

II. LAND USE ELEMENT

TOWN OF SOUTH KINGSTOWN, RI

COMPREHENSIVE PLAN

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*Technical Appendices are found in a separate document.

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A. Introduction

1. Purpose of the Land Use Element

Of all the elements in the Comprehensive Plan, Land Use is considered the most important. This element focuses and directs the overall actions and strategies set forth in the larger Comprehensive Plan. Implementation of the Land Use Plan is a major component of the comprehensive plan.

The Land Use Element describes in narrative and graphic (Land Use Plan Map) form the desirable pattern and location of future development, both public and private. While the Comprehensive Plan is seen as the basic set of policy guidelines determining local development decisions, it is perhaps the Land Use Plan Map which receives the most attention. The Map is relied upon as the vehicle which drives change, namely the transformation of policy into land use law (zoning and subdivision amendment).

The Plan identifies a pattern of desired development, while the zoning ordinance provides specific regulatory language for individual parcels of land. The zoning ordinance thus becomes a mechanism for successful implementation of the intent of the Plan.

With the passage of the Comprehensive Planning and Land Use Regulation Act, 1988 (the "Act"), the State of Rhode Island, like other states (California, Florida, Maine, and Vermont), requires such linkage. Section 45-22.2-13(C) of the Act further requires that "all land use decisions by municipalities shall be in conformance with the approved municipal comprehensive plan."

B. Historic Land Use Trends

1. Twentieth Century Trends

This section offers a review of recent development patterns in South Kingstown. It is intended to provide the reader with a basic understanding of the major settlement patterns that have evolved and helped shape the Town. Discussion will focus primarily on the 20th century. For more information on the history of South Kingstown, see the Cultural Resources portion of the Natural and Cultural Resources Element. Much of the information presented is contained in the Historic and Architectural Resources of South Kingstown, Rhode Island: A Preliminary Report, (Rhode Island Historical Preservation Commission, 1984). This publication is an excellent source of Town history both prior to and during the 20th century. It also contains a bibliography of other important sources pertaining to the history of South Kingstown.

a. Background - By the beginning of the 20th century much of the settlement pattern that exists in South Kingstown today was in place or emerging. In 1900, the pattern of development in Town continued and better defined what had begun in the mid 1800's. This period was the height of the industrial revolution in South Kingstown as it began to experience a transformation from a farm-based society to an industrial economy. The villages of Peace Dale, Wakefield, and Rocky Brook all experienced increased urbanization during the period with the development of new mills (mostly textile manufacturing), residential expansion, and supporting uses. With increased employment opportunities, many flocked to these population centers. "By 1900, houses lining Columbia Street, High Street, and Kingstown Road linked Wakefield, Peace Dale, and Rocky Brook into a continuous and relatively large settlement," (RI Historical Preservation Commission, 1984). In addition, Wakefield added a number of new businesses and established itself as the Town's commercial center.

Railroads were constructed during the industrial revolution as well. The Town's first line was built as early as 1837 through the northwest part of Town. Although it by-passed the villages, it did lead to the development of a small village in West Kingston. It also eventually provided student transportation to the agricultural school and experiment station established in Kingston in 1888 (later to become the University of Rhode Island). The Narragansett Pier railroad was opened in 1876 and linked Kingston Station and Narragansett Pier (a part of South Kingstown until 1901) with stops in Peacedale and Wakefield. The line helped provide access to the Pier, which was growing in popularity as a summer resort for both Town and State residents. The late 19th century also saw the emergence of such coastal areas and seasonal resorts as Matunuck and Green Hill.

Despite its proximity to the coast, commercial fishing never played a prominent role in the Town's economy. Although, in response to the seasonal demand for seafood from summer visitors, commercial fishing and fish processing did play a minor role circa 1900. Today commercial fishing continues as a small part of the Town's employment base (see the Economic Development Element) but remains a part of the Town's character.

At the end of the 19th century, industry clearly had replaced farming as the major economic activity in Town. However, agriculture still had its place as a traditional mainstay of the economy. As noted by the Rhode Island Historical Preservation Commission:

By this time, farming's century-long decline had abated; according to the 1895 census, there were 673 farmers in Town, and the number and size of farms had remained more or less the same for several decades. Most of the land was in pasture, mowing land, or woodland, with only a small percentage cultivated. Farmers grew large amounts of Indian corn, cabbage, lettuce, potatoes, pumpkins, squash, apples, and strawberries, and raised sheep, swine, milk cows, and poultry to produce wool, meat, milk, butter, cheese, and eggs (RI Historical Preservation Commission, 1984).

b. 1900-1945 - The period 1900-1945 saw a continuation of development trends and patterns established or started at the turn of the century. Wakefield experienced rapid growth as an industrial, commercial, residential and service center. The Wakefield Mills complex expanded and upgraded machinery, despite a few changes in ownership. Several restaurants opened, a new post office (1936) was built on Robinson Street, and a new church (St. Francis of Assisi, Roman Catholic Church) was constructed along High Street. Perhaps most notable, the South County Hospital (1925) was established along Kenyon Avenue.

In Peace Dale growth resumed as well. Much like the Wakefield mills complex, the Peace Dale mills complex "increased production and broadened its product line" (RI Historical Preservation Commission, 1984). A number of important buildings were built at this time including the Neighborhood Guild (1908-09), the Hazard School (1911), and the Peace Dale School (1923). Meanwhile the upper mill at nearby Rocky Brook, which was damaged by fire in 1877, was rebuilt in 1910 and used as a weaving mill and shoestring factory. Fisk's Flat, which lies between Peace Dale and Rocky Brook, prospered during the early 1900's and contained six grocery stores and numerous other establishments.

While the core and periphery settlement pattern became firmly entrenched (a concentration of developed village centers or cores surrounded by less intensive, more sparsely populated peripheral areas), "change was most striking outside the villages", (RI Historical Preservation Commission, 1984). The build-up of the shore accelerated during this period especially with the new access permitted by the automobile. Matunuck Beach became densely populated with summer cottages and a few hotels were constructed as well. Not far from the beach, a barn was converted to a playhouse (1933) known as the Theatre-By-The Sea. Green Hill continued to be developed as a popular seaside community and a new high density summer community was established at Carpenter's Beach.

The growth along the shore coupled with the access afforded by the automobile spurred growth in other rural areas. Summer homes were built north and west of Post Road near inland ponds, in wooded areas, and on hilltops. Although farming continued in the 20th century, many former farms were subdivided for new homes. One area known as Matunuck Hills was converted from farmland into country homes and small estates. Other rural areas were developed into summer youth camps. The YMCA established Camp Fuller (1914) along Point Judith Pond off Post Road, Camp Hoffman, a Girl Scout's camp developed along Larkin Pond (1921) and a Boy Scout's camp was established at Camp Aquapaug (1931) along Ministerial Road.

As mentioned, the automobile obviously played a key role in the development of the Town at this time. Many narrow and dirt roads were improved, paved, and widened. Improvements were made to the Kingstown-Usquepaug Road (Rte. 138) in 1922 and in

1931 the South County Trail (Rte. 2) was put into service passing through the northwest part of Town, connecting Cranston with Charlestown.

At Kingston, the State college grew steadily. In 1909 the College became known as Rhode Island State College (now the University of Rhode Island) and numerous buildings were added between that year and 1937.

c. Post World War II - Although population growth was steady between 1900 and 1940 (with the largest increase occurring between 1920 and 1940), the Town, like many others in the northeast, experienced its most sizeable increase after World War II. The two most impressive decades of population growth were the 1940's (39.4%) and 1960's (41.6%) respectively (RI Department of Economic Development, 1987). Much of this growth could be attributed to the rapid suburbanization occurring throughout the northeast. The automobile, in large measure, hastened the flight from the cities and facilitated the movement of people to the suburbs. South Kingstown was no exception, although the slower growth during the 1950's (still substantial at 17.7%) indicated that it took longer for the population boom to hit Washington County than other counties. During this period (1950's), population in neighboring Kent County to the north grew by about 45 percent, while Washington County grew at less than half that rate at about 22 percent (RIDED).

Nonetheless, South Kingstown was growing and roadway improvements were an important part of this growth. The road network between Providence and South County underwent major improvements in this period. Route 1 was upgraded and Route 95 and Route 401 were newly constructed. These changes made the Town more accessible to non-residents and employment centers (i.e., Providence) to the north within reach of local commuters.

In Peace Dale, the mills witnessed their height of production activity during the war but later experienced a decline (although the mills are still occupied today). Several former estates were subdivided into smaller housing tracts. In general most of the growth in Peace Dale since 1950 has been residential, although the South Kingstown High School was built along Columbia Street in 1954.

The Wakefield Mills complex continued in operation after the war, although it underwent changes in ownership. The industrial area in West Kingston along the railroad tracks was developed. Areas which were formerly devoted to the Kingston Fairgrounds were converted to industrial use. Prominent among these were a lumber yard and a facility building prefabricated homes. During the 1970's, the Leviton Manufacturing Company constructed a major facility on Fairgrounds Road for the manufacture of electrical equipment. Downtown Wakefield began an expansion easterly along Main Street in the 1950's. While some homes still exist along Main Street between old and new commercial areas, many were, and some continue to be, converted to retail, office, and service uses. The focus of this expansion, however, centered around the Main Street/Tower Hill Road and Route 108 (Kingstown Road) intersection or what is known as Dale Carlia Corners. Over the years, commercial uses have expanded; eastward along Tower Hill Road connecting with Route 1, southerly along Route 108 to Route 1, and northerly along Route 108.

As Dale Carlia grew, Fisk's Flat became less important as a business area although today maintains a small commercial center. At Rocky Brook, operation of the mill continued as it does today, while a restaurant took over the site of the former water pumping station. Farms continued to undergo development pressures after the War and still do today (see Natural

Resources Element) For example, the Shadow Farm in Wakefield was converted to condominiums in the mid 1980's. However, agriculture remains a visible and important part of the Town's landscape and heritage. Most farms are involved with such traditional activities as raising dairy cattle, beef, fruits, and vegetables. Potato and turf farming have been introduced as well.

d. Summary - The onset of the industrial revolution solidified the core and periphery pattern of development. As the economy and society became more industrialized and less agrarian, such village centers as Wakefield, Peace Dale, Rocky Brook, and Kingston all developed more intensively. The University of Rhode Island became the Town's principal employer. Support services including sewer, water, and institutional uses were added to accommodate growth. As accessibility improved, coastal and rural areas became more developed. Yet, today most interior portions outside the villages remain in a natural state and lack substantial infrastructure. In addition, many of these areas contain such important natural resources as groundwater recharge areas, rare and endangered species, wetlands, and conservation lands (for a full discussion of these features see the Natural and Cultural Resources Element). The opportunities and constraints afforded by this established pattern of settlement should influence strongly future land use policy.

2. Population Trends

a. Totals - According to the U.S. Census, the population of South Kingstown in 1990 was 24,612 people, which represents a 20.6 percent increase over the population in 1980 (Table 1). This is the largest population increase among all Rhode Island cities and towns during the last decade. From 1980 to 1990, the Town added 4,198 year-round residents, which represents an average annual increase of 420 people. The population growth was a similar 20.7 percent in the previous decade, when the population grew from 16,933 people in 1970 to 20,414 people in 1980.

Much of this recent Town growth (approximately 70 percent) has come from in-migration, rather than from natural increase (births in excess of deaths) which accounted for just under 1,000 persons between 1980 and 1987. Births have been a reliable component of Township population growth in the 1980's, averaging 268 annual births through 1989. While the birth rate (live births per 1,000 total population) in the 1960's and 1970's declined precipitously (22.4 in 1960 to 9.6 in 1976), the birth rate in the 1980's has increased slightly and stabilized in the 12.0 to 13.0 range. The increase in the birth rate, coupled with an increase in total population, has resulted in an increase in births annually.

Table 1 presents information on population trends for South Kingstown, Washington County, and the State. As indicated, the current South Kingstown population represents 2.2 percent of the State's population and 22 percent of the population of Washington County. Also of note is that neither the Town nor the County followed the State pattern of population decline between 1970 and 1980.

Table 1

**Trends in Total Population for South Kingstown
Washington County and the State of Rhode Island
1970-1990**

Year	South Kingstown	Washington <u>County</u>	Rhode Island
1970	16,913		949,723
1980	20,414	85,706	947,154
1990	24,612	93,317 110,006	1,003,464
<u>South Kingstown</u>	<u>Absolute Growth</u>	<u>Average Annual</u>	<u>Percent Change</u>
1970-1980	3,501	350	20.70
1980-1990	4,198	420	20.56
<u>Rhode Island</u>			
1970-1980	-2,567	-257	-0.30
1980-1990	56,310	5,631	5.90

**Source: U.S. Census, 1980 and 1990. Revised Census data July 9, 1992
Prepared by the South Kingstown Planning Department.**

b. Projections - While income, age, and family/household status are all important predictive factors of demand for rental and ownership housing, aggregate population trends for the future provide an essential context for analysis. Population projections were developed by Louis Berger & Associates, Inc. (LBA) for five year age cohorts and they incorporate recent local trends in births, deaths, and residential building activity. The methodology for these projections are presented in more detail in Technical Appendix II.A1.0.

A comparison of population projections for South Kingstown are presented in Table 2. According to the LBA projections, South Kingstown may have approximately 27,700 residents in 1995 and 29,800 persons by the year 2000. This would amount to an addition of 4,500 persons over the 1990's, an average annual increase of 450 persons. This increase is above the average annual population growth of the 1980's (420 persons) or the 1970's (350 persons). The level of growth reflects the assumption that over the decade residential building activity will continue without substantial long-term abatement. The pace of construction may slow due to economic factors (i.e., interest rates, housing costs, slow income growth or recession), but Town records indicate that subdivision activity has continued during 1986-1992, which should result in continued in-migration. This projection does not assume any regulatory measures to directly control the rate of residential construction activity. These projections were prepared in 1990 prior to the release of official 1990 Census figures. The difference between the 1990 LBA Adjusted projections (25,269) and the 1990 actual population figure (24,612) is only 657 persons or 2.6 percent of the 1990 actual population. This difference is negligible for the purposes of long-range planning. This Plan therefore will use the LBA Adjusted population projections as the basis for its planning projections.

c. Age - The University of Rhode Island's presence in South Kingstown creates a population that is, on the average, younger than other Rhode Island Communities. The 1990 Census gives the median age in Town as 27.7 years. This represents a 10 percent increase over the 1980 median age of 24.3 years (Table 3). The large resident student population living in group quarters and off-campus (approximately 5,000 to 6,000 persons) will continue to affect the median age of the Town. However, the decline in birth rates slowly will continue to raise the median age.

As projected using the age-cohort population projection model, the age distribution of South Kingstown residents (University students in group quarters excluded) is expected to change over the next decade. The following are some findings that can be drawn from an examination of the projected age distribution shown in Table 4:

Table 2
Comparison of Population Projections
for South Kingstown, RI

	Date Prepared	1985	1990	1995	2000	% Change 1990-2000	Total Change 1990-2000	% Average Annual Change 1990-2000	Average Annual Change 1990-2000
SK Planning Department ¹	2/1/89	22,471	26,312	n/a	31,916	21.30%	5,604	2.10%	560
RI Division of Planning ²	9/1/89	21,300	21,958	22,711	23,196	5.60%	1,239	0.60%	124
RI Division of Planning ³	1/1/92	21,300	21,958	22,711	23,196	5.60%	1,239	0.60%	124
LBA ⁴	5/1/90	17,472	20,820	23,241	25,357	21.80%	4,537	2.20%	454
LBA Adjusted ⁵	5/1/90	21,300	25,269	27,690	29,806	18.00%	4,537	1.80%	454

¹ Town Recreation, Open Space and Conservation Plan, 1989

² RI Division of Planning, projections based on 1980 Census data, Sept. 1989

³ RI Division of Planning, Housing Data Base, January, 1992

⁴ Louis Berger & Associates, Inc., 1990 NOTE: These projections are of population in households only. Excludes population in Group Quarter (University of Rhode Island dormitories.)

⁵ Louis Berger & Associates, Inc., 1990 NOTE: These projections include URI dormitories.

Table 3
Median Age
South Kingstown, Washington County and Rhode Island

	South Kingstown	Washington County	Rhode Island
Median Age - 1980	24.3	28.5	31.7
Median Age - 1990	27.7	34.0	34.0

Table 4
Distribution of Population by Age
South Kingstown, 1980 and 1990

Number	Census 1980	Census 1990
Total	16,277	24,631
0-4	1,093	1,322
5-14	2,368	2,725
15-24	3,076	7,443
25-44	4,723	6,716
45-64	3,038	3,625
65+	1,979	2,800
Percent Distribution	Census 1980	Census 1990
Total	100%	100%
0-4	6.7%	5.3%
5-14	14.5%	11.1%
15-24	18.9%	30.2%
25-44	29.0%	27.3%
45-64	18.7%	14.7%
65+	12.2%	11.4%

Note: July 9, 1992 Census revision data not available.
Source: General Population Characteristics PC (1)-B41
U.S. Bureau of the Census 1980 and 1990
Louis Berger & Associates, Inc., 1990

- the number of children 5 to 14 years of age may increase in absolute numbers over the 1990's;
- the substantial percentage decrease of individuals 15 to 24 years of age likely to have been experienced from 1980 to 1990 should slow, and decline only slightly through 2000; the absolute number of such individuals may increase in the 1990's;
- individuals between 25-44 years of age were estimated to have grown markedly during the 1980's due to in-migration and the search for housing; this segment may continue to grow for the same reasons in absolute numbers through 2000, although more slowly; it will continue to be the age-cohort with the largest constituency;
- the 45-64 year of age cohort may become the fastest increasing segment of the South Kingstown community as the early entrants to the baby-boom generation will reach this segment in the early and mid-1990's; and,
- the 65 years of age and over population is expected to increase in absolute numbers.

d. College Students - University of Rhode Island (URI) students play a major role in South Kingstown's housing market. The total Kingston student enrollment at URI has increased from 11,200 students during the 1989-90 academic year to 12,435 in 1991-92. This number does not include approximately 3,000 students in the college of continuing education. Of the Kingston campus students, approximately 2,344 are graduate students.

On-campus housing in 1989-90 was provided for approximately 4,047 students in 19 resident halls. An additional 100 apartments are available for graduate students. Another 1,000 students are estimated to live on campus in fraternities and sororities.

From September to June between 4,000 and 5,000 students commute to the Kingston campus. It is estimated that one-half of these students require housing in South County. The towns of South Kingstown and Narragansett provide the majority of units for these students, in the areas of Bonnet Shores, Scarborough, Sand Hill Cove, Green Hill, Moonstone and Matunuck.

The large number of seasonal housing units contribute to the supply of the total rental housing stock for students who live off-campus while the University is in session. Owners occupy or rent these seasonal homes to tourists during the summer months. Due to its abundance of seasonal rental units, Narragansett probably houses the largest number of off-campus student renters. However, substantial numbers of students rent dwellings in the seasonal units in the Town of South Kingstown (1,994 seasonal units in 1990).

University student demand for housing in proximity to the campus in South Kingstown has created ideal market conditions for the creation of a large number of illegal accessory apartments. These are single family homes with accessory apartments for rent in residential zones where multi-family uses are not permitted. While it presents a convenient arrangement for the homeowner seeking passive supplementary income and the student renter, traffic and parking problems are generated in certain areas. In addition, housing units are converted that do not meet fire and safety codes, the taxable windfall in property value of the unit are not adequately shared between the private owner and the Town (and its collective citizenry), service delivery and infrastructure systems cannot be adequately planned where densities are increased haphazardly, and neighbors have to bear the burden of increased density and a change in the character of their neighborhoods.

e. Race - Approximately 7 percent of the 1990 population of the Town is non-white (Table 5). The Town experienced a 41 percent increase in total non-white population between 1980 and 1990, with an absolute increase from 1155 residents to 1631 residents. Of this total, 45 percent are Asian, 28 percent are American Indian, 22 percent are African-American, 19 percent are Hispanic, and 5 percent are classified as other. This represents a slight increase in total African-American, American Indian, and Hispanic populations. The Asian population rose by 180 percent, while the "other" category of residents decreased by 39 percent.

3. Land Use Changes

One of the most basic components of a land use plan or element is a summary of existing land uses by classification and acreage. This presents a simple picture of the Town at a particular point in time. Insight also can be gained by comparing current data with similar historical information which allows for a more in-depth analysis of change. This comparison can help focus attention on such important policy issues as loss of open space or recent commercial and industrial trends.

The 1986 Comprehensive Plan compared 1986 acreage by land use classification with 1970 data. As pointed out in that plan, different methods of measuring land use for each year were employed. Existing land use information for 1990 was provided by the Rhode Island Geographic Information System (RIGIS) and is presented in Table 6. This method of measurement differs from the methods used in the 1986 plan. Despite these different methods, Table 7 provides a summary and comparison of land uses for the years 1970, 1986, and 1990 (note that land use categories in the RIGIS data in Table 6 have been reduced and reclassified to permit comparisons with the land use classification in Table 7). However, the reader is urged to pay particular attention to the explanatory notes. A more complete analysis is provided in Technical Appendix All.A2.0.

Changes Since 1986 - The acreage changes that have occurred on a category-by-category basis between 1986 and 1990 are summarized as follows:

a. Residential - Since 1986, the Town has witnessed a steady and at times booming rate of residential growth. In 1986 and 1987 alone, the Town issued over 35 percent of all residential permits issued in the Town during the 1980's (Table 8).

