and could accommodate large amounts of new development.

When assessing the potential of this area for TDR implementation, HW found this area to be the most challenging of the eight potential areas. Our discussion of the area is therefore longer and more detailed than the other seven study areas.

With regard to constraints, it is useful to look at the location of this study area, located between Exeter and Wickford Junction. Route 4 serves as a significant dividing feature in this area of the community, both physically and psychologically, and helps to establish the identity of this study area as “rural,” separate and distinct from the retail centers to the east of the highway. This study area has been a strong focus in the community for many years, and many residents and officials agree that one of its most important functions is as a “gateway” to the farms and forested landscapes in the western portion of North Kingstown and all of Exeter.

Although there is ample land available for development, the majority of vacant land located in this study area is within the Town’s TDR Sending Area Overlay District. This demonstrates that the town, during the development of its TDR program, identified an opportunity for preservation as one viable choice for the Rolling Greens Golf Course. Also, this area is located outside Statewide Planning’s Urban Services Boundary indicating that they feel it is important to steer increases in development away from this area which, by their assessment, is characterized by fewer services and lower levels of infrastructure when compared to an area like Wickford Junction to the east.

Along with the notable opportunities and constraints identified above, it is equally important to understand some of the recent land use discussions and events surrounding this particular study area. Recently, the town passed an amendment to its Future Land Use Map in the Comprehensive Plan, changing a parcel associated with Schartner Farms from “High Density Residential” to “Commercial.” Statewide Planning (SWP), in their regular review of these changes (SWP correspondence, 2007 and 2010), suggested that changes to the Comprehensive Plan that provide for increases in allowable development for this area will not be approved by their agency. This change in the town’s Future Land Use Map remains in effect by Town Council adoption, but the issue also remains unresolved at the state level.

Central to discussions between the town and SWP regarding increased density in this area is the idea of a clear, cohesive vision for the neighborhood as a whole. As a matter of policy, SWP remains open to promoting growth in new areas not within the Urban Services Boundary when a community has developed a strategic vision for such growth. For example, SWP recently funded a project in the Town of Exeter to develop such a vision for a new growth center in their community. If that project is successful, and a new village center is identified in the Comprehensive Plan, revisions to the Urban Services Boundary will likely occur.

As another example of recent important events, one of the key property owners in the study area has presented a proposal to amend zoning provisions associated with the golf course lands. This proposal would rezone the area as a “mixed use village center” with a potential mix of small to mid-scale commercial operations, recreation, and a blend of townhouse and detached single family residential housing. This proposal demonstrates the perceived marketability and economic potential held by one of the primary land owners in the study area.

In the Rolling Greens/Bald Hill Nursery study area, discussions between the town and SWP, along with the recent proposal for rezoning, are symptomatic of an even broader lack of consensus on what this area should become. For example, in Exeter, as part of the aforementioned ongoing village study, this area is one of seven that were examined as potential “village centers.” Although the area was of high interest to those who participated in public discussions, consensus surrounding this gateway neighborhood was not achieved. Exeter, as a result, has turned its attention to other areas in their town. Similarly, in North Kingstown, a clear vision has yet to emerge for this area from within the community as reflected not only in the previously discussed regulatory framework, but also in the built environment. Existing development patterns reflect the lack of a unified vision on many levels with the somewhat fragmented mix of residential, agricultural, recreational, and commercial use. As such, the planning context and foundation that exists in many of the other study areas does not exist here.

A publication commissioned by RIDEM in 2001, the *South County Design Manual*, examined this area with more of a focus on the intersection of Routes 2 and 102, but also looking at some of the land associated with the golf course. The result of this design exercise is probably the most unified concept for the area that exists today. The purpose of this manual was to look at different development models suitable to rural areas in South County, models that are compatible with rural character and provide appropriate density and scale. It is important to note that this example was developed as an academic exercise and did not include any market assessment or public consensus building. The examination of this area in the manual used illustrations to show how a mixed-use center could be designed to capitalize on the rural character of this gateway intersection in a manner that is distinct from regional retail centers. The mixed-use center incorporates several agricultural enterprises and is shown in a compact yet small-scale, conceptual

development. Although very different in architecture and scale, this approach to building identity is similar in philosophy to the way Lafayette distinguishes itself from Wickford Junction through a completely different model in both use and scale.