Table 5
Racial Characteristics of South Kingstown
and the State of Rhode Island, 1980 and 1990

	White	African American	American Indian #	Asian	Other ##	Hispanic Origin ###	Total
<u>South Kingstown</u>							
1980	19,259* 93.4%**	359 1.80%	398 1.90%	262 1.30%	136 0.70%	167 0.80%	20,414 100%
1990	23,000 93.30%	362 1.40%	451 1.80%	735 3.00%	83 0.30%	306 1.20%	24,631
Rhode Island							
1980	896,692 94.70%	27,584 2.90%	2,898 0.30%	5,303 0.60%	19,707 2.10%	14,677 1.50%	947,154 100%
1990	917,357 91.40%	38,861 3.90%	4,017 0.40%	18,325 1.80%	24,832 2.40%	45,752 4.60%	1,003,464 100%

* number of persons

** percent of total population

also includes Eskimo and Aleut

includes Eurasians, inter-racial, Mexican, Cuban, Puerto Rican, South American, Chicano or La Razo

Hispanic origin numbers are included in previous categories.

Source: U.S. Census, 1980 and 1990; July 9, 1992 Census revision data not available.

Housing Data Base, RI Division of Planning, 1/92

Prepared by the South Kingstown Planning Department

Table 6
Existing Land Use, 1990 (1)
Acres

<u>RIGIS Land Use</u> <u>Classification</u>	<u>Acres</u>	<u>Percent</u> <u>of Total</u>	<u>Reclass. for</u> <u>Comparison</u> <u>w/1986 Plan</u>
Residential High Density	316	0.80	Residential
Residential Medium/High Density	2,031	5.17	Residential
Residential Medium Density	2,863	7.29	Residential
Residential Medium/Low Density	529	1.35	Residential
Residential Low Density	446	1.14	Residential
Commercial and Service	324	0.83	Commercial
Water-based Transportation Facility/Comm. Docks	13	0.03	Commercial
Mixed Urban (2)	44	0.11	Comm./Manuf.
Industrial	54	0.14	Manufacturing
Strip Mines, Quarries & Gravel Pits	411	1.05	Extractive
Developed Recreation	391	1.00	Recreation
Cropland	2,912	7.42	Agriculture
Orchards, Groves & Nurseries	322	0.82	Agriculture
Confined Feeding Operations	5	0.01	Agriculture
Institutional	459	1.17	Institutional
Railroads	5	0.01	Institutional
Water and Sewage Treatment Facilities	5	0.01	Institutional
Water Disposal Areas	80	0.20	Institutional
Powerlines	73	0.19	Institutional
Cemeteries	86	0.22	Institutional
Roads (3)	327	0.83	Institutional
Deciduous Forest	11,682	29.76	Open Space
Evergreen Forest	264	0.67	Open Space
Mixed Deciduous	1,235	3.15	Open Space
Mixed Evergreen	979	2.49	Open Space
Pasture	1,323	3.37	Open Space
Idle Agriculture	375	0.96	Open Space
Bushland	682	1.74	Open Space
Water	3,311	8.43	Open Space
Wetland	7,730	19.69	Open Space
Urban Vacant Land	5	0.01	Open Space
Beaches	109	0.28	Open Space
Sandy Areas Other Than Beaches	104	0.26	Open Space
Transitional Areas (4)	91	0.23	Open Space
TOTAL	39,586	100.00	

Table 6 (continued)

Notes:

- (1) Data from RIGIS delineated from 1988 aerial photographs. Includes updated information to 12/90 provided by the South Kingstown Planning Department. Note that wetlands are separated from all land uses. As such, a five (5) acre parcel with a single family home and wetlands, for example, was classified as .50 acre of residential use and 4.5 acres of wetlands. Also note that single parcels less than .50 acres in size and next to different land uses were merged into the predominant land use category.
- (2) Mixed urban includes light industrial and commercial uses that could not be separated. Therefore 22 acres each were credited to manufacturing and commercial.
- (3) Includes highways with 200 feet or more of right-of-way width, interchanges, related terminals and parking.
- (4) Areas characterized by cleared land setting the stage for a transition from one land use to another. However, because no buildings are identified, the area is considered vacant.

SOURCE: Rhode Island Geographic Information System, 1988.
Town of South Kingstown, Rhode Island Comprehensive Plan, 1986.
Town of South Kingstown, Planning Department, 1990.
Compiled by Louis Berger & Associates, Inc. and Camp Dresser & McKee (CDM), 1991.

Table 7
Land Use Trends
1970, 1986 and 1990
Acres

<u>Land Use</u> <u>Classification (1)</u>	<u>1970(2)</u>	<u>1986 (2)</u>	<u>1990 (3)</u>	<u>Percent Change</u> <u>1970-1986</u>	<u>Percent Change</u> <u>1970-1990</u>	<u>Percent Change</u> <u>1986-1990</u>
Residential	4,125	9,200	10,397	123	152	13
Commercial	271	323	359	19	32	11
Manufacturing	98	130	76	33	-22(5)	-42. (5)
Extractive	330	285	411	-14	25	44
Recreation	255	241	391	-6	53	62
Agriculture	4,198	3,316	3,239	-21	-23	-2
Institutional	918	900	1,035	-2	13	15
Open Space	<u>29,062</u>	<u>24,862</u>	<u>23,678</u>	-14	-19	-5
TOTAL	39,257	39,257	39,586 (4)			

Notes:

- (1) This classification was used in the 1986 Comprehensive Plan.
- (2) Data from the 1986 Comprehensive Plan
- (3) Except as explained in Appendix A1.0, 1990, data is from RIGIS as updated; see Table 2.2.
- (4) Due to different methods of measuring land use, the 1990 total amount of acreage differs from the 1970 and 1986 total.
- (5) Due to different methods of measuring manufacturing land area, the decline in total area used for manufacturing during 1986-1990 is thought to be invalid.

Sources: Rhode Island Geographic Information System, 1988
Town of South Kingstown, Rhode Island Comprehensive Plan, 1986
Town of South Kingstown Planning Department, 1990
Town of South Kingstown Tax Assessor, 1990
Compiled by Louis Berger & Associates, Inc. and Camp Dresser & Mc Kee (CDM), 1991

Table 8
Number of Dwelling Units Authorized
by Building Permit 1980-1991

<u>Year</u>	<u>Number</u>	<u>Percent of Total</u>
1980	95	4%
1981	84	4%
1982	81	4%
1983	128	6%
1984	125	6%
1985	249	12%
1986	353	17%
1987	331	15%
1988	168	8%
1989	184	9%
1990	173	8%
1991	168	8%
TOTAL	2,139	100%

Source: Town of South Kingstown Building Department

Table 9
Number of Dwelling Units Authorized
by Building Permit by Location 1975-1990

<u>Area 1</u>	<u>1975-1985</u>	<u>1986-1990</u>	<u>Total</u>	<u>Percent of Total</u>
1. West Kingston/Great Swamp	204	55	259	9.45
2. Kingston/URI/South Rd. (upper)	162	85	247	9.00
3. Indian Lake/ Narrow River	170	177	347	12.65
4. Tuckertown/Kettle Ponds	135	137	272	9.92
5. Wakefield/South Road (lower)	177	484	661	24.11
6. Coastal Ponds	685	271	956	34.87
Totals	1,533	1,209	2,742	100.0

Notes: (1) Areas identified as Planning Districts in the 1986 Comprehensive Plan.

Source: Town of South Kingstown Building Department, compiled by Louis Berger & Associates, Inc

This residential construction consisted mostly of conventional, detached single family homes. Between 1986 and 1990, this consumed an additional 1,197 acres of land (see Table 7). There also have been several large scale cluster developments constructed during this period. A few have contained both duplex and single family design.

Figure 1 illustrates areas in Town where new residential development has occurred between 1986 and 1990. Table 9 provides a comparison of permits issued by area for this period (1986-90) and the 1975-1985 period.

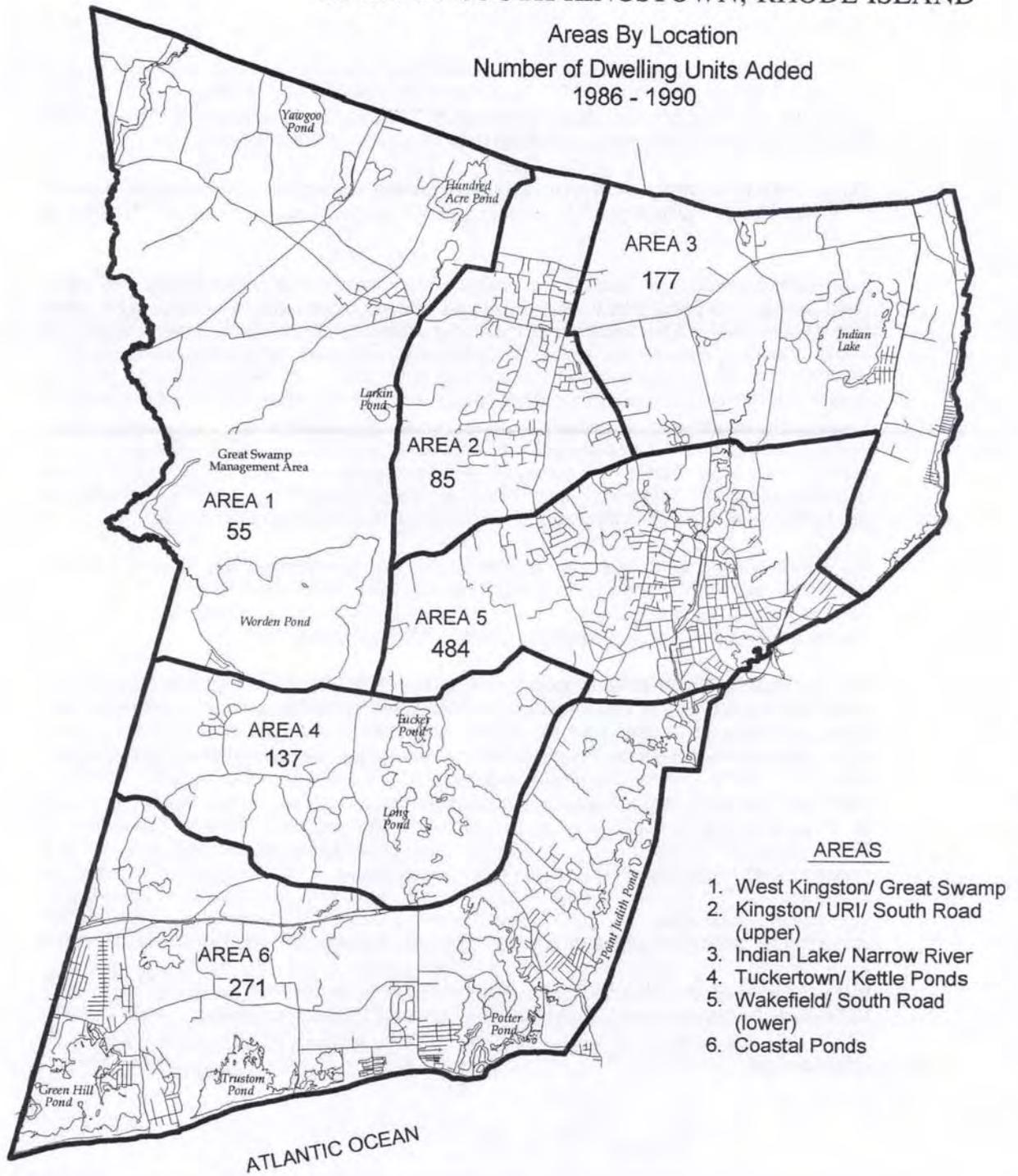
Area 5 (Wakefield/lower South Road) had the most construction activity during the 1986-1990 period. The South Road vicinity in general, including that portion extending into Area 2 (Kingston/URI/ Upper South Road) witnessed the development of several large and medium scale subdivisions. These included the development of Tefft Hill along the west side of South Road north of Curtis Corner Road (approval for 220 single family cluster lots); Sweet Allen Farm along the east side of South Road off of Allen Avenue (approval for 95 single family cluster lots, 90 multifamily units, and four (4) duplex cluster units); South Road Estates along the east side of South Road off of Mulberry Drive (approval of 33 conventional single family lots); Spencer Estates off Willard Avenue in Wakefield (approval of 22 conventional single family lots); and White Horn Brook/Biscuit City along the west side of South Road off of White Horn Drive (approval of 19 conventional single family lots).

Plans for proposed subdivisions on file with the Planning Department (May 1, 1992) indicate that subdivision activity is continuing despite a slowdown in residential construction due to the state of the regional economy. In May, 1992 there were approximately 35 subdivisions pending before the Planning Board for a total of 569 residential lots.

Area 3 (Indian Lake) underwent rapid development as well. Most of the permits issued were for construction of homes at the Indian Lake subdivision along the east side of Broad Rock Road, west of Indian Lake (approval of 55 single family cluster lots and 23 duplex cluster lots). Another 13 conventional single family lots were approved east of Old North Road on Bean Farm Road. In Area 6, (coastal ponds) despite a comparative high number of permits, there were few large scale projects. Two medium-sized subdivisions included the approval of 14 conventional single family lots at Blackberry Hill, section J along the east side of Matunuck Beach Road off of North Weeden Road and Osprey Road, and approval of 7 conventional single family lots at Whitford Estates I/Green Hill along the north side of Matunuck School House Road off of Corey Road. Also in Area 6, several small areas of new home construction are found along: Green Hill Beach, an area south of Post Road along the Charlestown line; the Shannock Road and Gravelly Hill Road vicinity; Card's Pond Road; and the Jerry Brown Farm Road area. Meanwhile, Area 4 (Tuckertown) grew along the north side of Gravelly Hill Road (note that many of the permits issued in Area 4 are attributable to the placement of new mobile homes at Tuckertown Village). Area 1 (West Kingston/Great Swamp) showed the least growth, with some light concentration in Usquepaugh.

FIGURE 1
TOWN OF SOUTH KINGSTOWN, RHODE ISLAND

Areas By Location
Number of Dwelling Units Added
1986 - 1990



AREAS

1. West Kingston/ Great Swamp
2. Kingston/ URI/ South Road (upper)
3. Indian Lake/ Narrow River
4. Tuckertown/ Kettle Ponds
5. Wakefield/ South Road (lower)
6. Coastal Ponds

b. Commercial - During this time (1986-1990) an additional 39 acres of commercial land was developed, which added 264,364 square feet of commercial floor area.

Table 10
Commercial Floor Area Added (sq. ft.): 1986-1990

<u>Year</u>	<u>Floor Area</u>
1986	106,112
1987	54,299
1988	68,381
1989	29,832
1990 (as of 7/9/90)	<u>5,470</u>
TOTAL	264,364

SOURCE: Rhode Island Department of Economic Development, 1990.

Most of the new commercial acreage and floor space reflects the development of the Kingston Emporium adjacent to URI along Fortin Road, Clock Tower Place along Rte. 108 (Kingstown Rd.) in Wakefield, new office and retail space along Tower Hill Road and Cherry Lane in the Dale Carlia Corner vicinity, the South Kingstown Office Park and a new office/bank building along Main Street in Wakefield.

c. Manufacturing - Comparison of the 1990 updated RIGIS acreage with that reported in the 1986 plan reveals a significant reduction of manufacturing (industrial) acreage. Yet, Town records indicate that industrial land was not lost during this time. Acreage differences are due to different methods of measurement (as discussed). The figures in Table 11 indicate that the amount of industrial floor area actually increased.

Table 11
Industrial Floor Area Added: 1986-1990

<u>Year</u>	<u>Floor Area (sq. ft.)</u>
1986	0
1987	0
1988	17,325
1989	468
1990	<u>77,884</u>
TOTAL	95,677

SOURCE: Rhode Island Department of Economic Development, 1990.
Town of South Kingstown Building Department

New industrial space was constructed in the West Kingstown industrial zone along Liberty Lane and Fairgrounds Road. In 1989, American Power Conversion Co. purchased the former Leviton plant and expansion plans were announced in 1993 to add a 138,000 sq. ft. addition to the existing building and to employ a work force of more than 1400 people. In 1993, the State Department of Economic

Development had estimated that there were already seven firms existing within the West Kingston Industrial area with a total employment of approximately 950 employees. Other uses in the West Kingston area included storage and warehouse space and some manufacturing. In addition, new floor space was added to the existing Peace Dale Mills Complex along Kingstown Road.

d. Extractive - Despite the fact that the extractive category (i.e., sand and gravel operations) appeared to show a 44 percent acreage increase from 1986 to 1990, the Town feels that this land use remained the same and differences were due to methods of measurement. One possible reason for the acreage discrepancy could be that the 1986 plan may have credited some sand and gravel acreage under the manufacturing classification. The 1990 RIGIS information may have done the reverse. In any event, several sand and gravel operations continue in Town including the South County Sand & Gravel complex on the west side of North Road and Sherman's Sand & Gravel on the north side of Curtis Corner Road.

e. Recreation - As explained in the 1986 Plan, the recreation category includes all lands developed for active recreational use and does not include conservation or undeveloped open space lands (this classification is consistent with the RIGIS definition). Table 7 indicates a 150-acre increase in developed recreational lands. Acreage did increase between 1986 and 1990 as both Tuckertown Recreation Area and Weeden Farm Beach were developed for active use. It also appears that some of the University of Rhode Island recreation fields and courts may have been classified as institutional in the 1986 Plan. These recreation areas were classified under "recreation" in the RIGIS data which would account for the remaining acreage difference.

f. Agriculture - Acreage devoted to agricultural activity remained relatively stable during this time (-2%). The 77 acre loss was attributed mainly to conversion of former farming lands to residential use.

g. Institutional - Both the 1986 Plan and RIGIS data include the same uses as part of the institutional category: schools, churches, hospitals, nursing homes, cemeteries, utilities, and Town-owned lands not elsewhere classified. While institutional acreage did increase, it is unlikely it increased as much as 15 percent (or more if some of the URI recreation land was classified as institutional in 1986). Table A1.2 in Technical Appendix II.A2.0 provides a breakdown of institutional floor area added between 1986 and 1990 (note that new floor area does not necessarily translate into additional acreage).

h. Open Space - The Town lost an additional 1,184 acres of undeveloped land between 1986 and 1990 or an average of about 237 acres per year. The loss of these lands was directly attributable to their conversion to residential land use. Geographic locations of conversion were described in "Residential" above.

4. The 1986 Comprehensive Plan, Element 1 - Land Use

The basic policy in the 1986 Plan (Land Use Element) was a continuation of a core and periphery settlement and development pattern. This growth management program dictates that higher residential densities and needed non-residential development (industrial,

commercial, other) should occur predominantly in core or center areas with such necessary infrastructure in place as sewer, water, access routes, and other supporting services. Peripheral areas of Town with limited infrastructure, with services lacking, or with environmentally sensitive features, should be strictly controlled or developed very slowly and at low densities. Generally, the Town has adhered to this policy since adoption of the 1986 Plan. However, there are a number of inconsistencies between the 1986 future land use map (entitled "1986 Comprehensive Plan Map") and the existing zoning map.

- The 1986 Plan and Current Zoning - The 1986 Comprehensive Plan Map classified land uses into thirteen categories. These categories are mapped to identify preferred future land uses based upon existing development patterns or land uses, existing zoning, and environmental constraints (i.e., groundwater recharge areas). For the purposes of this Element, the 1986 map was compared with the existing zoning map in order to determine the extent of implementation and consistency. The most significant inconsistencies could be found in the rural (RR80) and environmentally sensitive (RLD200) areas. The 1986 Comprehensive Plan map placed all groundwater recharge areas and all areas which have groundwater flow towards the coastal ponds into the "valuable environmental resource" land use classification (RLD200). Unfortunately, the current zoning map has a number of these areas zoned only for two acre lots (RR80). Conversely, the current zoning map also has placed some non-groundwater or coastal pond recharge areas into the five acre district (RLD200). Technical Appendix II.A3.0 contains a detailed comparison of each 1986 land use category and existing zoning.

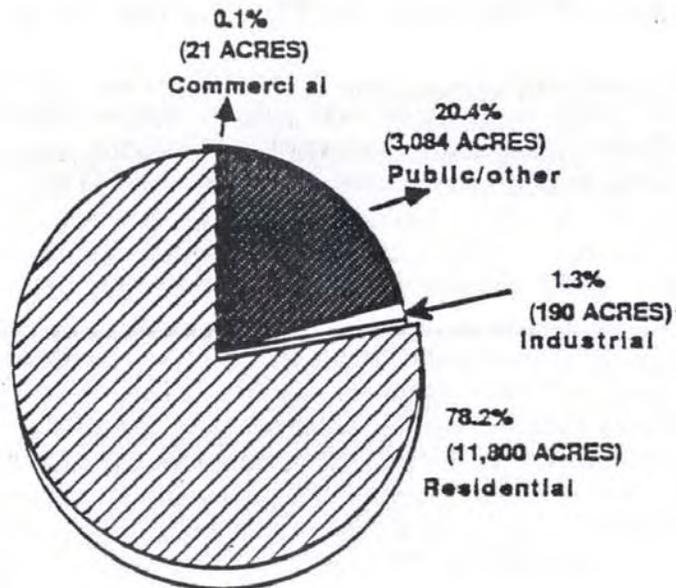
C. Existing Land Use and Zoning

This section focuses on the differences between current land uses and zoning. It also identifies other related land use inconsistencies. The discussion is organized by basic land use classifications. See Figure 2 for a breakdown of developed and undeveloped land.