More than any other area examined for this study, the divergent opinions and concepts associated with the Rolling Greens/Bald Hill Nursery neighborhood create a situation where there is no framework in which to assess the relative importance of various opportunities and constraints. In Lafayette, for example, the presence of the historic mill complex provides a strong identity, both in character and scale, which helps to frame a positive discussion of increased development potential. Conversely, in Saunderstown (discussed below), the scenic character of this quiet rural corridor provides a backdrop against which development constraints become more vivid and TDR, as a tool to increase density, appears misplaced. Like many of the areas examined for this study, the Rolling Greens/Bald Hill Nursery area contains both opportunities and constraints to potential future development—but what it lacks is a clear lens through which to view them. It is important to note that none of the constraints identified in Table 1 for this area are insurmountable, and existing zoning provisions already allow for a mix of housing types (medium and high density) as well as commercial development. Under existing regulations, however, the area is likely to grow in a fragmented fashion, and North Kingstown will miss the opportunity to establish an identity here that is shared across parcel boundaries, intersections, and right-of-ways.

The Town of North Kingstown—in partnership with the Town of Exeter, property owners, and abutters—should determine the appropriate direction for this neighborhood and future land use designations before the application of any regulatory tools like TDR can be considered. The goal of that public process would be to develop a unified direction for growth and/or preservation in the area, one that would then inform amendments to the Comprehensive Plan and the Zoning Ordinance consistent with that vision. That process would occur independently of this TDR-based project and, once complete, this area of the community could potentially benefit from the regulatory tools that will be developed for other study areas. As part of that process, HW recommends that the town continues to study the different development models that could be applied to an area serving as a gateway to rural communities.

Saunderstown

Notable development constraints associated with Saunderstown include the following.

- Several large tracts of vacant land exist in Saunderstown, yet, the presence of hydrologic constraints, compounded with the town's Sending Area Overlay District (parcels of land prioritized for preservation as part of the Town's TDR program) limit the available land suitable for development.

- From the perspective of infrastructure, Saunderstown is completely outside the Town's Water Service Area, which indicates that centralized water service to both residents and businesses is unavailable.
- Consistent with the Future Land Use map within the Comprehensive Plan, Zoning Ordinance provisions preclude any village pattern, or mixed-use development that would serve as a foundation for TDR implementation.
- The character of Saunderstown is one of the more firmly established compared to areas in this overall study and consists very much of rural, low-density development.

Notable development opportunities in Saunderstown include the following.

- The limit of the statewide Urban Services Boundary established by *Land Use 2025*, State Guide Plan Element 121 encompasses the Village.
- Boston Neck Road is designated by RIDOT as a 'Most Suitable' roadway as per the *Guide to Cycling the Ocean State 2009-10* (also a signed-shared bike path).
- Limited RIPTA Route 14 bus service runs along Boston Neck Road, with multiple stops throughout, providing access for residents to multi-modal transportation alternatives.

Saunderstown contains some significant development constraints in the form of the existing Comprehensive Plan and Zoning framework, which indicate that the town has not in any way identified this area for growth in spite of it being located inside the state designated Urban Services Boundary. Coupled with the presence of the Sending Area Overlay District on key agricultural lands, the local regulatory framework weighs significantly on whether this area should receive further study. The regulatory framework reflects perhaps the most significant constraint associated with Saunderstown, which is its strong identity as a small-scale urban village. The quiet, dispersed nature of this village is characterized by agricultural and natural landscapes along a stretch of Boston Neck Road that serves as a classic scenic rural corridor. Unlike Hamilton, which serves as a model for village "restoration or revitalization," Saunderstown serves as a model for "maintenance and preservation." HW does not, therefore, recommend that this area receive further study as a potential TDR Receiving Area. We do, however, recommend that the town revisit the Comprehensive Plan and the Zoning Ordinance to ensure that the limited commercial and institutional uses across from Ferry Road are protected and can legally continue their current use.

Wickford Junction

Notable development constraints associated with Wickford Junction include the following.

- A large Narragansett Electric easement runs from the Village of Allenton to a substation coincidental with the existing Wickford Junction Plaza entrance on Ten

Rod Road, potentially impacting the development of parcels and circulation patterns to the south of Ten Rod Road.

- The presence of RIDEM-regulated wetlands, FEMA flood zones, and the Town's Steep Slope Overlay limit the amount of land that can be realistically developed.
- Although the land is underutilized within many of these shopping areas, existing operations are successful and may delay efforts for wholesale or even incremental redevelopment.

Notable development opportunities associated with Wickford Junction include the following.

- Vacant land available for development exists within Wickford Junction Plaza, and areas west and east of the plaza. However, the presence of RIDEM-regulated wetlands, FEMA flood zones, and the Town's Steep Slope Overlay limit the amount of land that can be realistically developed.
- Public amenities exist within the plaza (amphitheater/park), and the site has access to surrounding amenities including Feurer Park, and the abandoned rail line (the informal trailhead).
- The presence of sidewalks reinforces the pedestrian-scale and connectivity within the plaza, and leading out into the community.
- Ten Rod Road is designated by RIDOT as a 'Suitable' roadway as per the *Guide to Cycling the Ocean State 2009-10*. RIPTA Route 66 bus service is available west of the plaza at the Route 2/102 Park N' Ride.
- Construction for an MBTA station within the plaza began recently, with an estimated completion date of spring 2012.

Wickford Junction is the largest and most highly developed of the study areas examined for this project. The most obvious driving factor behind future development patterns is the upcoming commuter rail station located in the southern end of the largest shopping plaza. Wickford Junction is already well-entrenched as a retail center for the region, and the addition of a commuter rail station only further expands development opportunities. With the addition of high volumes of commuter traffic, a localized housing market, demand for office space, and more service-oriented establishments are likely to emerge, potentially transforming an auto-oriented retail center into a transit-oriented development with a high diversity of uses. HW therefore recommends that this study area be considered as a potential TDR Receiving Area in the next phase of this project.

Wickford Village

Notable development constraints associated with Wickford Village include the following.

- Wickford Village character is strongly established with picturesque waterfront streets lined with galleries, antique shops, restaurants, and cafes situated amongst historic churches, colonial homes, and gardens. The architectural and historic

fabric of the community makes it difficult to consider significant increases in density.

- The presence of flood zones, wetlands, high water tables, and other hydrologic constraints serve as a significant impediment to future development or expansion, particularly when considering wastewater disposal.

Notable development opportunities associated with Wickford Village include the following.

- Portions of Wilson Park (part of the former Sea View Railroad) are designated by RIDOT as ‘Suitable’ roadways as per the *Guide to Cycling the Ocean State 2009-10*, and is accessible from within the park to Intrepid Drive at the intersection of Post Road.
- Sidewalks and crosswalks exist throughout the Village, which reinforce its pedestrian scale.
- RIPTA Route 14 extends along Phillips Street along the perimeter of the Village.
- Wickford Village is a well-established tourist destination and maintains a fairly resilient market demand for goods and services.
- The town continues to invest in planning/feasibility studies for bicycle path development that would link the Village to locations like Quonset and Wickford Junction.

Wickford Village is perhaps one of the most easily recognizable villages in the State of Rhode Island, with several iconic buildings and streetscapes set against a scenic waterfront vista. When considering the application of TDR incentives to the area, it is hard to imagine where increases in density could be placed, which buildings would be redeveloped, and how significant additions to the Village could be accommodated without significantly changing the unique character. Beyond issues of village character, Wickford Village is perhaps the most environmentally constrained study area in this project. While its location on the waterfront contributes to its marketability and aesthetic appeal, it also serves as an enormous challenge for managing flood impacts and providing for the disposal of wastewater where high water tables require sophisticated and expensive engineered solutions. Although very different in character from Saunderstown, HW strongly suggests that the same approach of “maintenance and preservation” applies to Wickford Village, and that further study of TDR application is not appropriate.