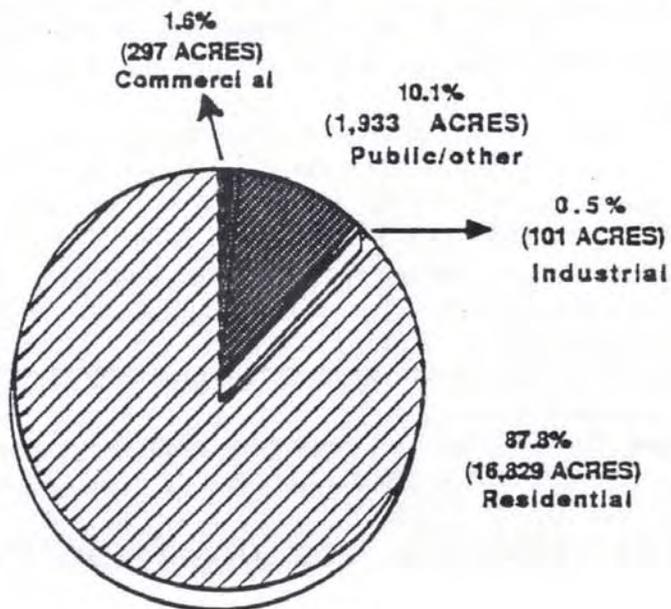
1. Residential - The most glaring discrepancy between current land use and zoning inconsistency exists along the south shore or what the Coastal Resources Management Council (CRMC) describes as the Salt Pond Region (Special Area Management Plan, CRMC, 1984). By and large, residential land use dominates, although there are pockets of commercial land use in Matunuck, Snug Harbor, Green Hill, and Perryville. Waterfront uses can be found in Matunuck, Snug Harbor, and Marina Park. While most of the area is zoned for residential use at varying densities, the Town's Harbor Management Plan, (1992) identified 221 existing substandard waterfront lots (less than minimum lot size requirement) in the shore area. It should be noted that the inventory only looked at those lots which directly border tidal waters and did not consider all adjacent lots in the watershed that are nonconforming. The SAM Plan requires two acre minimum lot size in many portions of the Salt Pond Region (generally land south of U.S. Route 1 including portions

Figure 2

Land Composition in South Kingstown Developed and Undeveloped



UNDEVELOPED LAND



DEVELOPED LAND

Source: S.K Tax Assessor
Revision of 12/90

north of Rte. 1 to Tuckertown Rd. and to Sand Plains Trail). Based upon Town zoning, there are substantial pockets of R40 and R40A zoned land in this area. While CRMC regulations may pre-empt local zoning, the Salt Pond Region contains numerous areas zoned for less than two acres.

Other portions of land in the Salt Pond Region are classified by the CRMC as developed beyond carrying capacity. The SAM Plan does not require two acre zoning in these areas but instead relies heavily upon ISDS maintenance, buffering along the perimeter of the salt ponds, and other management policies. Nevertheless, there are several high density zoned (R20, R30) lands in this category.

The Narrow River Special Area Management Plan (CRMC, 1986) was reviewed for consistency with Town zoning. Generally, it is in conformance with the Plan, particularly since sewer lines are being extended to the high density Middlebridge area (zoned R20). However, about a 45 acre area zoned R20 along the east side of Rte. 1 off Hillside Road is classified by CRMC as developed beyond capacity, and sewer lines are not planned for this neighborhood.

2. Commercial - Wakefield remains the Town's commercial center. However, the outlying village centers traditionally have maintained small commercial areas as well. Commercial uses in these areas are called nonconforming uses because they conflict with the zoning for the area. Three village centers or neighborhoods contain existing nonconforming commercial land uses: Snug Harbor, Green Hill, and Usquepaugh. Two other nodes, West Kingston and Matunuck have some limited commercially zoned land but have considerably more nonconforming commercial land uses. The Tower Hill area at the intersection of Rte. 138 and Rte. 1 holds several highway nonconforming commercial uses (hotel, car dealership), yet the area is zoned for local trade (C2) where more intensive uses are prohibited. Lastly, several commercial uses can be found along Rte. 1 between Tower Hill and Wakefield where only residential zoning exists.
3. Industrial - As has been documented both in this Plan and in the 1986 Comprehensive Plan, the West Kingston industrial area lies over a valuable groundwater reservoir and is partially zoned for manufacturing. In April, 1991, the Town enacted a Groundwater Protection Overlay District amendment to the Zoning Ordinance. However, this does not address current uses or change the location of the manufacturing zone. It deals specifically with new uses in this zone (see Natural Resources Element). While this is not an inconsistency between existing land use and present zoning, the industrial areas in West Kingston must be regulated in the Zoning Ordinance so as to protect the groundwater resources.

There are several areas in Town where extractive land uses such as sand and gravel pits and processing operations exist in zoning districts other than manufacturing. Of particular note are the gravel operations located on the west side of Rose Hill Road and on the north side of Curtis Comer Road, west of South Road.

4. Public/Institutional - The current Zoning Ordinance features a Public (P) zoning district designed to encompass all governmental uses located on government-owned land, including the University of Rhode Island and most Town-owned buildings. However, some governmental uses on government-owned land, including the Oliver

Stedman Government Center and the McGrath Judicial complex on Route 1, and the recently acquired Town-owned recreational property in West Kingston and Green Hill have not been rezoned to the "Public" designation. In addition, the current Zoning Ordinance's designation of governmental uses on government-owned land as being exempt from zoning regulations, and governmental uses on privately-owned land as being subject to zoning regulations is inconsistent with current State law. The ordinance now permits most governmental uses on privately-owned land in most zones by special exception.

The current Zoning Ordinance contains no zone for such institutional uses as the South County Hospital, which is located on property zoned for residential use. The 1986 Comprehensive Plan recommended a separate zoning classification for the Hospital.

5. Protected Open Space - The future land use map in the 1986 Plan designated land in the Matunuck Hills area owned by the Nature Conservancy, a private, non-profit organization, as recreation, conservation and open space. However, other protected land in which non-profit organizations, such as the South Kingstown Land Trust or the Audubon Society of Rhode Island, either hold title, easements or development rights, is not so designated.

D. Build-Out Analysis

A build-out analysis is a technique used to estimate the resulting development in a community if it were to be entirely developed under the provisions of existing zoning. It is a hypothetical exercise which paints a picture of the end result of existing regulations and policies. There are two major reasons for performing a build-out analysis. First, basic knowledge regarding the ability of the land to accommodate additional development under present zoning can be understood. Second, it can help identify critical issues (e.g. land shortage or surplus) which need to be considered in the formulation of policies and implementation strategies designed to address them. It is emphasized that the build-out analysis presented herein is not an endorsement of the development of certain areas of the Town which are relatively free of development constraints. Only the proposed Land Use Plan Map will indicate the areas of the Town and the type of future development which is proposed for these areas.

- 1 Methodology - The Town utilized the RIGIS data in order to complete the build-out analysis. It should be noted that the RIGIS data differ slightly from the total acreages reported for each zoning district according to the Town Tax Assessor's records. Most, .if not all, build-out analyses rely on the following assumptions.

- the existing zoning map is used;
- maximum permitted development. is anticipated for all buildable land except for areas having severe constraints for installation of septic systems;
- past trends in growth rates (i.e., population, employment, floor area added during the 1980's) remain constant and indicate future trends;
- all types and densities of residential, commercial, and industrial uses increase at the same growth rate; and,
- the reuse, rehabilitation, or enlargement of existing developed sites are not considered.

The following steps were taken to complete the build-out analyses:

Step 1: Determine Acreages by Zoning District

First, the RIGIS land use information had to be updated manually (through 1990) since it was photographed in the spring of 1988. Then the data had to be aggregated and categorized by zoning district. The results are presented in Table 12.

Step 2: Select "Vacant" Land Use Classifications and Determine Acreages by Zoning District

(For the purposes of build-out, vacant lands were defined as those without buildings or other improvements, also see Step 3.)

The following land use classifications were considered vacant (Table 6):

urban vacant; deciduous forest; evergreen forest; mixed deciduous; mixed evergreen; bushland; idle agricultural; pasture; cropland; orchards, groves, and nurseries; confined feeding operations; beaches; sandy areas other than beaches; and strip mines, quarries, and gravel pits

(Note that for build-out purposes "transitional" lands were not considered vacant since they are committed to an active use.)

Step 3: Determine the Extent and Type of Unbuildable or Committed Lands and Deduct From Vacant Land by Zoning District

The following acreage was defined as unbuildable or committed:

- wetlands and inland water
- land within 50 feet of wetlands, inland water, and the shoreline
- land with soils with slope greater than or equal to 25 percent
- 25% of the acreage of soils with severe septic constraints
- soils with a very high water table (water found at 1.5 ft. below the surface or less)
- soils with excessive rock outcrops (80 percent or more of the surface covered by outcrops)
- all "P" (public) zoned land which is committed to governmental use
- all other non-"P" zoned land committed to conservation (Audubon Society, Nature Conservancy, South Kingstown Land Trust holdings) or other government use.

With the completion of Steps 2 and 3, vacant developable land by zoning district can be observed in Table 13. Note that aside from the public ("P") zone, there also is no available land in the C1, and C3, zoning districts.

Table 12
Acreage by Zoning District
(1990)

<u>District (1)</u>	<u>Percent of Total</u>	<u>Acreage</u>
R M	150.8	.43
R 10	863.9	2.49
R 20	2,129.0	6.13
R 30	2,506.4	7.22
R 40	3,706.0	10.67
R 40A	2,186.1	6.29
RR 80	12,802.8	36.85
RLD 200	4,769.9	13.71
C 1	12.4	.04
C 2	59.7	.17
C 3	49.7	.14
C 4	102.8	.30
CW	70.9	.20
M 1	247.6	.71
P	4,888.9	14.07
HFD	200.5	.58
TOTAL	34,738.4	100.00

Notes: (1) See Technical Appendix II.A2.0 for a description of zoning district designations.

Source: RIGIS, 1988
Town of South Kingstown, 1990
Compiled by Louis Berger & Associates, Inc. and CDM, 1991.

Step 4: Calculate Year of Build-out

This is computed by the following formula:

$$n = \frac{\ln(\text{Future year/Baseline year})}{\ln(1 + \text{growth rate})} = \text{number of years to build-out*}$$

$n + \text{Baseline year} = \text{Year of build-out}$.

Notes: \ln - natural logarithm

Future year - _baseline year data (i.e., number of existing dwelling units) plus additional number of dwelling units that could be built given existing zoning.
Baseline year - _existing number, variable, or measure at a given point in time.
Growth rate - _average annual rate of change in a number or variable over a period of time.

Equation Source: Collier, C.A. and Ledbetter, W.B. 1982. Engineering Cost Analysis. New York: Harper & Row.

Table 13
Summary of Vacant Developable Land
by Zoning District (1990)*

<u>Zoning District</u>	<u>Acreage</u>	<u>Percent of Total</u> <u>(vacant, developable)</u>
RM	41.30	0.33
R 10	81.00	0.65
R 20	444.50	3.58
R 30	1,235.30	9.95
R 40	1,851.10	14.91
R 40A	1,259.40	10.14
RR 80	5,227.90	42.10
RLD 200	2,153.80	17.35
C2	3.20	0.03
C4	2.04	0.02
CW	1.60	0.01
MI	107.70	.87
TOTAL	12,408.8	100.00

Note: 25% of acreage which has severe septic constraints and is unsewered has been subtracted from the total developable land. There are 118 acres of undeveloped land in the Town's HFD zones, but all land zoned as HFD is considered unbuildable. There are a total of 12.4 acres of vacant, unsewered land with severe septic constraints in the C4 district. However, of this total, 10.35 acres are owned by the Providence YMCA, and the balance (2.04 acres) is located behind the Wakefield Mall. For build-out purposes, 2.04 acres has been used (see Table 15).

Sources: RIGIS, 1988
Town of South Kingstown, 1990
Compiled by Louis Berger & Associates, Inc. and CDM, 1991

2. Final Build-Out - Using the methodology explained previously, the year of build-out was calculated for the three major land use categories: residential, commercial, and industrial.

a. Residential -To apply the formula presented in Step 4 above, the maximum number of new dwelling units that could be constructed under existing zoning, must be determined. This is provided in Table 14. Note that a 10 percent reduction in acreage has been factored in to account for new roads, and that only 75 percent of the vacant unsewered acreage with severe septic constraints has been used.

Therefore:

- Baseline year (1990) = 9,802 dwelling units (1990 census)
- Future year = 18,854 (9,802 + 9,052)
- Growth rate = 2.07% (average annual rate of population increase for the 1970's and 1980's)
- Solving for N (number of years) = 32 (rounded).

The projected year of residential build-out is 2022 (1990 + 32).

Based on the future year number of dwelling units (18,854) and an average household size of 2.74 persons (1980 Census), a maximum of 51,660 persons could live in South Kingstown by the year 2022.

Similarly, if the average household size of 2.61 persons per household (1990 Census) is used, a maximum of 47,324 persons could live in South Kingstown by the year 2022. Thus the maximum population of the Town, at full build-out (2022) would be between 47,324 and 51,660. These figures represent an increase in population of between 92 percent and 110 percent over the 1990 U.S. Census population of 24,612.

b. Commercial - Commercial build-out was approached by using two different units of measure. One method considers floor area added while the other accounts for additional employment. Each method is presented as follows:

- Floor area added (commercial)

First, the maximum amount of new commercial floor area that could be built under existing zoning must be determined (Table 15). Note that no deduction for roadways is necessary since most commercial space will be constructed along existing roadways.

Therefore:

- Baseline year (1990) = 3,913,627 sq. ft.
- Future year = 4,157,999 sq. ft. (3,913,627 + 244,372)
- Growth rate = 1.054% (average annual rate of increase in floor area for the 1980's)
- Solving for N (number of years) = 6 (rounded)

Table 14
Potential New Dwelling Units

Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6	Col. 7	Col. 8
Zoning	Vacant Developable Acres	Total Vacant, Severe Septic Unsewered Acres	Vacant, Severe Septic Unsewered -25% non-dev. (Col. 3)	Total Vacant Dev. Land (Col. 2 +Col. 4)	Total, Vacant Dev. -10% for New Roads (Acres)	Max. Lot Size Zoning Rea. (Acres)	Potential New Dwelling Units (Col. 6 + Col. 7)
RM	38.7	3.4	2.6	41.3	37.2	0.172	216
R10	49.9	41.4	31.1	81.0	72.9	0.230	317
R 20	315.9	171.5	128.6	444.5	400.1	0.459	872
R 30	606.9	837.8	628.4	1,235.3	1,111.8	0.689	1,614
R 40	1,174.9	901.5	676.1	1,851.1	1,666.0	0.918	1,815
R 40A	335.4	1,232.0	924.0	1,259.4	1,133.5	0.918	1,235
RR 80	2,141.3	4,115.4	3,086.6	5,227.9	4,705.1	1.837	2,561
RLD 200	712.7	1,921.5	1,441.1	2,153.8	1,938.4	4.591	422
TOTALS	5,375.7	9,224.5	6,918.4	12,294.2	11,064.9		9,052

Sources: RIGIS, 1988
Town of South Kingstown, 1990
Compiled by Louis Berger & Associates, Inc. and CDM, 1991

Table 15
Potential New Floor Area
(Commercial)

Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6	Col. 7
Zoning	Vacant Developable Acres	Total Vacant Severe Septic Unsewered Areas	Vacant, Severe Septic, Unsewered -25% non-dev. (Col. 3)	Total Vacant Dev. Land (Col. 2 + Col. 4)	Max. Floor Area per Acre (sq. ft.)	Potential New Floor Area (sq. ft.) (Col. 5 x Col. 6)
C 2	1.9	1.70	1.30	3.20	39,204	125,453
C 4	0.5	2.05	1.54	2.04	32,670	66,647
CW	0.2	1.80	1.40	1.60	32,670	52,272
TOTALS	2.6	5.55	4.16	6.76		244,372

Note: Maximum floor area per acre was calculated from the minimum lot size, maximum lot coverage and maximum height requirements of the Zoning Ordinance.

Sources: RIGIS, 1988
Town of South Kingstown, 1990
Compiled by Louis Berger & Associates, Inc. and CDM, 1991

The projected year of commercial build-out using the floor area added method is 1996 (1990+ 6).

- Employment added (commercial)

First, the maximum number of new commercial workers must be calculated given available land, existing zoning, and the historical average number of employees per acre (Table 16).

Table 16
Potential New Employment-(Commercial)

<u>Zoning</u>	<u>Vacant Developable Acres*</u>	<u>Historical Avg. # of Emp. per ac. (1)</u>	<u>New Employees</u>
C2	3.20	16.9	54
C4	2.04	16.9	34
CW	1.60	16.9	27
			115 Total

Notes:

- (1) This was calculated by the number of commercial sector employees in 1990 divided by the number of developed commercial acres in 1990.

From Column 5, Table 15.

SOURCE: RIGIS, 1988.
Town of South Kingstown, 1990
Compiled by Louis Berger & Associates, Inc. and CDM, 1991

Therefore:

- Baseline year (1990) = 5,022 employees
- Future year = 5,137 (5,022 + 115)
- Growth rate = 7% (average annual rate of increase in employment for the 1980's)
- Solving for N (number of years) = approximately 4 months

The projected year of commercial build-out using the employment added method is 1990 plus.

c. Industrial - Industrial build-out was performed as above for commercial.

- Floor area added (industrial)

The maximum amount of new industrial floor area can be seen in Table 17. Note that there is no acreage deduction for roads.

Therefore:

- Baseline year (1990) = 2,360,428 sq. ft.
- Future year = 9,866,687 (2,360,428 + 7,506,259)
- Growth rate = .65% (avg. annual rate of increase in floor area for the 1980's)
- Solving for N (number of years) = 221*

The projected year of industrial build-out is 2211 (1990 + 221).

* It must be noted, as stated, that the 1980's were an extremely slow year for new industrial space. In addition, the model anticipates full development which in the M1 district could include four full floors of space (recent construction has been generally limited to one story). For these reasons, this industrial build-out exercise should be viewed with caution and perhaps as an anomaly. It also should be pointed out that all of the vacant developable acreage lies over valuable groundwater recharge area in West Kingston. In any event, the projections calculated in the employment added method calculated below should be viewed as more realistic.

• Employment added (industrial)

Potential employment is presented in table below:

Table 18
Potential New Employment
(Industrial)

<u>Zoning</u>	<u>Vacant Developable Acres*</u>	<u>Historical Avg. # of Emp. per ac.¹</u>	<u>New Employees</u>
M1	107.7	8.39	904

Notes:

- (1) This was calculated by the number of industrial sector employees in 1990 divided by the number of developed industrial acres in 1990. From Column 5, Table 17.

SOURCES: RIGIS, 1988; Town of South Kingstown, 1990.

Therefore:

- Baseline year (1990) = 847 employees
- Future year = 1,751 (847 + 904)
- Growth rate 1.3% (avg. annual rate of increase in emp. for the 1980's)
- Solving for N (number of years) = 56 (rounded)

The projected year of industrial build-out is 2046 (1990 + 56).

Table 17
Potential New Floor Area
(Industrial)

<u>Col. 1</u>	<u>Col. 2</u>	<u>Col. 3</u>	<u>Col. 4</u>	<u>Col. 5</u>	<u>Col. 6</u>	<u>Col. 7</u>
Zoning	Vacant Developable Acres	Total Vacant, Severe Septic Unsewered Acres	Vacant, Severe Septic, Unsewered -25% non-dev. (Col. 3)	Total Vacant Dev. Land (Col. 2 + Col. 4)	Max. Floor Area per Acre (sq. ft.)	Potential New Floor Area (sq. ft.) (Col. 5 x Col. 6)
M 1	53.2	72.7	54.5	107.7	69,696	7,506,259
TOTALS	53.2	72.7	54.5	107.7		7,506,259

Note: Maximum floor area per acre was calculated from the minimum lot size, maximum lot coverage and maximum height requirements of the Zoning Ordinance.

Sources: RIGIS, 1988
Town of South Kingstown, 1990
Compiled by Louis Berger & Associates, Inc. and CDM, 1991

3. Summary of Build-Out Analysis

The build-out analysis presented in this Section illustrates the areas of the Town which were considered to be "vacant and developable" as herein defined. These areas are shown on Map 2.2. The Town zoning ordinance and map were then superimposed over the map of vacant and developable land to determine how much new development could be accommodated if all such land were developed to its maximum zoning potential. A summary of the future build-out was presented in terms of the future residential capacity of the Town in both dwelling units and future population. A build-out capacity was also projected for commercial and industrial floor space. For all three categories, an estimate was made of the number of years it would take to reach this hypothetical point of maximum development, assuming the Town continued to grow at the same rate it experienced in each of the past two decades--roughly 20.7 percent per decade.

The basis of the build-out analysis is a comparison of the Zoning Ordinance with an estimate of available lands based on current development practice.

IN NO WAY SHOULD THE BASIS OF THE BUILD-OUT ANALYSIS, PARTICULARLY THE STANDARDS OF EXISTING DEVELOPMENT PRACTICE, BE CONSTRUED AS EITHER DESIRABLE OR REASONABLE. THEY WERE USED SOLELY FOR A BASIS OF ANALYSIS AND DESCRIPTION OF CURRENT PRACTICE.

In other words, the areas shown on Map 2.2 as being "buildable" are not to be construed as being endorsed by this Plan for building and development purposes.

A summary of the major findings of the build-out analysis is as follows:

a. Residential Land - Nearly 84 per cent of all land in the Town is in a residential zoning category (Table 12). However, over 99 per cent of the vacant developable land is zoned residential (Table 13). As one would expect, with such a high proportion of the remaining land zoned for residential use, the projection for the future results in an increase in the number of dwelling units and in future population.

A total of 9,052 additional dwelling units could be constructed in the Town. Using both 1980 and 1990 figures for the average number of people in a dwelling unit (2.74 and 2.61 persons, respectively) the future population of the Town would range from 49,209 to 51,660 people. Again assuming the rate of growth experienced during the 1970's and 1980's (20.7%) continues uninterrupted into the future, the Town would reach its maximum population in the year 2022.

b. Commercial Land - Less than one percent of all the land in the Town is commercially zoned, and only 6.8 acres remains as vacant developable land. This land is scattered among several small parcels of C2 land throughout the Town. There is no vacant land zoned C3, and the only vacant, buildable, land zoned C4 is located behind the Wakefield Mall. A few small parcels zoned CW totaling 1.6 acres are still located in Town, primarily in the Snug Harbor area.

Assuming maximum build-out of this vacant land, a potential exists for over 244,000 sq. ft. of new commercial floor area. (As a reference, the Wakefield Mall contains

128,100 sq. ft. of total floor area). This potential assumes maximum lot coverage and three floors of building height. Based on past building practices, it is felt that the actual building potential would be much lower, perhaps as low as one-quarter to one-third of the maximum level. This potential for commercial building also assumes that no existing commercial space or land will be expanded or enlarged, which may not be the case. The above analysis projects maximum build-out of the Town's commercial areas in 6 years (1996).

c. Industrial Land - The Town is seen as having 247 acres of industrially-zoned land of which 107 acres is vacant and developable. Due to the relatively slow rate of growth of industrial land in the Town during the 1980's the projection for future growth is extremely unreliable. The build-out analysis presented in this Section for industrial land indicates that over 7.5 million square feet of floor space could be constructed, and that it would take 221 years to accomplish this.

For the purposes of this Comprehensive Plan, the industrial build-out projection is considered unreliable for planning purposes. It is noted, however, that nearly all of the vacant industrially zoned land in the Town is located in the West Kingston area, above the groundwater resources of the Chipuxet Aquifer. Refer to the Services and Facilities Element for a discussion of projections of future employment levels in the West Kingston industrial area.

Summary - A summary of major findings of this Section can be stated as follows: Based upon current land use regulations, the Town will become primarily a residential community. Residential land use patterns will be spread out over the periphery of the Town, without a significant increase in population density in the central areas. Commercial space will become increasingly scarce, causing emphasis on redevelopment of existing areas. Industrial growth will continue slowly in the West Kingston aquifer area.

a. Identification of Major Issues

This section provides a synthesis of the land use issues raised throughout this plan, and in the results of the Town of South Kingstown Comprehensive Plan Survey conducted in 1990 (Technical Appendix II.A4.0). The identification of these major issues will lead to the formulation of more specific goals and policies. Issues are first presented as a general overview of community-wide importance and then for specific land use classifications.

1. Comprehensive Issues

Comprehensive issues can be viewed as those which affect the Town on a community-wide basis. They are general in nature but underscore the Town's primary land use planning philosophy. Such issues overlap with and greatly influence concerns identified in more specific land use issue areas. The Town has identified the following five (5) community-wide concerns:

a. Rate of Growth - Respondents to the survey identified population growth as their number one concern. The Town has grown in population by approximately 20.7 percent in each of the last two decades (1970's and 1980's). During the period 1980 -1990 the Town increased its population by 4,198 people, which was the single largest population increase in absolute numbers of any city or town in Rhode Island. New population growth has directly translated

into new residential construction and increased demand for services. During the last four years the municipal budget has increased by 39 per cent (see Economic Development Element). During the same period, the residential sector has contributed over 75 per cent of the property tax base (revenues). Commercial and industrial contributions, taken as a percentage of the property tax base, in this period have remained constant or have declined slightly. The major issue confronting the Town is how to lessen the tax burden on the residential sector while at the same time keeping commercial growth under control.

b. Quality of Life - Residents and visitors alike agree that the quality of life in South Kingstown is very high and quite special. This positive feeling was reiterated in responses to the Comprehensive Plan Survey, a questionnaire prepared for the Town in 1990 by Greg J. Lessne, Ph.D. (See Technical Appendix II.A4.0). Nevertheless, five (5) sub-area concerns have been identified below and all affect the Town's ability to maintain this high quality of life.

- Protection of Small Town Character: While South Kingstown can still be viewed as a rural community, its small town character is threatened by continued high population increase. In fact, no Rhode Island city or town during the 1980's experienced a higher numerical population increase than South Kingstown. As growth has occurred, suburban tract housing construction (subdivision development) has increased as well. Such new development has reduced the Town's stock of vacant, open lands; helped, in part, blur distinctions between developed village centers and outlying areas; altered the appearance, in some areas, of an old New England small community; and increased pressures for construction of supporting uses (i.e., commercial, services) and infrastructure development (sewer, water, roads). While the quality of life is presently desirable, many who responded to the survey expressed concern about the Town's ability to maintain it as high in the future.
- Creation of a Sense of Place: One of the major positive influences on the Town's historic settlement pattern has been its strong sense of place. Much of this "sense" derives from those features which contribute to it, including the Town's small identifiable villages, New England architecture, natural and scenic areas, and agricultural tradition. As overdevelopment can ruin the Town's small character, it also can disturb and even eliminate its sense of place. As the Town grows, changes, and redevelops, the Town will face the continuing challenge of maintaining those features which contribute to the Town's character.
- Suburbanization: During the last two decades the Town has witnessed a high rate of residential growth. While some of this growth has taken the form of cluster development, much of it has been typical suburban housing tract development. New development has often resembled a cookie-cutter pattern of large suburban homes on large lots. There is a sameness about this development which contributes to sprawl, eliminates open spaces, destroys scenic vistas, increases development and infrastructure costs, and contributes to the loss of small town character and sense of place. Often a direct result of this sprawl pattern is an increased desire and pressure for large shopping centers and strip commercial development. As has happened in many New England communities suburbanization can and will seriously damage or destroy a Town's quality of life. While new growth may be inevitable, the Town faces the difficult challenge of directing and shaping growth in a manner consistent with Town traditions and values.
- Housing Affordability: The ability of the average person in South Kingstown to purchase a home has diminished over the decade of the 1980's (see Housing Element). As

evidenced in the citizen questionnaire, 61 percent of those surveyed felt the Town needs more affordable housing. Among renters, 74 percent of those surveyed expressed a need for additional affordable housing units. It is not surprising that a higher percentage of renters felt a greater need for affordable housing since less than 8 percent of all dwelling units authorized by building permit during the 1980's were for multi-family units. In 1989, a South Kingstown family earning the median income of \$40,187 would have faced an annual shortfall of between \$3,500 and \$11,100 in order to purchase the median priced home in Town at that time of \$148,600 (see Housing Element).

- Citizen Participation: As evidenced during the planning process to develop this Comprehensive Plan, there is an increased citizen awareness and strong interest in planning issues (i.e. CPAC involvement and survey). The desire for Town citizens to control their own destiny will increase as development pressures grow and developable land diminishes. The issue for the Town will be how to best integrate citizen involvement in the decision-making process.

- c. Control of Urban Sprawl - As described previously, the Town has developed in a core and periphery settlement pattern. The Town has essentially maintained higher density core settlements consisting of Wakefield, Peace Dale, and Kingston which are surrounded by lower density, outlying areas. Development, for the most part, has occurred in or near village areas with infrastructure in place. As development and development pressures increase, there will be a desire to expand the core areas and push into more rural areas.

In addition, part of the urban sprawl problem concerns the issues of energy conservation and reduction of infrastructure costs. As sprawl increases, so do the costs associated with roadway construction, sewer and water extension, and delivery of police and fire protection. Sprawl also contributes to increased energy costs because providing additional infrastructure is more energy intensive and less efficient than compact development.

- d. Environmental Protection - Environmental protection was one of the top five concerns identified in the citizen survey. The Town has identified several sub-area issues as follows:
 - Protection of CRMC Coastal Ponds and Narrow River Special Area Management Plan Areas: There are numerous areas zoned for less than two (2) acre zoning despite the fact that CRMC regulations generally call for a two acre minimum.

 - Areas of Rare and Endangered Habitats: These areas have been mapped on the Open Space and Recreation System Map (see the Open Space and Recreation Element). At present, Town land use regulations fail to recognize the importance and need for protection of these areas.

 - Freshwater Wetlands: An extensive array of wetland areas and types including swamps, bogs, marshes, floodplains and others are located in South Kingstown. The Rhode Island Department of Environmental Management (RI DEM) has jurisdiction over all freshwater wetlands in the State. However, these are minimum regulations which must be reinforced through local land use policy.

e. Groundwater Reservoir and Aquifer Recharge Areas: Several issues have been identified in this Element and in the Natural and Cultural Resources Element. Protection of groundwater reservoirs and recharge areas for future drinking water supply purposes must be integrated into future growth issues. Of particular importance is the extension of public sewers to service the West Kingston industrial area as recommended in the Services and Facilities Element.

f. Impact of New Highways on the Town - Traffic and road issues were cited as the third major concern among respondents to the citizen survey. New roadways have the potential to disrupt established patterns of development and alter the character of the Town. In addition to increased local traffic, new roads can facilitate growth and can change the intended affect of a local land use plan. New road systems also can have a profound impact on environmentally sensitive areas. This will be particularly important in the Town's review of proposed upgrading of major State roads by the Rhode Island Department of Transportation.

2. Residential Land Use Issues

A principal land use issue in the Town is how to preserve the distinction between core and periphery areas. A number of options are available to the Town, but there are several key sub-issues which must also be considered. These include:

- determining the general boundaries of established, expanded, or new core areas versus peripheral areas:
- defining the status and treatment of critical "edge" areas which connect different or like areas such as South Road, Mooresfield Road, and Curtis Corner;
- providing for affordable housing opportunities in both core and periphery areas;
- determining the proper mix and location of housing types and densities;
- delineating core neighborhood or village centers;
- designating appropriate areas for cluster development, residential compounds, and agricultural uses;
- designating areas where conservation of energy can be maximized (i.e., core areas, cluster developments); and,
- defining a workable system of greenways (see the Open Space and Recreation Element) throughout the Town to reinforce and complement the core and periphery pattern of development.

3. Commercial Land Use Issues

Commercial growth issues are central to the Land Use Plan as a whole. As seen from the Build-Out Analysis, there is very little buildable vacant commercially zoned land left in Town. The principal issue is to permit sufficient commercially zoned land to provide jobs and services and to maintain a stable tax base, but to avoid over-commercialization which may negatively affect the Town's character. A second major issue is to determine whether vacant land should be made available for new commercial growth, as opposed to a strategy of revitalization and more intensive use of existing commercial areas. The 1990 Comprehensive Plan Survey (Lessne) indicated that a majority of the residents (65%) believe that the rate of commercial development should either remain about the same or increase slightly assuming such development would help lower taxes and/or provide additional funds for Town services. However, the survey also found that commercial overdevelopment of the Town was the second most commonly voiced concern.

a. Revitalization of Main Street - Revitalization of Main Street presents a number of opportunities (see the Economic Development Element) and has been explored by the Town in the past. Sub-issues concerning this effort will revolve around integrating the Saugatucket River Greenway concept, and future State bicycle path with revitalization plans. In addition, other concerns such as parking, relocating incompatible uses (auto-related businesses), and overall design principles will be important.

b. Commercial Expansion - One option for treating future commercial land use is to identify existing vacant developable land for future re-zoning for commercial use. This option requires the identification of land areas which are suitable for commercial use. The choices available for such locations are dependent upon (1) the availability of infrastructure capable of supporting commercial uses; (2) environmental constraints; (3) compatibility with surrounding land and neighborhoods; and (4) the type of commercial use being proposed. Several geographic areas have been suggested for new commercial development:

- 1) Kelley Way/Government Center, vicinity of Route 1;
- 2) Route 1 north of the Government Center;
- 3) Kingstown Road/Curtis Corner Road vicinity;
- 4) Infill and outward expansion of existing areas;
- 5) More intensive use of existing downtown commercial areas (i.e., Wakefield, Peace Dale);
and,
- 6) Expansion in other village centers (i.e., West Kingston, Matunuck) and others.

c. Timing and Amount of Commercial Growth - At what rate should commercial development grow? Should growth occur more or less rapidly than the past decade? The survey indicated that commercial over-development was the second major concern among respondents. , In the Economic Development Element, it was recommended that the available pool of vacant commercially and industrially zoned land should be proportional to the 1990 mix of existing developed land zoned for residential, commercial, and industrial use. This would produce a long-term balanced growth. In this scenario, the amount of acreage of vacant commercially zoned land would be dependent on and synchronized with the year of residential build-out.

d. Design/Site Planning Controls - This issue concerns those features of commercial land use which can have a dramatic impact on adjacent uses and neighborhoods and on the

character of the Town in general. They include, but are not limited to: type of commercial use; size of commercial use; site access; architecture; signage; landscaping; drainage; buffering; parking and loading; open space; and, environmental impacts.

4. Industrial Land Use Issues

Industrial land use issues somewhat parallel the previously described commercial land use issues. Townspeople are favorably disposed toward the development of light industry and feel the Town should try to maintain and attract such uses. In particular, a research park, perhaps associated with the University of Rhode Island, has widespread support. The location of new light industrial facilities remains the biggest land use problem for two reasons: (1) the present location of nearly all of the vacant industrially-zoned land is located over a groundwater resource; and (2) very little vacant land exists which has the necessary infrastructure, particularly sewers, to support light industry.

There is a related need in the Town for land area which is appropriately zoned for uses which area combination of both commercial and industrial in nature. Such "heavy commercial" uses include, but are not limited to, auto body shops, welding shops, outdoor storage, warehousing and trade centers. They are not truly industrial in nature because they do not manufacture anything, nor are they purely retail in that a product or service is not always sold on the premises. Many of these uses can be unsightly and would not be appropriate for the Main Street or Dale Carlia business districts. On the other hand, they may be too small or have too little environmental impact to require a location in an industrial park or in one of the existing mills in the Town.

a. West Kingston Industrial Area - This area is located over the Chipuxet groundwater reservoir which has been designated as a Sole Source Aquifer. This is also the only vacant industrially-zoned area of Town. A potential conflict may exist between the need to protect groundwater resources and the need to provide areas for industrial development. Problems which may arise from a continuation of this policy are:

- groundwater resources are not sufficiently protected at present from industrial development in the West Kingston area and may become further contaminated, even lost, as a drinking water supply source;
- extension of public water and sewer service to these areas may encourage more intensive development in an area of Town with sensitive environmental constraints;
- increasing restrictions on existing industrial uses in West Kingston may result in unfair restriction of the conduct of their business, or it may force them to relocate to other areas, including their possible relocation out of Town.

It is important that this Plan establish firm, policies and implementation measures to protect the groundwater resources of the area while at the same time allowing expansion of clean, light industry in the area. It is also important to provide the necessary infrastructure to the industrially-zoned areas with enough controls to prevent overdevelopment and secondary urban growth from occurring.

b. Industrial Expansion - This Plan assumes that industrial expansion is desirable as long as environmental quality is not jeopardized. It is therefore necessary to identify geographic

areas of potential growth. As shown on the Land Use Plan Map, some of these areas include: West Kingston, Rose Hill Road/Saugatucket Road area; North Road in Peace Dale; and expansion or re-use of existing mills. In addition, consideration was given during the process of formulating the Comprehensive Plan to land located at the southwest corner of Saugatucket Road and North Road in Peace Dale as a future area for light industry or special use. Some of these areas have greater environmental limitations than others (e.g., West Kingston). A major issue in allowing industrial expansion in West Kingston will be to restrict the nature and intensity of future land uses as well as to provide the necessary infrastructure.

Areas in the Town should be identified for the location of both new industrial facilities as well as heavy commercial uses.

c. Timing and Amount of Industrial Growth - The same issues regarding timing and amount of commercial growth described above apply here to industrial growth. However, the rate of industrial land development is seen to be much lower than that of commercial development. It is not anticipated that industrial development will be synchronized with future residential development rates.

5. Open Space/Conservation Land Use Issues

a. Farmland Preservation - Although farming and farmland are less visible today, agriculture is a vital part of the Town's history, an important component of its open space and conservation program, and a desirable (albeit small) part of its economy. Prime agricultural land is a valuable non-renewable resource that should be preserved for future use. The USDA, Soil Conservation Service maps of prime farmland show that South Kingstown has some of the best land for agriculture in the State. Nevertheless, agricultural land has shown a 21 per cent decrease in the Town since 1970 (see Table 7 of Land Use Element). Agriculture helps diversify the economic base, maintains open space and contributes in a positive way to the aesthetics and character of the Town. The issue is to maintain a substantial segment of the agricultural land uses in the Town as population growth and development continue.

b. Coordination and Consistency With State Environmental Plans - Several State plans, studies, and programs have been referenced in this Element and others, including: Coastal Resources Management Plan (RICRMC); Coastal Ponds Special Area Management Plan (RICRMC); Narrow River Special Area Management Plan (RICRMC); the South Shore Management Plan (RIDEM) and, Natural Heritage Program (RIDEM).

F. Land Use Plan

1. Introduction - The Land Use Plan is the principal element of this Comprehensive Plan. It designates the proposed general distribution, general location and the interrelationship of land use for residential, commercial, industrial, open space, recreational, community facilities and other categories of public and private uses of land. Optimum intensities and standards of development are established for each classification and location, based upon current development patterns, natural land characteristics and projected Town, regional and State services and facilities.

These areas are shown on the Land Use Plan Map. Reference to specific land parcels has been avoided on this map. Except for certain major land parcels with fixed, permanent boundaries, such as public parks, the Land Use Plan Map is not intended to follow specific lot lines. The land use classifications indicated on the Land-Use Plan Map are intended to be a general guide to the more specific zoning map which will be adopted to implement this Plan. Within the classifications shown on the Map, specific environmental and site planning considerations are not to be disregarded and may affect individual project density or land use. In cases where there is a discrepancy between the Land Use Plan Map and the text of the Comprehensive Plan, the text shall control.

The purposes of the Land Use Plan Map are as follows:

- a.) to present a visual representation of the policies and goals of the Town for the future use and intensity of development of all land and water bodies;
- b.) to illustrate the relationship of our Land Use Plan with that of adjacent communities and with the State Guide Plan; and,
- c.) to demonstrate the consistency of the Land Use Plan with the Town zoning ordinance and map, and with other zoning requirements, subdivision regulations and other land use controls.

Core/Periphery Development Concept - The Land Use Plan Map is based on the concept of a densely developed central area, or "core", surrounded by a relatively sparsely developed rural "periphery". The central core area consists of the villages of Wakefield, Peace Dale and Kingston and the areas immediately adjacent thereto. The periphery consists of the remaining outlying areas of the Town. This concept was initiated in the 1986 Comprehensive Plan and follows the historical development pattern of the Town. The core/periphery concept is necessary in order to achieve the following objectives:

- to provide a sufficient amount of higher density zoning for affordable housing, including RM Multifamily; R-10 single family & duplex (10,000 sq. ft. lots); and R 20 single-family & duplex (20,000 sq. ft. lots) in the core area;
- to foster a central business district;
- to provide a concentration of major public facilities;
- to prevent urban sprawl into the rural and environmentally sensitive areas of the Town;
- to retain the individual character of the villages of Wakefield, Peace Dale and Kingston;
- to achieve a more energy-efficient development pattern;
- to economize on the length of sewer and water lines;
- to reduce the length of new roads and pavement areas;
- to encourage mass transportation modes, bicycle use and walking;

- to create opportunities for "village" settlement patterns vs. suburban subdivision-style development; and
- to comply with the State Guide Plan.

However, the Town also wishes to discourage the designation of an overly large core area which would create the potential for a significantly greater development capacity in the Town. The core area as shown on the Land Use Map is seen as a status quo plan as far as the potential number of new dwellings is concerned. It will basically follow the present zoning pattern which has been estimated to provide for up to 1405 new dwelling units within the core area. This will allow for future long-range growth and can be re-evaluated again when the plan is periodically updated.

2. Land Use Classifications - For planning purposes the following classifications of land use have been made and are delineated on the Land Use Plan Map. They are meant to be overall guidelines for future land use on a Town-wide basis only and are not intended to supersede the Zoning Ordinance map or other site-specific land use ordinances.

- a. Residential Land Use - Residential areas are reserved for those areas of the Town in which the citizens of the Town live. The predominant use may be for single, duplex or multi-family housing, but compatible accessory uses also may be allowed. Residential development in South Kingstown can be divided into five classifications based upon gross residential density and are described below. Different housing densities should be available in order to encourage a variety of housing types and to provide for affordable housing within the community.

- 1.) High Density Residential - These residential areas contain an average density greater than 4.35 dwelling units per acre and are intended to provide areas within the Town for multi-family housing. The density of development corresponds to the present provisions of the Zoning Ordinance for multi-family dwelling units in the RM - Residential Multifamily zoning district. The maximum permitted density is currently 5.81 units per acre. These areas are suitable for most types of apartment and condominium projects and individual multi-unit buildings. Duplexes are also permitted. This area is also suitable for single family residential dwellings on lots having a minimum area of 10,000 square feet.

Public water and sewer service should be provided to these areas. For the most part, the Land Use Plan Map shows High Density Residential areas as those areas within the central core areas of the Town where such development has already taken place. Provision of high density residential uses in more outlying areas would generally be permitted only in designated neighborhood centers or village districts, and only in accordance with strict site planning guidelines and environmental safeguards.

- 2.) Medium High Density Residential - These residential areas contain an average density of 2.0 to 4.35 dwelling units per acre. Lot sizes for single family residential dwellings generally will range from 10,000 sq. ft. to 20,000 sq. ft. Duplexes can be located in these areas. Zoning districts appropriate for these areas are R10 and R20.