V. SUMMARY OF RECOMMENDATIONS

As a result of the quantitative and qualitative assessments performed as part of this first phase of the project, HW provides the following recommendations for the eight initial study areas.

Study Area	Recommended for Further TDR Study?	Other HW Recommendations
Allenton	Yes	NA
Davisville	No	The Town should continue efforts to strengthen Davisville and look for opportunities to better connect the northern and southern areas of the Village.
Hamilton	Yes	NA
Lafayette	Yes	NA
Rolling Greens/ Bald Hill Nursery	No*	The Town of North Kingstown, with input from the Town of Exeter, property owners and abutters, should determine the appropriate direction for this area through public discourse. The town should continue to research and study different models of rural development that may be appropriate to this area of the community as part of that public process.
Saunderstown	No	The town should look for ways to maintain and preserve the character of this village including examining inconsistencies with the current Comprehensive Plan/Zoning Ordinance and the small pocket of commercial and institutional land uses that exist today.
Wickford Junction	Yes	NA
Wickford Village	No	The town should continue its efforts to maintain and preserve the identity of Wickford Village and look for public investment opportunities that will strengthen the Village as a cultural resource and tourist destination.

*Depending on the outcome of the recommended public process, TDR application may be appropriate to this area.

VI. NEXT STEPS

With four of the eight potential villages selected for further TDR implementation, HW will continue into the second phase of the study. This phase will involve the following technical elements and will be accompanied by a public process designed to solicit input for each of the four recommended study areas:

A. Appropriate TDR Incentives

This exercise was performed as part of HW's work with the Town on the Post Road District and represents an essential piece of a successful TDR program. The analyses developed for this Task compare the relative costs of building in the "Sending Areas" of town, with the same costs associated with a particular village development area. Because the development rights of single family homes will be used to create multi-family units, the relative real estate values and unit development costs in each area must be understood from the developer's point of view. In short, the transaction needs to be "worth it" from the perspective of the developer's bottom line. The final product of the analysis is the "TDR transfer ratio," which identifies how many multi-unit residences should be awarded as a bonus for preserving land that would otherwise hold a single-family home.

As discussed earlier, the transfer ratios associated with the Post Road District are very aggressive and were designed to facilitate the development of highly dense, mixed use environments. These incentives may not be applicable to the four selected study areas and HW will recommend adjustments of this model as appropriate. HW may also recommend the application of the "Up-Zoning," "Same District," or other TDR models depending on the unique conditions associated with each study area.

B. Development Design Analyses

This piece of the study will help residents and business owners visualize appropriately-scaled, well-designed growth in the study areas best suited for development. HW will develop presentations to illustrate the existing design elements that help to inform the identity of each village and then translate these into various scenarios that show the application of different TDR models. Physical elements that will be presented in public meetings include:

- Circulation for pedestrians, bicyclists, and automobiles;
- Parking management and design;
- Streetscape design and other public spaces;
- The size and scale of buildings; and
- Basic architectural design elements.

C. Infrastructure Needs for Village Centers

Once the community has a firm grasp of the levels of development that can be anticipated in each study area, HW will assess the specific infrastructure needs related to these areas. The availability of water supply, the capacity of the area to handle wastewater disposal, roadway design, pedestrian amenities, and drainage infrastructure will each be reviewed to determine whether existing infrastructure can meet the needs of future growth. Where gaps in existing infrastructure capacity and future needs exist, HW will identify measures that could be handled on the “private side” of new development, and issues that may need to be addressed by the Town.

D. Village Ordinances and Regulations

As the final product for the project, HW will provide a complete and final draft of all ordinance and regulation language required to enable new development in the selected study areas. Where necessary, HW will also develop amendments to the Comprehensive Plan that reflect the development goals emerging from the project along with an amended, official Zoning Map to be adopted by Town Council.