For revised Land Use Element II
 Section F. 2, a, b, d
 See amendment dated 2-24-99

The Wakefield/Peace Dale area and portions of the Village of Kingston are included in such a medium high density residential classification. Smaller areas in Matunuck, Snug Harbor, West Kingston and Middlebridge are also shown in this classification on the Land Use Plan Map to reflect subdivision activity which has already taken place. A neighborhood center/village district approach should be taken toward additional development in these outlying areas. Because they are one of the highest density areas in the Town, special care in site planning must be taken. However, such patterns of residential development can be economically and environmentally sound. While the population density may be high, the existing physical development is varied and extensive. Shopping districts, personal services, community facilities, and public water and sewer generally are available and convenient and support local residents as well as the region. These areas are highly accessible and are served by a well-developed network of roads and public transit.

This classification reflects the amount and type of development that already has taken place, as well as areas into which future expansion would be appropriate. These areas should be considered a high priority for the provision of public water and sewer service and for general infrastructure upgrading. However, public sewer service in Matunuck, and Snug Harbor is not recommended. A waste water management approach for these areas is preferred. Mixed uses historically have developed and should be permitted to continue and to expand subject to strict zoning and environmental controls.

3.) Medium Density Residential - These residential areas are described as having an average density of 1.09 to 1.99 dwelling units per acre. Single family detached units will be the predominant type of housing, although duplexes will be allowed by zoning. Residential cluster developments should be considered for major sub-division proposals in these areas. Lot sizes for single family dwellings will range from 20,000 square feet to 40,000 square feet. Zoning districts appropriate for these areas are R30 and R40.

Medium density residential areas are found in both the central Wakefield/ Peace Dale and Kingston Village areas, as well as such outlying villages as Green Hill, Perryville and Usquepaugh. There are distinct patterns of development which have shaped these areas over the Town's history. They are also the transition zones within the Town, where new development efforts have begun and are expected to continue. Eventually, these areas will be substantially filled and will require additional services and facilities. Water service generally is available to these areas or could easily be provided. While public sewers presently serve some of these areas, public sewers should not be considered for the outlying villages as designated on the Land Use Plan, except for Middlebridge and the industrially zoned area of West Kingston. Sewer service should be concentrated within Wakefield/Peace Dale and Kingston.

Major new growth of residential subdivisions should be restricted to the areas of medium density in the central Town areas and discouraged from the outlying villages. Subdivisions carry a strong feeling of suburbanization, and care should be taken to require site planning to avoid look-alike plats and roadside frontage lots. The potential for a suburban housing pattern must be avoided especially along

South Road, Curtis Corner Road and Saugatucket Road, and streets intersecting and nearby.

In the outlying villages, the traditional character of a New England village must be retained and enhanced in future development. A well-defined village center which may contain non-residential uses must be emphasized. Surrounding residential uses should relate to the village center through site planning and circulation patterns.

4.) Low Density Residential - These residential areas are described as having an average density of 0.55 to 1.08 dwellings per acre. The lot size for single family detached dwellings is 40,000 square feet to 80,000 square feet. While single family homes predominate, duplexes are allowed under certain conditions. It is expected that residential compounds will be the preferred type of residential development because they lack the visual and environmental impact of conventional subdivisions and fit the rural landscape. These areas are presently in large estates, farms and larger single family residential lots, and the character of these lands should be maintained. Any intensive development here is not recommended. However, if major subdivision activity is proposed, cluster zoning techniques should be encouraged. Water service may be available but is not necessary. Public sewers would not be desirable. In addition, topographic and soil conditions in some portions of these areas make large-scale development impractical. These areas may be environmentally sensitive and may contain much of the Town's wetland and prime agricultural areas.

5.) Very Low Density Residential/Open Space - This classification allows for an average density of less than 0.55 dwelling units per acre, but some areas should be no higher than 0.2 dwellings per acre to reflect the RLD 200 zoning district which comprises so much of these areas as shown on the Land Use Plan map. Zoning districts appropriate for these areas are RR80 and RLD 200.

The primary purpose of this classification is to provide protection to sensitive environmental resources, such as groundwater reservoirs and recharge areas and coastal pond watersheds. It will provide a residential density low enough to discourage the conversion of open lands and farmlands to more intensive use, while still allowing reasonable economic use of the land.

It also includes privately-owned open spaces, freshwater wetlands, and such coastal features as barrier beaches and salt marshes, and farmlands. Special zoning and site plan review provisions apply to development within these areas to ensure maximum preservation of natural features. Public water service may be provided, but public sewers are discouraged in favor of waste water management districts and water conservation practices.

It is very important that residential subdivisions which are created here do not contribute to urban sprawl. Large-lot zoning of this type is intended to protect important natural resources, but it may have the undesirable side effect of spreading individual houses across the landscape on two- to five- acre lots. The use of cluster zoning techniques which preserve large open spaces and farmland while allowing limited residential development is encouraged. The use of flexible and innovative

zoning techniques which preserve agricultural land, surface and groundwater resources, and scenic areas may also apply.

b. Commercial Land Use - Commercial land uses include those activities predominantly used for distribution of or merchandising goods and services. This classification is intended to designate those areas of the community in which wholesale and retail trade activities are permitted, along with a wide range of personal service establishments, cultural, entertainment and public and quasi-public services. They include the core of the Town's business area and are centered along the traditional Main Street and Dale Carlia areas of Town. However, each of these two business areas has distinct patterns of historical development and is designated in the Land Use Plan as follows:

1.) Downtown Wakefield - This is the original business area of the Town which developed in the latter part of the 19th and early 20th century along Wakefield's Main Street and adjacent side streets, from approximately Belmont Avenue to Holley Street. The Downtown Wakefield general commercial district is characterized by buildings with little or no setback requirements or off-street parking, a mix of land uses, and a pedestrian scale. Numerous historic structures exist as well as new buildings and reconstructed properties. It is important for this district to maintain its historic qualities and "Main Street" character.

2.) Highway Commercial - These areas developed during the 1950's around Dale Carlia intersection and along Tower Hill Road. They represent an orientation toward the automobile, with sufficient off-street parking areas and direct traffic access to major highways. The predominant pattern is the shopping center--several individual stores planned and owned as a unit on the same parcel of land--but also may include many individual single-unit buildings and uses as well. Such retail uses as gas stations, fast food establishments and the larger supermarkets predominate in shopping centers. This district needs special controls to avoid strip commercial appearance, poor signage and traffic congestion.

A small area of Highway Commercial land use is shown on the Land Use Plan Map at the intersection of U.S. Route 1 and Route 138. This area has already developed in the form of an automobile dealership, restaurant, gas stations, etc. It is the intent of this Plan to permit the continuation of these highway commercial uses but to discourage any expansion or intensification thereof. This area has poor soils and significant areas of bedrock. Provision of public water in the future may be permitted, particularly if area wells become contaminated, but such water line extensions should not be used to justify commercial expansion.

3.) Neighborhood Commercial - These are small-scale retail centers designed to provide local business service to residential neighborhoods or villages throughout the Town. They provide for a variety of commercial, public and professional services and are designed to serve a social and community role, as well as an economic function within the village.

4.) Shore Commercial - Shore commercial areas recognize the use of the waterfront areas of the Town for such marine-oriented businesses as marinas, fishing, marine services, and commercial docks. They are located primarily at the Village of Snug Harbor and at Marina Park in Wakefield, as well as smaller locations in the Town.

For revised Land Use Element II
Action Feb 2
See amendment dated 12/8/08

c. Industrial Land Use - Industrial land uses include those uses which contain facilities for the general manufacture or assembly of raw or partially processed products. It also provides for the related activities of warehousing; storage and/or transportation. Light industrial areas in the Town are also designated for non-intensive manufacture and assembly and for mixed commercial/industrial operations. Four classifications of industrial land use are established:

1) Industrial-1 (1-1) - A light industrial district designated as 1-1 is established to cover the existing manufacturing district in West Kingston. This is an area with environmental limitations but already has been developed as a significant area of light manufacturing, wholesale operations and storage facilities. This area is not to be used for any activity which would constitute a threat to either ground or surface waters or adjacent wetlands. It will be limited to clean operations which do not generate significant quantities of waste water and which are not water intensive. The provisions of the Groundwater Protection Overlay District will apply to this area. Public water and sewer service may be provided to these areas (see discussion in the Services and Facilities Element).

2.) Industrial-2 (1-2) - A classification of industrial land use is established to cover proposed activities designated on the west side of Rose Hill Road. This 1-2 area is created to provide for certain businesses and/or industrial operations that do not require traditional industrial park or commercial district locations. Such uses exhibit characteristics of both industrial operation as well as retail or wholesale business uses. They include automotive-related repair and service, outdoor yard storage, warehousing, multi-purpose trade centers, wholesale and retail sales of landscape and building materials and the like. Extractive operations, including the storage of sand and gravel would be permitted, but processing of these materials or the manufacture of concrete or asphalt and similar operations would be prohibited. Industries should be well screened from adjacent public streets and buffered from surrounding residential uses. Public water and sewer service is not a prerequisite but may be provided.

3.) Industrial-3 (1-3) - This classification of industrial land use is established to cover the existing manufacturing zone on the west side of North Road in Peace Dale. Permitted uses would include extractive operations and processing of sand and gravel, and the manufacture of asphalt and concrete and related products. Public water and sewer may be provided to these areas but is not required.

4.) Industrial-4 (1-4) - Industrial operations permitted within these districts may include manufacturing and wholesale storage and distribution facilities. These areas are intended to recognize the existing mills in Peace Dale and Wakefield around which the Town's economy historically has developed and also to provide for new locations without significant environmental constraints. However, a high level of environmental protection also must be enforced in these areas to avoid any degradation of existing natural resources. Public water and sewer service is mandatory for these areas. Any industry or process which would create environmental hazards or generate significant quantities of hazardous waste or pollutants is prohibited.

d. Government and Institutional - This category includes major land holdings of local, State and Federal governments or their agencies, and major semi-public institutions. It also includes land of the University of Rhode Island, the largest institution in the Town of South

*For revised Land Use Element
Section F, 2.C.3
See amendment dated 2-21-99
in agenda*

Kingstown, and South County Hospital. The purpose of this classification is to recognize the extent of public and semi-public land holdings and to provide guidance to utilization of these lands should they be sold or otherwise transferred to private ownership. A Public zoning category is created for all lands within this classification of land use. Any significant use of land in the areas shown within this classification for proprietary purposes shall require rezoning to an appropriate zoning district and shall be subject to zoning review by the Town.

e. Open Space, Conservation and Recreation - The classification covers major land areas which presently are used for such public recreation or conservation purposes as the Great Swamp Management Area or Town-owned parks. It also includes quasi-public or privately-owned land for which there is a reasonable expectation of long-term use for open space, conservation or recreation, such as Audubon Society or Nature Conservancy lands. The Land Use Plan Map does not indicate areas proposed for future acquisition or protection. Farmland for which development rights have been permanently acquired by agencies such as the State Agricultural Land Preservation Commission are also included in this classification. A more detailed breakdown of the various categories within this classification, and policies for future protection is found in the Open Space, Conservation and Recreation Element of this Plan.

f. Historic District - The Land Use Plan Map indicates an area within the Village of Kingston designated as an Historic District and which has been placed on the National Register of Historic Places. It is covered by special zoning restrictions which apply to all structural exterior building changes, street or traffic improvements, landscaping, erection of signs, and removal of trees. Other historic districts or landmarks are discussed more fully in the Natural and Cultural Resources Element of this Plan.

3. Special Areas - In addition to the Land Use Classifications described above, special areas or features as shown on the Land Use Plan Map are further described as follows:

a. Greenways - Greenways are linear buffers of undeveloped land which follow some of the Town's rivers and streams and serve to separate and provide identity to distinct neighborhoods or developed areas within the Town. They provide relief from suburban development patterns and, provide vegetated buffer strips to help filter stormwater runoff before it enters a waterway. Greenways are shown on the Land Use Plan Map as following the Saugatucket River, the Queens River, and the Chipuxet River corridor linking Hundred Acre Pond, Thirty Acre Pond, Great Swamp and Worden Pond.

Greenways can also be successfully used to provide an open space network which ties together public and private lands in order to protect critical natural resources. The Matunuck Hills area of Town, south of Tuckertown Road, is an example of limited access conservation areas (such as those owned by the Nature Conservancy or the Audubon Society) being combined with large private estate holdings, in order to protect known habitats of rare or endangered species. The South Shore Management Area being promoted by the RIDEM south of Route 1 is a second example of how a greenway can be formed using a combination of public and private land. On Block Island, a similar greenway system has been formed, but which also provides for a system of hiking trails to permit limited public access to these lands. In South Kingstown a series of trails, bicycle paths and pedestrian rights of way could be integrated into certain greenway areas, particularly along the Saugatucket River. These greenway/open space networks are illustrated on Map 2.3.

In the Wakefield/Peace Dale area, a linear greenway could be implemented along the Saugatucket River and its Indian Run tributary. Such a greenway could be developed as a system of riverside foot or bike paths, perhaps combined with the Narragansett Pier Railroad Bikeway, to meander through the Town and link Town parks, schools and open spaces. In downtown Wakefield, the Town-owned parking lot on the Saugatucket River could be the focal point for a combined greenway and commercial revitalization effort. This area is strategically located and could serve as a catalyst for a combined public/private revitalization effort to link Main Street businesses to the River and to open up neglected riverside land to more active use. A feasibility study of the Greenway concept in general, and the Saugatucket River/Main Street area in particular, must first be conducted in order to advance this concept to the implementation stage.

b. Bike Paths - The Land Use Plan reflects the policies described in the Circulation Element which avoid reliance upon the automobile as the sole means of transportation within the Town. A well-developed system of bicycle paths would include a path along the Narragansett Pier Railroad, a spur to South Road and URI, and new trails along scenic highways as they are upgraded in the future.

c. Open Space Conservation & Recreation - The Special Areas indicated on the Land Use Plan Map as Open Space, Conservation and Recreation indicate existing and proposed uses of this type. For example, existing parks such as Old Mountain Field in Wakefield are shown in this category, but the proposed Pettaquamscutt Cove National Wildlife Refuge is also shown. Proposed future open space, conservation and recreation areas will be zoned for the most appropriate designation on the Town zoning map. Their inclusion on the Land Use Plan is intended only to be an indication of the Town's policy to support the acquisition and/or protection of these areas through implementation measures described elsewhere in this Plan.

d. Scenic Highways - Major highways identified on the Map as Scenic Highways include Route 1 and Route 110 and are discussed more fully in the Circulation Element. In addition, special conditions will apply to development along South Road, Woodruff Avenue and Kingstown Road in order to protect their natural character and to avoid strip commercial development where applicable. The use of scenic highway overlay districts within the Zoning Ordinance may apply.

4. Proposed Special Management Districts - In addition to the adoption of the Land Use Classifications and Special Areas described above, this plan recommends the creation of certain Special Management Districts in the implementation of the Land Use Plan. Special Management Districts will be created in the Town Zoning Ordinance under the provisions of the State of Rhode Island Zoning Enabling Act of 1991, referred to as Land Development Projects. These provisions permit the Town to adopt creative and innovative techniques to regulate development in a way that traditional zoning does not. Each of these Special Management Districts will be subject to different zoning regulations due to the inherent differences in each area. However, they will share the following common characteristics:

- Each area will have an overall conceptual master plan developed to act as a guideline for development regulations to follow;
- The Town Council will review and grant conceptual approval of any development proposal after a pre-application conference thereon;

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Land Use Element II
Section F.4
See amendment dated 2-2-98

- Special Management Districts will follow prescribed review procedures designed to encourage interaction between the property owner and the various Town agencies empowered to permit such development;
- Public participation in the process will be encouraged;
- Strict design guidelines will apply in each area and site plan review procedures will be adopted to ensure conformity to approved designs;
- Zoning incentives as well as disincentives may be adopted in order to encourage property owners to develop their property in a manner which maintains harmony with neighboring uses and is consistent with the objectives and purposes of this Comprehensive Plan; and,
- The Town Council will have final plan approval after a detailed site plan review process by Town staff and agencies has taken place.

a. Route 1 Special Management District - Areas designated for new or expanded mixed-use zoning include lands on the west side of Route 1 between the present Wakefield Mail and a large (150 acre) vacant parcel of land located across the highway from and north of the Government Center. This area is perhaps the most visible and potentially developable land in Town due to its proximity to existing commercial complexes, highway access, and the availability of public water and sewer. This land is also highly visible and has been described as the "Gateway to South Kingstown". Total land area in this vicinity includes over 200 acres, a portion of which is wet. However, sufficient area exists for substantial future development. Only the developable (i.e., non-wetland) portions of these areas is included in the proposed Special Management District as shown on the Land Use Plan Map.

Several conditions will apply to any development in this critical area of the Town:

- 1) The area must be serviced by public water and sewer service;
- 2) Direct highway access by individual driveways serving new uses will be prohibited. Construction of a new access road will be required to service all new uses, and possibly provide access to the existing business uses which have already developed along Route 1. This access road should be shown on the Town's Official Street map to preclude the construction of buildings in the right-of-way. Small-scale projects within this area may be required to contribute to a special fund designated for construction of this access road.
- 3) This area should emphasize office, research/development activities, institutional uses, nursing homes and elderly housing, golf courses, educational uses and service industries as opposed to retailing. Retail uses which support offices, such as a lunchroom or printing center may be permitted. Mixed-use projects which include residential uses may also be permitted, but one of the purposes of this district is to discourage the platting of conventional subdivisions in these areas. Specifically prohibited would be uses which generate high traffic volumes, are environmentally unsound, are visually objectionable and not in keeping with the scenic character of the highway, or have large-scale buildings or excessive areas of paved parking. Examples of prohibited uses are shopping centers, supermarkets, motor

vehicle dealers, miniature golf/amusement complexes, movie theater complexes and the like. Small-scale projects are encouraged which may be independently developed according to an overall Master Plan for the area. Larger scale projects must be designed with care to avoid the stereotype of large buildings surrounded by a sea of parking lot. The intent of this Plan for this area of Route 1 is to encourage planned development as opposed to piecemeal development. The Route 1 Special Management District technique offers an opportunity to maintain some control over how this land is developed in the future.

- 4) Special site plan review procedures will be developed by appropriate zoning and other land use regulatory amendments. These would be designed to give the Planning Board and the Town Council the opportunity to take a comprehensive look at the development of this site and to approve a Master Plan to guide its long-term use.
- 5) Special zoning provisions will be formulated to require the developments to be landscaped and buffered from the highway. Particular attention must be paid to the view from the highway and the relationship of buildings and off-street parking lots to the highway. Signage controls must also be developed to conform to the overall design.
- 6) Development regulations will be formulated to ensure that the entire district will not be developed all at once. The Economic Development Element has prepared projections which suggest that 39 acres of new commercial land would need to be developed in the Town by the year 1995 in order to maintain equilibrium in the distribution of the local property tax. By the year 2000, a total of 89 acres would need to be developed and by 2010 approximately 207 acres. This Plan identifies Special Management Districts to meet this long-range need, but does not endorse the establishment of large-scale commercial expansion into these areas. The area shown on the Land Use Plan is considered as a long-term solution to new mixed-use expansion only. It targets an area for future growth for the next 20 years. This rate should be evaluated as part of the growth management program discussed elsewhere in this Plan.
- 7) Until an area is designated as a Special Management District on the Zoning Map, the present (1992) zoning for that area would remain in effect.

b. Kingstown Road Special Management District - The area of Kingstown Road (Route 108) located between Peace Dale and Kingston is seen as being both dynamic and subject to considerable change. Kingstown Road is a principal arterial highway of the State. This roadway also serves as a connecting link between the University of Rhode Island and the urbanized downtown areas of Peace Dale and Wakefield, as well as Narragansett and the south shore areas. Due to its strategic location in the Town there is a need for specialized land use planning efforts. Roads like Kingstown Road quite often develop into commercial strips which exacerbate traffic problems and create visual clutter. To prevent this, the purpose of the Kingstown Road Special Management District is threefold:

- 1) to establish land use development policies for the District;
- 2) to provide the basis for regulations which will implement these policies; and,
- 3) to guide private land use decisions affecting future development of private property within the district.

Present Land Use Patterns

(1) Land Use - Today the highway is characterized as a mixture of residential, retail commercial, offices and vacant land. In particular, the area lying roughly between the intersection of Curtis Corner/Saugatucket Roads and Rolens Drive exhibits a wide range of land uses. This area is dynamic and subject to pressure for significant new development. It also has a high percentage of vacant land area which could influence the nature of the entire road and surrounding neighborhoods. In February 1994, the Town purchased 6.87 acres of vacant land for the construction of a new public safety complex. Table 19 indicates the distribution of existing land uses by major type for the Kingstown Road SMD. The boundaries of the Kingstown Road Special Management District (SMD) are illustrated in Map 2.6.

Table 19
Existing Land Use (1994)
Kingstown Road Special Management District

<u>Land Use</u>	<u>Area (acres)</u>	<u>Percent of Total Land Area</u>
Residential - Single Household	55.23	32.2
Residential - Multi Household	53.34	31.1
Commercial Retail	6.08	3.5
Commercial Service	6.72	3.9
Wetland	12.09	7.0
Urban Vacant Land	38.07	22.3
Total	171.53	100.0

(2) Zoning - A study performed by the South Kingstown Planning Department in 1994 revealed existing zoning patterns to be equally diverse (see Table 20 below). The area has in fact been the subject of numerous petitions for rezoning over the past several years. Since 1976 a total of 10 rezoning petitions were submitted for Town review. In addition, the proposed public safety complex will require an additional zone change to a Public (P) zoning classification.

Table 20
Existing Zoning (1994)
Kingstown Road Special Management District

Area	Zoning Classification	Percent of Area (acres) Total Land
Residential - RM	52.32	30.5
Residential - R 10	49.73	29.0
Residential - R 20	21.26	12.4
Residential - R 30	35.42	20.6
Commercial C2	3.41	2.0
Commercial C4	9.39	5.5
	Total 171.53	100.0

(3) Traffic Patterns in the District - One of the key objectives in establishing the District is to link transportation to land use. The Rhode Island Department of Transportation notes that traffic volumes on this highway increased from 9,205 vehicles per day in 1969 to 15,400 vehicles per day in 1990. See Table 21 below. It is noteworthy that traffic on Kingstown Road has increased despite the fact that population at the University of Rhode Island has remained relatively stable in the past decade. These increases are attributable at least in part to general population increases in the Town as a whole as well as to the construction of significant new developments along Kingstown Road. These include the 84-unit / 30-bed nursing home South Bay Manor retirement center (1985), a 6,200 sq. ft. office building (1988) and the 31 - lot Westwind Village subdivision (1981).

Table 21
Traffic Volumes

Average Annual Year	Daily Traffic Volumes	Percent Increase (1969)
1969	9,205	
1984	12,150	32
1985	13,200	43
1990	16,200	76

Source: RI Department of Transportation, Correspondence 1/11/93
and Traffic Analysis for the URI Connector, RIDOT, August 17, 1990

The Rhode Island Department of Transportation classifies this road as a principal arterial within the Wakefield – Narragansett Pier urban area. This type of highway emphasizes a high level of mobility for through traffic. The roadway itself has two .11-foot travel lanes and is located within a 50-foot right of way. The pavement presently varies in width but is generally about 28 feet wide throughout the District. There is a paved shoulder of about 3 feet on either side of the road which functions as a combination pedestrian/bicycle/breakdown lane. However, this shoulder is poorly defined and is dangerous for pedestrian or bicycle use.

Sidewalks throughout the District are almost non-existent. The need for sidewalks will be especially important if a mixture of commercial and residential uses develop along the highway in the future. There is already a junior high school and two elderly housing complexes within or adjacent to the District. The Rolling Acres and nearby Westwind Village subdivisions are home to a large number of school-aged children.

The numerous curb openings created by roadside development create conflict points between traffic moving through the area and local traffic turning into and out of driveways. The Planning Department noted that in April 1993 there were approximately 40 individual driveways or curb openings along the 3640-foot section of Kingstown Road within the district boundaries. Most of these curb openings are poorly defined and are irregularly spaced along the road. Some driveways were as wide as 250 feet, extending along the entire length of the lot. Some intersecting streets, such as Greenwood Drive, have no curbing at all to define or channelize entering or exiting traffic. Many curb cuts are too wide or poorly defined to properly control traffic or to confine turning movements.

The Department of Transportation has included the reconstruction of Kingstown Road on the 1994-1996 Biennial Element of the Transportation Improvement Program (TIP). The TIP is essentially a listing of transportation projects and actions selected for implementation by the State during a six-year period. Kingstown Road (Route 108) from Route 138 in Kingston to Narragansett Pier is scheduled for reconstruction within this six-year period. The Town recognizes the importance of upgrading Kingstown Road in such a manner that is consistent with, and reinforces the policies of, the Special Management District. Similarly, the Town's land use and development policies for this area are intended to support the State's traffic circulation objectives along this busy highway. Mobility for through traffic must be preserved and conflicts with local land access must be minimized. The Circulation Element of this Plan indicates that the Town concurs with the State's classification of this road as a principal arterial. The Town placed this project as its fifth priority (out of 12 projects) in the 1991-1997 TIP. These improvements are described in Section V below.

Future Land Use Policies

The overall goal in creating the Kingstown Road Special Management District is to prevent the formation of a linear commercial strip development in favor of creating a planned mixed use center. The mixed use center is one in which the various elements and uses are developed in relation to each other and to surrounding uses and not as isolated elements. This concept will require coordination among many individual property owners as well as public agencies.

As demonstrated above, Kingstown Road is presently a mixture of many different types of uses, yet vacant land in the area presents the potential for significant new development. The construction of a new public safety complex sometime in 1995 is an example. Redevelopment of existing land and structures will also influence the district. It is this diverse land use potential which must be carefully controlled in order to permit the District to grow without becoming a commercial strip. Policies are established herein which address (1) continuation of existing uses; (2) new development; and, (3) redevelopment of existing uses.

(1) Continuation of Existing Uses - The most important policy for this district is to prevent the creation of a strip commercial business district along Kingstown Road. Strip commercial districts are characterized by low-density roadside sprawl which replaces an identifiable community character with a homogeneous retail strip. Along Kingstown Road there are already a number of

businesses which contribute to this pattern. They include a gasoline filling station, automobile and farm equipment sales and service, two auto repair shops, and a bottled gas sales and service establishment. It is the policy of this Plan to permit these existing uses to remain and to expand under certain conditions, but not to permit new uses of this type to be introduced to the District. Existing uses like these should continue to be zoned as Commercial C4 but no other land within the district should be zoned C4. This would allow these uses to continue to be permitted uses under the Zoning Ordinance, and would avoid their becoming non-conforming uses. These lots are designated as Highway Commercial on Map 2.6.

This Plan recognizes that several uses permitted in the Commercial C4 zoning district are automobile-oriented uses. In particular, restaurants or other food service / convenience establishments can dramatically increase traffic congestion and contribute to the strip commercial appearance of the area. While these uses are not prohibited from the existing C4 zones within the District, it is important to prohibit any such uses within the Kingstown Road Special Management District from having drive-up windows. It is especially important to prevent drive-up / carry-out restaurants from becoming established elsewhere within the district. Banks featuring drive-up teller service should also be prohibited. Any such use which does not have drive-up windows should be permitted, subject to the site design criteria applicable to all permitted uses as discussed in the section entitled Design Principles, below.

(2) New Development - As previously noted, there are approximately 38 acres of vacant developable land in the district (exclusive of wetlands). It is especially important to provide guidance for the construction of new buildings, site development and driveway access to avoid repeating the mistakes of the past. This section provides design principals that should be used in preparing land development ordinances designed to regulate future uses.

(a) Uses - Future uses which may be permitted within the District are divided among (1) the Residential portions of the District; (2) the Mixed Use portions; and (3) the land presently zoned C4 as shown on Map 2.6. In addition, (4) the land acquired by the Town for construction of a new public safety complex is designated on Map 2.6 to be a Government and Institutional land use. The Residential portion is reserved for areas which can only be developed for residential use as provided in the Zoning Ordinance and Subdivision and Land Development Regulations, and according to guidelines set forth herein. The Mixed Use portions of the District may be used for a variety of residential, commercial, light industrial and professional offices. The land zoned Commercial C4 may be used for more intensive, general commercial uses. These four areas are described further as follows:

1) Residential Areas - Single household detached or duplex dwellings are permitted anywhere within the Residential portions of the District in planned subdivisions, but are discouraged from being developed on lots having direct frontage on Kingstown Road, Curtis Corner Road or Saugatucket Road. The Kingstown Road Special Management District can be successfully developed for single household or duplex housing on any of the large vacant parcels which are set back from the Road. Landscaped buffers should be required to be maintained along Kingstown Road, Curtis Corner Road or Saugatucket Road for these subdivisions. Cluster zoning may be preferable for these areas.

Within the Residential portion of the District, those areas designated as Medium Density Residential are suitable for single household detached dwellings at densities ranging from 1.09 to 1.99 units per acre. They are appropriate for R30 and R40 zoning

districts. Those areas designated as Medium High Density are suitable for single household detached structures at densities ranging from 2.0 to 4.35 units per acre and are appropriate for R10 and R20 zoning districts. Two household detached structures may be permitted within those areas zoned R10. Those areas designated as High Density Residential contain an average density greater than 4.35 dwelling units per acre and are primarily intended to provide areas for multi household dwellings, although single and two household dwellings would also be permitted.

Vacant frontage lots which presently exist are encouraged to be combined with surrounding land to be planned as a whole. Several such lots exist on the west side of the Road just north of the intersection of Curtis Corner Road. It is preferable to develop these lots with access to the rear along a common access point. Such contiguous single household lots are encouraged to be combined and developed as multi-household dwellings, or other permitted mixed uses. Where this is not practical, new individual single household or duplex units on vacant lots having direct frontage should only be permitted as a special permit use in order for the Zoning Board to consider the issues of access, screening and setbacks from the highway.

2) Mixed Use Areas - Some portions of the District are better suited to more intensive development. In particular, the northwest quadrant of the intersection of Curtis Corner Road is most suitable for a mixture of retail commercial, offices and multi-household dwellings. These uses can be located in any of those portions of the District labeled as "Mixed Use" in Map 2.6.

Those types of land uses which should be permitted as a matter of right within the Zoning Ordinance for the Mixed Use portions of the District are multi-household dwellings, including elderly-only housing, retail trade, shopping centers, professional offices, government-owned buildings, public or private schools, nursing homes, social clubs, bed-and-breakfast establishments or schools. Retail eating and drinking places may be appropriate if (a) they are full service "sit-down" restaurants or (b) are incorporated into a larger planned shopping center complex. However chain restaurants with a relatively high turnover, such as (but not limited to) burger or donut restaurants in a free-standing building fronting on Kingstown Road shall be specifically prohibited from the Mixed Use area. These restaurants generate high traffic volumes and may contribute to the strip commercial pattern which is to be avoided.

Several other land uses may be permitted within the Mixed Use areas only as special use permits from the Zoning Board. They include the following uses and are discussed below:

- Vacant single household or duplex lots with frontage and access from Kingstown Road, as discussed above.
- Light industry, such as research facilities, may also be permitted according to performance standards established in the Zoning Ordinance which are designed to prohibit any industrial use or process that has external impacts deleterious to the surrounding area.

- Temporary real estate office and/or model home - Only temporary model homes or sales centers located within real estate developments being developed within the District should be permitted. Model homes for general sale to the public at off-site locations should be prohibited.
- Indoor and/or outdoor private recreation - Miniature golf or other such amusement centers should not be permitted, nor should facilities lighted for outdoor nighttime use. However, indoor health centers, tennis court etc. should be allowed.

Uses which should be specifically prohibited within the Mixed Use portions of the District are listed as follows:

- any type of heavy manufacturing or industrial processing,
- outdoor lot storage (except as accessory to a permitted use and landscaped and buffered as discussed in Section IV);
- transportation or truck terminals;
- certain types of utilities such as power generation or sewage treatment;
- wholesale distribution establishments;
- building materials dealers;
- motor vehicle dealers, sales and service establishments;
- automotive repair, services and garages;
- supermarkets;
- drive-through or fast-food restaurants;
- funeral homes;
- large-scale theatres, bowling alleys or similar recreation activities;
- motion picture theaters
- trade schools involving heavy equipment or industrial activity;
- commercial indoor or outdoor recreation except if part of a planned shopping center; and,
- drive-thru windows of any kind.

The purpose of prohibiting these types of uses is to prevent the District from becoming an area devoted primarily to heavy commercial or highway-oriented uses. It is also imperative to prevent high traffic generators from becoming concentrated along a relatively short section of road. For example, the traffic generated by a drive-in or fast-food restaurant can be more than 7 times higher than traffic from a quality sit-down restaurant. The concept of a planned mixed-use center discussed above would be compromised if the above uses were allowed to be located here.

3) Commercial C4 Areas - There are presently 9 parcels of land within the District zoned Commercial C4. It is the policy of this Plan to permit development of these parcels for a wide range of general commercial uses, but to maintain the

highest standards in architectural design and site planning. All uses permitted by the Zoning Ordinance within a C4 zoning district are permitted on these parcels within the District.

The Planning Board and/or Zoning Board of Review, in reviewing applications for these uses, either through development plan review or as a special use permit or variance, shall require full compliance with applicable development standards of the Zoning Ordinance. In particular, the uses which are discussed in subsection 2., above, as uses which are prohibited in the Mixed Use zoning district have the potential to create a commercial strip. Through sensitive design of building and site elements, it is felt that a commercial area can be developed on land zoned C4 in a way which will avoid the mistakes of other undesirable commercial roadside strips but instead will create a successful and attractive business area.

4) Public Uses - As indicated previously, the Town acquired 6.87 acres of land within the District in February 1994 for the purpose of constructing a new public safety complex. This complex is proposed to be the site for the Town's police station and Emergency Management Services (EMS). It will also include space for related garage areas, secure parking for impounded vehicles, radio systems and antenna, gas and fuel storage areas and parking. The 6 acre plus site will also be landscaped along adjacent streets and buffered from nearby homes. Design principles stated below should apply.

(b) Access - Vehicular access to new uses constructed within the District should be designed to minimize the number of curb openings and to provide a greater degree of control to turning movements entering or exiting the highway. Rights of way shall be required over privately developed land wherever necessary to create vehicular, bicycle or pedestrian access which minimizes the need for individual driveways on the highway. Linkage of private driveways and/or parking lots is also encouraged among adjacent uses. In order to minimize the need for large parking areas, the concept of shared parking should be pursued.

It is the Town's policy to encourage the development of a network of pedestrian and bicycle paths within the District. Sidewalks should be constructed along Kingstown Road as part of any proposed reconstruction by RIDOT. Any new subdivisions or multi-household dwellings should also be linked to surrounding streets by such paths. Linkage is also needed from Rolling Acres to the Junior High and Town-owned O'Brien property to the west. These bicycle paths should also be linked as spurs to the proposed Narragansett - South Kingstown Bicycle Facility to be constructed by the State along the former Narragansett Pier Railroad R.O.W.

(c) Redevelopment of Existing Uses - As existing uses change and existing structures become redeveloped, they should be required to comply with the policies stated above applicable to new uses to the maximum extent feasible. For example, if an existing use seeks conversion to a different use or seeks to expand or enlarge in order to

increase its scope of operations, it should meet certain standards of redevelopment which should be set forth in the form of zoning requirements. These standards should be reasonable, however and should be related to the scale of the proposed redevelopment. For most existing uses, requirements for landscaping, screening and buffering may be all that is needed. It may not be realistic to require total reorientation of buildings, setbacks or driveways. These conditions should be detailed in the Zoning Ordinance and should encourage existing uses to conform as much as possible to the standards that would be applicable to new uses permitted in the district. These standards should include buffering and screening of outdoor storage from the road, landscaping of parking lots, regulation of signage, control of access driveways, location of the building(s) and parking areas on the lot, and preservation of existing natural features which enhance the quality of the land. For existing parcels which are proposed to remain zoned C4, the Zoning Ordinance should be amended to provide a condition that within the Kingstown Road Special Management District, any uses which involve any drive-thru window of any kind, should be prohibited.

(d) Future Zoning - Map 2.6 indicates proposed future land use patterns within the Kingstown Road Special Management District. The distribution of zoning by district is shown in Table 22 below.

Table 22
Proposed Zoning
Kingstown Road Special Management District

<u>Zoning Classification</u>	<u>Area (acres)</u>	<u>Percent of Total Land Area</u>
Residential - RM	46.96	27.4
Residential - R10	32.45	18.9
Residential - R20	19.34	11.3
Residential - R30	35.42	20.6
Commercial - C2	1.01	0.6
Commercial - C4	9.39	5.5
Mixed Use	20.09	11.7
Public	6.87	4.0
Total	171.53	100.0

Design Principles

To the maximum extent. feasible, the following. principles should be employed in siting new uses or in the redevelopment of existing uses within the District. Development plan review provisions in the Zoning Ordinance should be strengthened in order to provide effective enforcement of these provisions.

(1) Frontage Lots - Creation of new lots having frontage on Kingstown Road, Curtis Corner Road and Saugatucket Road within the District should be avoided. Existing residentially-zoned lots should first seek access through abutting land to common rights-of-way. New residential uses having frontage on and gaining vehicular access from Kingstown Road should be permitted only by special use permit from the Zoning Board of Review. The Zoning Board should do all it can to minimize the number of individual curb cuts. Specifically it should encourage the use of common or shared driveways among adjacent lots, to require access through parcels abutting the frontage lot to the side or rear, and/or construction of private or public access roads.

(2) Driveway Access - The proliferation of direct driveway access (curb cuts) to Kingstown Road should be avoided. It is preferable to construct major new buildings with internal access streets as opposed to direct driveways on the Road. Such streets can simply be common driveways. In other cases, where traffic volumes are likely to be high and general public access is necessary, the streets should be constructed to Town standards and dedicated to the Town as public streets.

(3) Parking - Parking lots should be located to the side or rear of the building away from Kingstown Road whenever possible, especially for new construction. Retail, wholesale, offices, industrial and multi-household uses which have frontage on Kingstown Road should have parking located in the rear of the building or to the side, suitably landscaped and buffered from the street. New single household dwellings may find this requirement to be impractical, especially on small lots, but should nevertheless attempt to screen parking areas from the street. In addition, the minimum parking ratio in the Zoning Ordinance for retail uses over 10,000 sq. ft. in floor area should be reduced from the current (1993) zoning requirement, which is excessive. Shared parking provisions should be added to the Zoning Ordinance.

(4) Buildings - New commercial and other non-residential buildings should be located closer to the street line than currently permitted in the Zoning Ordinance. This will permit parking in the rear of the building and the creation of landscape yards along the street. Historically, buildings were constructed along Kingstown Road with setbacks from the street averaging 40-50 feet. The current zoning setback for C4 commercial districts is 40 feet. However, many buildings recently constructed choose to place the parking areas in the front yard, between the buildings and the street. This creates a "sea of asphalt" along the highway, especially when landscaping of the parking area is minimal. This requirement should not apply to the proposed public safety building, however, due to its special nature. Landscaping should be provided as needed to screen parking, storage and other utility areas from the street as much as possible.

(5) Landscape Yards - In order to create an attractive streetscape, landscaping should be required in the area between the building and the street. The development of a linear row of landscape yards along the street should be combined with construction of sidewalks and the planting of additional street trees as part of the reconstruction of the highway as discussed in the section entitled Future Roadway Improvements below.

(6) Screening - Uses such as outdoor lot storage of materials and vehicles (if permitted) should be screened from the street and from adjacent uses. Screening can be accomplished by any of the following methods: (1) fencing; (2) dense evergreen hedges or other plantings; (3) raised earthen berms; (4) buildings or a combination of the above. Where natural conditions exist which preclude the need for screening, the zoning should require the preservation of the existing features (e.g., vegetation, a hill or stone wall).

(7) Parking Lot Landscaping - In addition to being buffered or screened, parking lots themselves should be landscaped. The purposes of effective parking lot landscaping are to improve and protect the scenic character of an area, as well as to provide screening from adjacent roads and properties, to provide shade, to define vehicular and pedestrian circulation and to visually break up large expanses of pavement. Landscaping the interior of the parking lot will also reduce air and water pollution, create noise buffers and reduce heat in warm weather. Both the perimeter of the parking lot as well as the interior of lots that are used by the public should be landscaped with suitable trees, shrubs or other natural materials. Non-public lots such as storage yards need not be landscaped if they are screened (see (6) above).

(8) Signage - The signage allowed in the District should encourage legible signage for commercial and other facilities and to identify the goods and services available, while discouraging excessive visual competition which lowers the quality of the streetscape. The number, size, location and type of sign should be strictly established in the Zoning Ordinance. Efforts should be made to limit unnecessary signs, especially mobile signs, A-frames, banners or other temporary signs.

(9) Drainage and Water Quality Protection - Plans for new construction or alterations within the District should be reviewed by the Planning Board to determine consistency with the goals of this Plan to prevent deterioration of water quality in nearby water bodies or wetlands. Where water quality may be affected, the Board should require the same protection measures and procedures for review as provided in the Subdivision Regulations. These standards shall be incorporated by reference into the development plan review provisions of the Zoning Ordinance.

(10) Lighting - Uses within the District must be developed so as to incorporate safe and environmentally compatible lighting. Excessive lighting must be avoided. Poorly designed lighting of buildings and landscapes can create a garish appearance which is inappropriate to this district. In particular, commercial lighting of signs, strung light bulbs, flashing lights or illuminated building panels should be prohibited. Lighting should also be controlled so as to avoid glare to neighboring properties.

(11) Architectural Design - The Town should investigate the feasibility of developing architectural standards and review procedures in order to encourage a high level of design in new or rebuilt structures. This effort must be initiated on a Town-wide basis, as opposed to Kingstown Road alone. Design standards for Kingstown Road, however, should concentrate on roadway aesthetics.

Future Roadway Improvements

The Town encourages the reconstruction of Route 108 by the State Department of Transportation to include the following features within the existing 50-foot right of way within the District:

- (1) Two travel lanes (one in each direction);

- (2) Bicycle use along Kingstown Road must be accommodated. As part of the reconstruction of Kingstown Road, the RI Department of Transportation should be requested to study on-road as well as off-road alternatives. There is a particularly strong need to provide for bicycle traffic in a north - south direction to / from the University of Rhode Island. A possible connection to the future South Kingstown Narragansett Bikeway should be investigated;
- (3) Curbing suitable to define driveways and roadway intersections;
- (4) Sidewalks on both sides of the road. It is preferable to set sidewalks back from the curb by means of a planted landscaped strip of land;
- (5) Street trees or other suitable landscaping as buffer between the curb and sidewalk;
- (6) Stormwater drainage facilities;
- (7) Utilities should be set back from the street (i.e., to the back of the sidewalk) rather than to set them at the curb line; and,
- (8) Consideration should be given to a formalized bus stop within the District for RIPTA and other bus riders.

Implementation

The following actions must be taken in order to implement the policies and programs recommended for the Kingstown Road Special Management District:

- (1) Amend the Comprehensive Plan to provide for the above policy statements;
- (2) Amend the Zoning Map to create three distinct types of zoning within the District: (1) creation of a new Mixed Use zoning district; (2) Residential Areas; and (3) those existing parcels zoned C4 to remain as C4. Single household residential areas shall continue to be governed by the present residential zoning designation (e.g., R10 for Rolling Acres). The proposed land use designations are shown on Map 2.6;
- (3) Amend the Zoning Map to create a Public (P) zoning district on the 6-acre site designated for a new Town public safety complex;
- (4) Amend the Zoning Ordinance text to provide regulations within the District for the following:
 - Land uses permitted in Mixed Use Areas
 - Dimensional requirements (setbacks, lot area, etc.)
- (5) Amend the Zoning Ordinance to provide for landscaping of parking lots, buffering of adjacent uses, landscaped street yards, etc.;
- (6) Amend the Zoning Ordinance and Subdivision Regulations to designate major residential and commercial developments within the District as Land Development Projects. This will

co-ordinate the Town's powers of development plan review with that of subdivision review; and,

(7) The provisions of Section 333 of the Zoning Ordinance providing for development plan review for certain new and/or expanded commercial and manufacturing developments should be expanded to include any new use having frontage on Kingstown Road within the District. Expansion shall include an increase of existing floor space or the introduction of new materials or processes not previously associated with the existing use. Required site plan review approvals should to commercial, industrial, office, multi-household uses, municipal, institutional, fraternal or recreational development. Development plan review should include a review of all major site improvements, including location of buildings / structures, grading, drainage, landscaping, parking and vehicular access, pedestrian circulation, signage, exterior lighting and similar exterior improvements.

d.e. Revitalization of Main Street in Wakefield - That portion of Main Street in Wakefield generally lying between Belmont Avenue and Holley Street is characterized by a pedestrian scale, historic buildings and new or reconstructed buildings. In some areas, parking is generally on-street and front yard setbacks are not required. This creates a favorable streetscape generally associated with downtown business areas. However, there is no emphasis on the Saugatucket River, which is a definite asset and represents a potential attraction to shoppers.

Physical conditions in the Main Street area which could be addressed in future revitalization efforts are listed below. However, these improvements are identified as guidelines for improvement only and shall not be regarded as mandatory for any public or private development project.

- 1) Utility poles and wires create visual clutter and limit street trees from being planted.
- 2) The Saugatucket River is not visually connected to Main Street. It lies hidden. The waterfall at High Street is not visible from drivers on Main Street.
- 3) Sidewalks are narrow, generally.
- 4) The Village Center lacks visible public open space: a green, a park or square or two.

Curbcuts in places are too wide, too frequent - leads to confusion, accidents, unsafe feeling for pedestrians.
- 6) Key building or public space sites are currently occupied by inappropriate uses and some existing buildings are in need of rehabilitation.
- 7) Street trees are lacking in places.
- 8) In places, inappropriate industrial materials are present, such as chain-link fencing.

For revised zoning use element II
Section F. 4.C.
See amendment dated 6/33/08
in addendum

- 9) Some uses (auto-related in particular) along Main Street are inappropriate for a Village Center.
- 10) Lighting is at a scale and character appropriate for vehicles only.
- 11) The street and area is dominated by vehicle presence.

Although this area is not blighted, the Town could take several steps towards establishing this area as a central attraction for shopping, dining, entertainment and community oriented activities, all of which would help to revitalize this section of Main Street. Economic revitalization would stimulate economic growth and help broaden the tax base of the Town. Suggestions for implementation towards such a goal are presented in Section G. of this Element.

The passage of the Intermodal Surface Transportation Efficiency Act of 1991 will provide additional funding for enhancement of streets such as Main Street. Guidelines for the design of downtown streets will provide greater flexibility and a wider range of options than under previous federal legislation.

e. Revitalization of Highway Commercial Areas - The area shown on the Land Use Plan Map as Highway Commercial is generally that area of Tower Hill Road and Kingstown Road in the vicinity of Dale Carlia Corners. This area was developed during the past three decades and is a typical highway-oriented business zone of shopping centers and individual establishments with large parking lots and direct driveway access to the roadway. These areas have been almost fully developed in terms of vacant, buildable land area (see Economic Development Element). However, several of the newer buildings constructed during the late 1980's remain vacant, probably due to the economic downturn started in 1990. For at least the early part of the 1990's the vacant floor area within the Town's highway commercial areas will satisfy local need for retail and office space.

This Plan encourages the revitalization and intensification of these areas so that they are used to their peak potential. With the addition of vacant buildable commercial land elsewhere in Town as indicated on the Land Use Plan Map, there may be a tendency to overlook the established highway commercial areas (as well as downtown Wakefield) in favor of new commercial space. This should be a consideration in authorizing the expansion of commercial areas in Town.

Future zoning studies should be conducted to examine the possibility of re-use of the highway commercial property now in existence. For example, areas such as the Wakefield Mall could be revitalized by the addition of new building space, if parking standards are upgraded to avoid over design. The use of second floor additions where feasible could also add commercial space in existing areas, as well as underutilized land space behind existing buildings.

f.e. Neighborhood Center/Village Districts- In order to promote the development and preservation of distinct villages in the Town, the Land Use Plan endorses the concept of comprehensive village planning. A village is generally viewed as a small clustered settlement which is often dominated by older homes and structures. Frequently, the houses are spaced closely together at a crossroads, evoking the image of the village as an identifiable place. Many of South Kingstown's villages are distinctly rural in character. These include

the villages of West Kingston, Snug Harbor and Matunuck. Village centers also have been identified in Peace Dale (around the High Street rotary) and in the Kingston Historic District. In addition, smaller village centers are found in Perryville, Usquepaugh and Middlebridge.

In order to preserve this historical settlement pattern and to provide existing neighborhoods and developing areas with a sense of place, comprehensive plans for each of the villages in the Town should be developed and adopted as part of this Plan. Should private development initiatives be advanced which would significantly affect the integrity of a particular village, the developer should be encouraged to work with the Town, with property owners, and with appropriate civic and neighborhood groups to retain the village character.

In the context of this Plan, a village may be either residential or commercial in nature. To a certain extent however, all of the villages designated in this Plan have a mix of residential and commercial uses. The future growth and development of the Town's villages will be very site-specific. The Planning Board should investigate the adoption of comprehensive village plans and land use regulations to implement these plans. In particular, special provisions should be written into the Zoning Ordinance which require site plan review by the Town.

The Planning Board will investigate the adoption of comprehensive village plans and land use regulations to implement these plans.

G. General Impact of the Land Use Plan on the Town

During the process of preparation of this Plan, the Comprehensive Plan Advisory Committee (CPAC) developed several position papers for the Planning Board in an attempt to identify the major issues facing the Town and how the Town would address these issues in the Comprehensive Plan. The major goals identified by CPAC are listed below. It was stated that the "... most important goal for the Town of South Kingstown in the next ten years is the management of growth while maintaining the high quality of life". This issue was rated as the number one concern for South Kingstown. A statement of the Major Goals Endorsed by CPAC dated May 21, 1991 is presented in its entirety in Technical Appendix II.A6.0. In an additional CPAC Statement to the Town Council made at a work session held on July 24, 1991 CPAC stated that "... growth management is the primary issue that should be addressed in the Town's Comprehensive Land Use Plan".

These two distinct but related issues, management of growth while enhancing the quality of life are directly addressed in this Plan. The general effect of the Land Use Plan on the Town will be to create a pattern of development through zoning which reinforces the core/periphery settlement pattern to avoid urban sprawl and to protect natural resources. Approximately 75 percent of the Town would be zoned for low density residential or open space use or would be devoted to environmentally sensitive areas such as wetlands, while the remaining areas would be encouraged to develop according to clustering and strict site plan design principles at relatively higher densities. At the same time, a program is recommended to encourage the production of affordable housing. Retail commercial development is not recommended for expansion beyond existing business zones.

The Town clearly does not wish to grow beyond its natural and economic capabilities to accommodate new growth. It also wishes to maintain what remains of its small-town atom-

sphere and rural character. Toward these goals, a growth management program is recommended which would investigate feasible methods of regulating the rate of population growth. This program will be backed up by appropriate regulations to reduce the rate of public growth to levels which permit the economic and efficient provision of public services and facilities.

H. Relationship to Existing Zoning Ordinance

The Rhode Island Comprehensive Planning and Land Use Regulation Act specifically requires the Town's Zoning Ordinance to conform to the Future Land Use Plan. The Act specifies that municipalities will have eighteen months from the date of adoption and approval of the Plan to make the Zoning Ordinance conform to the Plan.

The Land Use Plan does not propose any broad changes to the present zoning districts, but rather, reflects the fact that existing patterns of land use and development are the result of historical trends, physiographic features and the distribution of natural resources within the Town. The majority of land in South Kingstown (84%) is zoned for residential use of varying densities, and while the percentage may vary slightly it remains true on the Land Use Plan. The majority of non-conformities between the existing Zoning Ordinance and the Plan are a result of proposed commercial, industrial, institutional or public uses which are needed based upon findings in this Element (Land Use) and others (such as Economic Development and Open Space/Recreation).

It should be stressed here that the Land Use Plan Map is conceptual in nature and does not attempt to show proposed uses on a parcel-by-parcel, lot-by-lot basis. For this reason, future land uses shown on the Plan may not be consistent with existing zoning. The purpose of this analysis is to describe the location of future land uses by the classifications described in Section F.2 of this Element. The analysis will point out, by these classifications, where zoning amendments will have to be made in order to implement the Plan. In cases where there is a discrepancy between the Land Use Plan Map and the text of the Comprehensive Plan, the text shall control.

1. Residential Land Use - High Density Residential - The Land Use Plan Map indicates no new areas for high density residential land uses. Only those areas zoned RM at the time of adoption of the Plan are indicated on the Map. This zoning pattern will continue as it presently exists.

Medium High Density Residential - The Land Use Plan Map shows this land use classification in the Kingston/Wakefield/Peace Dale Area, which historically has developed under this density (lot sizes for single family homes ranging from 6,000 to 20,000 square feet, with duplexes permitted in the R10 zones). The Wakefield/Peace Dale area currently contains much of the Town's existing R10 and R20 zones. The future plan reaffirms this pattern of encouraging that medium high density growth be limited to the current core areas of Town. Public water and sewer service are recommended for these areas.

Medium Density Residential - These areas are currently found in Wakefield/ Peace Dale, Kingston Village, and Green Hill, West Kingston and Matunuck. As stated previously, medium density corresponds to R30 or R40 residential zoning. The Plan does not propose changes to the location of such zones, and is therefore in conformance with the existing

zoning. However, in order to avoid suburbanization, the Town seeks to create defined village character in the outlying villages of West Kingston, Green Hill, and Matunuck through site plan review and cluster-style developments within the framework of the existing R20, R30 or R40 zoning. The same concept (non-traditional style subdivisions) is preferred along South, Curtis Corner and Saugatucket Roads, and along nearby streets.

Low Density Residential - This category consists of lot sizes of two acres (RR80) for single family homes. The residential compound provisions of the Zoning Ordinance and Subdivision Regulations is particularly suited to these areas. These areas are currently distributed throughout the Town as shown on Map 2.1, Existing Land Use. The Land Use Plan Map (Map 2.3) does not specifically propose any redistribution of these zoning designations.

Very Low Density Residential/Open Space - This density essentially corresponds to the RR80 and RLD200 zoning districts (two to five acres for single family homes) which are designed for the protection of sensitive environmental resources such as groundwater reservoirs and coastal salt ponds. These zones are generally located in the south shore area between U.S. Route 1 and Block Island Sound, surrounding the coastal ponds, over the Mink Aquifer in the central portion of Town, and in West Kingston and Usquepaug. Several areas of R40, R40A, and R20 exist in these areas. If the existing Zoning Ordinance is to be brought into conformance with the Land Use Plan Map, then rezoning of these areas to RR80 and RLD200 should be done.

2. Commercial Land Use - No new areas are proposed for the expansion of commercial land uses in the Land Use Plan. Special Management Districts are proposed for mixed-use development and are discussed in Section F.4 of this Element. Once the master plans for these areas have been developed, zoning amendments must be adopted to implement the plans.

3. Public Land Use - The Land Use Plan currently proposes use of a small area at the south end of Asa Pond Road for use by the Union Fire District. This area currently is zoned as R20 for residential use. A zoning change to a Public (P) zoning district would be required to permit the use of this area for a fire training facility. In addition, several existing publicly owned parcels of land should also be included in a Public zoning district on the future zoning map. These are discussed in Section C.4 of this Element.

The use of public land at the University of Rhode Island should be reserved for only those uses for which there is a clear governmental function as opposed to proprietary uses. As the University grows, the potential for multi-use development will increase. For example, the proposal to construct a privately-owned cogeneration facility on public land on the campus in 1990-91 raised questions regarding the rights of the Town to exercise zoning powers over such a use. The Public lands shown on the Land Use Plan Map are intended to be a guide to the future preparation of the zoning map. Any significant non-public uses proposed in these areas should-not be permitted until they have been rezoned to the applicable zoning designation.

4. Industrial Land Use - The Land Use Plan Map proposes four distinct categories of industrial use, located in West Kingston, Rose Hill Road, North Road in Peace Dale, and at the existing industrial mills at three separate locations in town. The location at Rose Hill Road will require an amendment to the Zoning Map.

5. Other Uses - Other uses proposed on the Land Use Plan Map include Neighborhood Centers in West Kingston, Snug Harbor, Middlebridge, Perryville, Usquepaugh and Matunuck. Village District zoning should be investigated to provide regulations applicable to such areas.

The Land Use Plan also proposes five greenway areas in the northern half of the Town (see Map 2.3). As shown on the Map, the land required for each of these areas is zoned for a variety of residential uses. Since creation of such greenways may involve a combination of public and private land, the zoning of these areas may remain as it currently exists, with special easements for access and setbacks from waterways. Publicly-owned land within greenways may be appropriately zoned P (Public Zoning District).

I. Consistency with State Guide Plan/Regional Influences

1. Relationship to the State Guide Plan - The Rhode Island Comprehensive Planning and Land Use Regulation Act specifically requires that the Land Use Plan Map be consistent with the State Guide Plan. More specifically, it must be consistent with State Guide Plan Element 121 - Land Use 2010: State Land Use Policies and Plan. Consistency with all other applicable State Guide Plan Elements is also important, but the Land Use Plan Map most directly relates to Element 121.

In addition, the "Act" requires that the Land Use Element be consistent with:

- The State Industrial Land Use Plan (Guide Plan Elements)
- The policies and treatment of boundary areas and other shared concerns of adjacent communities.
- Section 45-22.2-3 (C) Goals # 1), 3), 4), 5), 6) and 9) of the "Act".
- All federal and state regulations affecting the use or treatment of land use, wetlands, coastal areas, or other special features.

a) Land Use 2010

Land Use 2010 has policies which are presented on several topic areas. The most important for land use being the topic of General Land Development, under which 18 policies are stated. Technical Appendix II.A5.0 presents a more detailed discussion of how the South Kingstown Land Use Plan is consistent with these policies by stating the policy and how the Town's Plan specifically conforms to each.

b) State Industrial Land Use Plan

The State Industrial Land Use Plan (Guide Plan Element 212) specifically discusses industrial land use in South Kingstown. The Element recognizes that the industrial zones in Peace Dale and Wakefield are fully developed. The Element classifies the M1 manufacturing zone in West Kingstown as IDP2, meaning that although there is vacant land there it has constraints (a groundwater aquifer) and therefore contains only moderate potential due to natural resource constraints. The Land Use Plan recommends rezoning this area to a Light Industrial (1-1) zone which would further restrict industrial uses. The Services and Facilities Element recommends that this industrial revs be provided with public water and sewer service, but that permitted land uses continue to be restricted to clean industry so as not to jeopardize the quality of the groundwater resources of the area. The State Plan also identifies an area of low potential (IDP1) in the vicinity of Rose Hill Road. The IDP1 designation is defined by the State as an area where "development may be appropriate based upon good highway access or other unique features but limited to low intensity due to lack of infrastructure and presence of poor soils, aquifers, wetlands, or flood hazard areas."

The South Kingstown Plan identifies the Rose Hill Road vicinity as a future industrially zoned area, and consistent with the State Plan, is the only other area newly designated for future industrial use in the Town. The Town acknowledges that the site has certain development constraints (e.g. lack of public sewer service, poor soils, and wetlands). Choosing this site as a future industrial area is, however, in conformance with the State Industrial Land Use Plan.

2. Regional Influences - An examination of the consistencies among comprehensive plans for communities adjacent to South Kingstown was conducted in May, 1992. At that time two of the five adjacent Towns had completed and adopted comprehensive plans in accordance with the State Act. These Towns were Charlestown and Richmond. The remaining communities of Narragansett, North Kingstown and Exeter had not completed revisions to their comprehensive plans at that time but had substantially completed draft plans. The existing adopted plans of these latter three Towns were also reviewed for potential conflicts with the South Kingstown Comprehensive Plan.

In each adjacent community three particular potential areas of conflict were examined. These were:

- 1) The consistency of proposed future land use plans and/or recommended zoning patterns along common Town boundaries;
- 2) Compatibility of environmental policies with particular reference to groundwater resource management; and
- 3) Proposals for the major existing and proposed streets and State highway crossings along municipal borders.

Other potential conflicts were also examined and discussed below where relevant.

a) Charlestown - The 1991 Proposed Future Land Use Plan generally showed low density residential (R-80 and 3 Acre) along the Town line north of Route 1, which is consistent with this Land Use Plan. South of Route 1, the areas of Charlestown west of Green Hill are indicated to be a combination of Medium Density (R-40) and High Density (R20) Residential are generally consistent with the South Kingstown proposals for Medium

Density (R-30, R-40) and Low Density (R-40, R-80) Residential in this area. Charlestown has also indicated a Primary Groundwater Protection District to cover the Wood-Pawcatuck groundwater areas. This is seen as consistent with the Town's Groundwater Protection Overlay District for the Chipuxet, Mink and Factory Pond aquifers.

One potential conflict may be the proposal on Charlestown's Land Use Plan for commercial land on the south side of Route 1. South Kingstown favors the development of a scenic highway for Route 1 and will prohibit any new commercial uses on Route 1.

b) Richmond - The Land Use Concept Plan for the Town of Richmond indicates a combination of low density development areas and greenbelts along the South Kingstown border. The Plan emphasizes preservation of natural and cultural features, agricultural soils and open spaces, aquifer recharge and well head protection areas and surface water buffer areas. There were no conflicts identified. South Kingstown proposes compatible land uses consisting mainly of the Great Swamp Management area and Very Low Density Residential/Open Space land use.

c) North Kingstown - The Land Use Plan Map for North Kingstown (1992, proposed) indicates Very Low Density Residential land use for the general area between the Exeter Town line and Tower Hill Road (U.S. Route 1). East of Route 1 to the Narrow River the proposed designation is Low Density Residential. It is noted that the North Kingstown Plan advocates strong environmental protection measures for the Narrow River and for that part of the Chipuxet Aquifer which begins in the Slocum area of Town and flows into South Kingstown.

The North Kingstown Plan also endorses the relocation of Route 138 along the same general corridor as that indicated on South Kingstown's Map. The State's proposal for the reconstruction of Route 4 and U.S. Route 1 is certainly one of the most significant areas for common concern and joint planning which these two towns face. Both communities have endorsed the reconstruction project with limitations on scenic quality and environmental protection. A joint planning effort was begun in the Spring of 1992 by the two towns to encourage regional planning for this highway.

d) Exeter - The Exeter Comprehensive Plan was under review in May, 1992. The draft Plan indicates general compatibility in residential zoning patterns along Town boundaries. Neither Exeter nor South Kingstown has proposed any commercial zoning along Route 2, and this policy should be continued by both towns. Exeter has provided for groundwater protection in both the Chipuxet and Queen River aquifer areas, and may be reducing the extent of industrial zoning in these areas.

e) Narragansett - The Comprehensive Plan Map had not been prepared as of May, 1992, but an examination of the present zoning and draft plan provisions indicated several common issues and general compatibility of policies. Narragansett and South Kingstown share two common water bodies -- Narrow River and Point Judith Pond. At the Narrow River, Narragansett's zoning is primarily identical to South Kingstown's R-R80 but there are many previously platted non-conforming lots which will increase residential densities in this sensitive watershed. The Town supports the extension of public sewers in Narragansett and in Middlebridge to alleviate water pollution and will cooperate with Narragansett in the implementation of stormwater runoff mitigation measures.

On Point Judith Pond, the two towns are developing compatible Harbor Management Plans to coordinate marine and land based activity along this waterway. Zoning patterns are primarily low to moderate residential on both the South Kingstown and Narragansett sides of the Pond, with the notable exception of the Port of Galilee.

It is noted that South Kingstown contains groundwater resources which are used by the Wakefield Water Company to supply public drinking water to much of Narragansett. These resources are protected by a variety of techniques as referenced in the Natural and Cultural Resources Element. South Kingstown's stated policy is that public drinking water is the highest use priority for our groundwater and Narragansett should be provided with a reliable long-term source of drinking water. The Wakefield Water Company is a private Company, however, and the Town does not exercise direct control over its distribution system.

The two towns also share a concern over the common highway connections at Route 108 and at Woodruff Avenue. Both communities endorse the limited upgrading of Woodruff Avenue and should work together with RIDOT to implement upgrading plans in the near future. Point Judith Road/Route 108 is primarily a commercial highway in both communities. The Towns share a common concern over limiting the spread of strip highway commercial development and the enhancement of the scenic character of development along this road.

3. Relationship to Major State and Federal Lands - The State Comprehensive Planning Act requires the Land Use Element to consider the interrelationship of the various land uses within the Town. The Handbook references the need for the Plan to include a discussion of this interrelationship with regard to major state and federal lands," such as wildlife refuges, forest preserves, airports, military facilities and others." South Kingstown, which is the home of the University of Rhode Island, obviously has a great deal of such land within its borders. In fact, there are currently 4,888 acres of publicly zoned land in the Town, or 14.07 per cent of the total land area. The following is a discussion of the relationship of the Land Use Plan to these major state and federal lands.

a) State Lands - Major State-owned lands within South Kingstown include the University of Rhode Island, Great Swamp Wildlife Reservation, Matunuck Management Area, Tefft May Swamp, the South Shore Management Area and Green Hill Beach. All of these areas are shown on the Open Space and Recreation System Map (refer to Map 7.1 and Technical Appendix VII.A1.0 in the Recreation and Open Space Element). With the exception of URI, these lands are used for the conservation and preservation of natural resources, are managed for wildlife habitat and to some extent, for active and passive recreational uses. The Great Swamp, the South Shore Management Area and Green Hill Beach are discussed in further detail in the Open Space and Recreation Element of this Plan.

The Land Use Plan does not propose changes to the use of any of these lands, nor land abutting any of these areas. The M1 manufacturing zone in West Kingston does abut the Great Swamp, but this Plan, proposes a revision to the Zoning Ordinance which would prohibit or severely limit any water-use intensive activities or any others which may adversely affect the environment.

A proposed bikeway along the abandoned Narragansett Pier Railway also abuts the Great Swamp in West Kingston. Development of the bikeway should not adversely affect the Swamp, provided no random access of bicycles or pedestrian traffic is

permitted to cross the Swamp and potentially harm ecologically sensitive flora and wildlife habitat.

A University of Rhode Island Research Park may be developed on URI property sometime in the future. There are several possible locations including just north of the URI Kingston Campus and south of the main campus along Route 138 in Kingston. The latter location falls within the Chipuxet Aquifer and care must be taken to develop such a use in an environmentally sensitive manner.

b) Federal Lands - Major federally-owned lands in South Kingstown include Trustom Pond National Wildlife Refuge, the Browning Farmland site, Cards Pond/Moonstone Beach National Wildlife Refuge and the Pettaquamscutt Cove National Wildlife Refuge. These areas are all shown on the Open Space and Recreation System Map and are also discussed in further detail in the Open Space and Recreation Element. The Trustom Pond/ Cards Pond/Moonstone Beach Area is primarily managed for wildlife habitat, but recreational opportunities also exist for hunting of waterfowl. Other uses include preservation of agricultural lands and archaeological resources (refer to the Open Space and Recreation Element).

The Land Use Plan calls for the continuation of Very Low Density Residential Use/Open Space around these areas, and no changes which should affect these sites in any way are proposed.

J. Goals, Policies and Implementation

Overall Goal of the Land Use Element

To promote orderly growth patterns based upon the natural, cultural and historic character of the Town, the land's suitability for use and the aspirations of its citizens.

Goal 1

To establish land use policies consistent with the Comprehensive Planning and Land Use Regulation Act of 1988, and to maintain continuity, where appropriate, with the 1986 South Kingstown Comprehensive Plan.

Policy 1.1 - The Town endorses the use of good comprehensive planning and its implementation as a means to preserve its diverse landscape and remaining rural character, to balance the diverse needs of its citizens, and to implement its land use policies.

Policy 1.2 - The Town recognizes the need to establish procedures to ensure that the goals of each element of this Plan are implemented and that any modification is evaluated for its conformity with the Plan.

Policy 1.3 - The Town recognizes that the Zoning Ordinance must conform to the provisions and intent of the Comprehensive Plan.

Policy 1.4 - The Town recognizes that any proposed zone change that does not conform to the Comprehensive Plan shall require a formal amendment to the Plan, including a public hearing on the change.

Implementation:

- The Comprehensive Plan shall be adopted by the Town.

Responsible Party: Town Council, Planning Board.

- The Zoning Ordinance shall be revised to conform to the Comprehensive Plan and to the provisions of the Rhode Island Zoning Enabling Act of 1991.

Responsible Party: Town Council, Planning Board, Planning Department

- The South Kingstown Zoning Map will be revised to conform with the Land Use Plan Map. A new (official) zoning map shall be developed which shows the final land use categories and district boundaries.

Responsible Party: Town Council, Planning Department, Planning Board

- The district boundaries shall be clearly marked on the Zoning Map and be definable in the field. To meet these requirements, all boundaries shall include dimensions and reference distances from natural or manmade features (e.g. stream or roadway) wherever possible. It is recommended that the new zoning district boundaries be drafted onto the tax assessor's plat maps, in an effort to improve the Town's ability to enforce the Zoning Ordinance.

Responsible Party: Town Council, Planning Department, Planning Board

- The Town shall identify land areas on the Land Use Plan Map for new mixed-use development, revitalized commercial areas and expanded industrial growth in order to sustain an acceptable rate of economic expansion.

Responsible Party: Town Council, Planning Board, Planning Department

The Zoning Ordinance and Map shall be amended to correspond with the special management and revitalization areas described in Section F.4 of this element. Specifically, the following issues will be addressed:

1. Development of conceptual master plans for each area. These master plans will include identification of existing natural conditions, infrastructure, property ownership and existing uses. They will project potential future land uses and intensities, and general building/use locations. Also addressed will be preliminary site design, roadway layout, parking lot configuration, buffer zones, landscaping, signage, lighting, etc.

2. The public and affected property owners will be encouraged to participate in plan development. A public hearing shall be held prior to approval of any such plan.

3. The zoning ordinance will be amended to provide appropriate regulatory language permitting Land Development Projects as described in the Rhode Island Zoning Enabling Act of 1991, including provisions for:

- minimum area or site size and other dimensional regulations
- permitted uses;
- ratios of residential to nonresidential uses where applicable;
- density and intensity of use;
- provision of roads, driveways, utilities, parking and other facilities:
- buffer areas, landscaping, screening and shading;
- design regulations;
- maintenance responsibilities;
- procedures for review and approval;
- procedures for site plan review;
- other requirements as needed.

4. Adoption of an Official Map Ordinance to regulate the location of future streets and curb openings.

Responsible Party: Town Council, Planning Board, Planning Department

- The Zoning Ordinance and Map shall be amended as required to correspond with the Main Street Wakefield Revitalization District described in Section F.4 of this Element. This may require adoption of appropriate zoning regulations to implement those design elements of the proposed Village Center Vision Plan which are appropriate for zoning regulation.
- In cooperation with private organizations such as the Chamber of Commerce, suggestions for implementation shall include:
 1. Organize a Downtown Wakefield Improvement Association with an executive director to organize a public/private effort to revitalize Main Street and the surrounding area. This Association should have revitalization as its sole purpose. It should investigate and promote funding mechanisms, design guidelines, marketing strategies, promotion activities and overall organization and coordination of the revitalization effort over a long period of time.
 2. Create and adopt a Village Center Vision Plan and design guidelines that have the support of Town officials, merchants and Town residents. This Plan will act as a guide for future development improvements.
 3. Complete the proposed reconstruction of Main Street by the Rhode Island Department of Transportation.
 4. Create a pilot beautification program at the intersection of Robinson Street and Main Street.
 5. A greenway and improved pedestrian/bicycle linkage is needed where Main Street stores back up to the Saugatucket River. An aesthetically pleasing pedestrian access to the rear of these stores, and frequent linkages to the Street must be designed to take advantage of the proximity of the river and serve as a linear park. This effort should be conducted in concert with the greenway study recommended elsewhere in this Plan and with the proposed Narragansett/South Kingstown Bikeway along the former railroad right-of-way.

6. Investigate programs offered by the National Trust for Historic Preservation, especially through the National Main Street Center.
7. Investigate the merits and feasibility of designating the Main Street district for the National Register of Historic Places in order to take advantage of State and federal loan programs, tax incentives, income tax credits and easements.
8. Take advantage of state and/or federal funds and programs designed for enhancement of urban streets under the provisions of the Intermodal Surface Transportation Efficiency Act of 1991.

Responsible Party: Town Council, Planning Board, Historic Commission, Planning Department

- The Zoning Ordinance and Map shall be amended to implement the recommended revitalization plan for Highway Commercial Areas. This would also include consideration of zoning incentives for new and/or substantially renovated construction to achieve stated revitalization goals.

Responsible Party: Town Council, Planning Board, Planning Department

Goal 2

To maintain a rate of population growth which is consistent with the ability of the Town to provide essential services, to achieve a stable tax rate, and to protect environmental, historic and cultural resources

Policy 2.1 - The Town realizes that the 20.7 percent population growth rate experienced during each of the last two decades cannot be repeated if the Town is to preserve its rural character, protect its natural environment, and maintain the quality of life for its citizens. Nor can the Town continue to provide a high quality of public services without requiring disproportionately high tax rate increases.

Policy 2.2 - The Town realizes that the fiscal, as well as the environmental and social, impacts of new developments must be considered in the development review process.

Policy 2.3 - The Town will adopt a Growth Management Program which embodies its land use policies. This will ensure that the Town can develop the necessary support services and address the potential cumulative problems of growth without adversely affecting existing conditions. The Growth Management Program will include concrete measures to control the rate of population and commercial growth in the Town.

Policy 2.4 - The Town will require landowners, builders and developers to address the cumulative impacts of the use, or proposed use, of their properties on the community. Each must pay his/her fair share of the community impact of the proposed use. Such impacts include, but are not limited to, water supply and sewage disposal, groundwater protection, traffic flow, provision of recreation and open space areas, and support of required Town services.

Policy 2.5 - The Town will adopt regulations and ordinances that will minimize any adverse impacts from any proposed use of land. It is especially important that all landowners, contractors, builders, and developers consider the effect of any and all land use development under their jurisdiction on

all elements of the community. They will be responsible for explaining their proposals and plans in an appropriate forum provided by the Town.

Policy 2.6 - The Town will relate the rate of commercial growth to the rate of population growth in its growth management programs in order to achieve stability to its tax rate and to provide necessary public services and facilities, while at the same time avoiding overdevelopment of commercial land uses which may alter the character of the Town.

Policy 2.7 - Special Management District master plans shall be consistent with the Town's growth management program.

Implementation

- The Town shall explore methods for regulation of its growth rate as allowed by the Rhode Island Zoning Enabling Act of 1991 and other applicable legal restrictions.

Responsible Party: Town Council, Planning Department, Planning Board, Legal Counsel

- Specific techniques to implement an effective Growth Management Program will be investigated to determine their applicability to South Kingstown. Some general approaches are listed below (not prioritized):

1. Moratoria (general, water, sewer, subdivision, and other development moratoria);
2. Building Permit Caps;
3. Downzoning to Reduce Development Level;
4. Urban Infill Strategies;
5. Land Banking and Transferrable Development Rights;
6. Incentive Zoning;
7. Capital Improvement Planning and Timing;
8. Timed Sequential Zoning;
9. Development Monitoring Systems;
10. State Planning Programs and Enabling Legislation;
11. Impact Fees/Assessments;
12. Acquisition of Open Space; and,
13. Phasing of Major Subdivisions.

Each of the above techniques for implementation and growth management will be studied to determine its effectiveness. Additional research shall be conducted as necessary to identify techniques to control the rate of population and commercial growth in addition to those listed above. The timing of these studies shall be such that a workable growth management implementation program can be formulated by the end of 1993. The Town shall adopt appropriate regulations to implement its growth management program during the year 1994.

Responsible Party: Town Council, Planning Board, Planning Department, Legal Counsel

- The Town shall regularly review its population projections, building permit data and rate of subdivision and commercial development in an attempt to balance significant increases in population or high rates of residential or commercial construction with concomitant restrictions on growth rates.

Responsible Party: Town Council, Planning Department, Planning Board

- As part of its growth management program, the Town will adopt regulations to relate the rate of development within the areas designated as Special Management Districts to the overall rate of population and commercial growth as identified in the growth management program.

Responsible Party: Town Council, Planning Department, Planning Board

- The Town shall require significant new subdivisions to be phased over a period of years in order to control the rapid influx of new residential construction.

Responsible Party: Planning Department, Planning Board

- The Town shall require all new housing units constructed to pay a service impact fee appropriate with the cost of providing public services and facilities at the time of the issuance of the building permit or at the time of recording a subdivision lot. The proposed growth management program and its related implementation measures shall address the most appropriate time for payment of impact fees.

Responsible Party: Town Council, Planning Board, Planning Department

- Town impact fee regulations shall be reviewed annually to determine the appropriateness of the fee paid per dwelling and the percentage of the total impact fee allocated for various purposes. The formula used to determine this shall be updated periodically as required.

Responsible Party: Town Council, Town Manager's Office, Finance Director, Planning Department, Planning Board

Goal 3

To promote high standards of development so as to preserve and enhance the quality of life, to encourage a sense of community, and to protect the natural resources of the Town.

Policy 3.1 - The Town realizes that its rural, small-town character and natural resources must be Protected and enhanced through appropriate land use regulations, design guidelines, environmental protection, site planning and landscaping regulations.

Policy 3.2 - The Town will encourage landscape diversity that creates identity and a sense of place, fosters the creation of distinct neighborhoods and villages, and recognizes the natural features of the land.

Policy 3.3 - The Town discourages future residential growth which contributes to monotonous suburban-style subdivisions and encourages a high quality of design in creation of new neighborhoods. The process of growth must be directed toward the creation of communities and directed away from urban sprawl.

Policy 3.4 - The Town is opposed to the new construction or expansion of existing commercial uses which contribute to strip highway commercial development patterns along major roads, or which are characterized by suburban-type shopping centers dominated by parking lots.

Policy 3.5 - The Town supports the continuation of existing commercial waterfront zones and opposes their conversion to noncommercial uses.

Policy 3.6 - The Town discourages the creation of multiple driveways along the frontage of existing public streets in such a way as to create traffic safety hazards and contribute to visual degradation of scenic roadside areas. It will also discourage the platting of new frontage lots created along public streets which avoid review and approval by the Planning Board under the Subdivision Regulations.

Implementation

- Subdivision regulations shall be revised to include specific provisions for housing developments and residential subdivisions which create a village identity; provide flexible standards for streets; landscaping, buffering, pedestrian and bicycle circulation; regulation of street frontage lots and driveways; conservation of natural resources, agricultural land and open space; and preservation of scenic features and historic resources.

Responsible Party: Planning Department, Planning Board

- The Town shall permit the conversion of private streets to public streets for the purposes of maintenance according to an explicit road acceptance policy as adopted by the Town Council. In particular, lots created outside the subdivision process (so-called hockey stick lots) must be replatted and approved by the Planning Board in accordance with the Subdivision Regulations. Prior to any Town acceptance of such private streets, including those in residential compounds or in minor subdivisions, the Planning Board shall first be required to review and approve the replatting of these streets and lots in conformity with standards contained in the Subdivision Regulations. The Town's policy is not to extend road maintenance services to these areas as they are presently platted.

Responsible Party: Town Council, Department of Public Works

- The Town will revise its zoning regulations as required to incorporate applicable standards for rural land development utilizing as a guide the principles found in Dealing With Change in the Connecticut River Valley by the Massachusetts Department of Environmental Management and the Center for Rural Massachusetts (June 1989). These standards will be integrated with other regulations of the Town dealing with protection of natural resources, agricultural land preservation, village district planning and the preservation of historic and cultural resources and scenic areas.

- Responsible Party: Town Council, Planning Department, Planning Board

Goal 4

To control urban sprawl and dispersion and to preserve the integrity of existing villages within the Town.

Policy 4.1 - The Town supports a control of urban sprawl and dispersion by concentrating areas of population density in the main Town centers and by providing these areas with public transportation, services, facilities, and housing opportunities.

Policy 4.2 - The Town believes that the distinctions between the outlying villages of Matunuck, Perryville, Usquepaug, Snug Harbor, Middlebridge, and Green Hill and the central core area of Wakefield - Peace Dale - Kingston must not be lost by the outward expansion of residential subdivisions and/or highway-related commercial development.

Implementation

- The Town's Land Use Plan shall create a high-density central core surrounded by a low-density periphery area.
- The Zoning Ordinance and Subdivision Regulations shall be revised to include special provisions for Village Districts. These provisions will include regulations controlling the size, shape and location of lots and open spaces, parking, signage, yards, setbacks, street widths, landscaping and site plan review for both residential and commercial uses.

Responsible Party: Town Council, Planning Board, Planning Department

Goal 5

To create affordable housing opportunities for all income levels, age groups, and population types within the Town.

Policy - The Town supports the creation of affordable housing opportunities for all Town residents in accordance with the goals and policies outlined in the Housing Element.

Implementation

- The Town shall increase the affordable housing opportunities through: a) various zoning mechanisms (e.g. inclusionary zoning, off-site inclusionary exactions, building reuse, and duplexes); and b) formation of Affordable Housing Foundation and Trust.

Responsible Party: Town Council, Planning Board, Planning Department, Affordable Housing Land Trust

Goal 6

To achieve a harmonious relationship between the human population and the natural environment.

Policy 6.1 - A prime concern in all public and private land use decisions by the Town is the preservation, protection and enhancement of the natural environment.

Policy 6.2 - The Town supports the policies and recommendations of the Rhode Island Coastal Resources Management Council (RICRMC) as promulgated in the two Special Area Management Plans (Salt Ponds and the Narrow River).

Policy 6.3 - The Town will promote land development patterns and adopt regulations which protect and preserve both the quality and quantity of ground and surface waters.

Policy 6.4 - The Town supports the protection of areas which have been identified as having rare and endangered species of plants and wildlife from inappropriate development.

Policy 6.5 - The Town supports the protection of wetlands within the Town. It will cooperate with RIDEM in monitoring and implementing the provisions of the RI Fresh Water Wetlands Act as required.

Policy 6.6 - The Town supports the implementation of a Harbor Management Plan to protect and preserve the Town's many coastal resources and recreational opportunities.

Policy 6.7 - The Town will protect, preserve and enhance the viability of its agricultural resources and prime farmland soils and will support the continuation of farming activities in the Town.

Implementation

- The Town shall implement its Harbor Management Plan and Boats and Waterway Ordinance by: a) developing an enforcement plan for the Harbor Ordinance, and, b) developing land use policies consistent with the Harbor Management Plan recommendations.

Responsible Party : Town Council, Police Department, Planning Department

- The Town shall adopt the policies and recommendations of the RI CRMC outlined in the Special Area Management Plans for the Narrow River and the Salt Ponds and make the necessary changes to the Zoning Map to ensure conformance with the Plans.

Responsible Party : Town Council, Planning Board, Conservation Commission

- The Town shall develop a management plan for its fresh water resources.

Responsible Party: Town Council, Planning Department, Conservation Commission

- The Town shall implement the groundwater and wetlands protection strategies outlined in the Natural Resources Element.

Responsible Party: Town Council, Planning Department

- The Town will support the preservation of agricultural lands as outlined in the Natural Resources Element.

Responsible Party: Town Council, Planning Board, Planning Department, Conservation Commission

Goal 7

To protect the aesthetic, environmental, and cultural values of the Town.

Policy 7.1 - The Town supports the designation of scenic highways in the Town.

Policy 7.2 - The Town supports the protection of cultural resources within the Town, including historic buildings and cemeteries, structures, landscape features, and archaeological sites from any adverse impacts of development.

Policy 7.3 - The Town will insist on the highest design standards in new development and in major reconstruction projects, to include architectural design, landscape design and site planning, signage, retention of historical features, preservation of natural features and scenic vistas, public streets and highways and in public art.

Policy 7.4 - The Town will protect the groundwater resources of its sole source aquifers by limiting intensive development in such areas and, where necessary, by extending public water and sewer service.

Implementation

- The Town shall revise the Zoning Ordinance to reflect the recent State enabling legislation expanding the powers available to historic district commissions.

Responsible Party: Town Council, Planning Department, Historic District Commission

- The Town will prepare and adopt a landscaping manual that includes standards for the type of landscaping required in Town Ordinances.

Responsible Party: Planning Department

- The Town shall consider developing ordinances to protect scenic land, historic features, (including field patterns, coastlines, stonewalls, cemeteries), and to control signage. Responsible Party: Planning Department, Planning Board, Conservation Commission

- The Town will amend existing Zoning regulations to control commercial development along roads and highways, requiring greater frontages and setbacks, regulating signs, consolidating intersections and driveways, and requiring off-street parking with landscaping and buffer requirements.

Responsible Party: Town Council, Planning Department, Planning Board

- The Town shall pursue easements to protect open land, including agricultural land and areas along the shoreline, that contribute to the historic context of the Town.

Responsible Party: Town Manager's Office, Planning Department

- The Town shall investigate zoning measure to allow for the adaptive reuse and mixed-use of industrial and commercial buildings.

Responsible Party: Town Council, Planning Board, Planning Department, Historic District Commission

- The Town will encourage the extension of public water and sewer service to the West Kingston industrial area with appropriate zoning controls to limit permitted uses to clean industries only and to limit expansion of new residential growth in the nearby areas.

Goal 8

To encourage the use of alternate forms of transportation, reduce automotive traffic, and link open space with a system of greenways.

Policy 8.1 - The Town discourages the construction of new and/or upgrading of existing State highways which encourage high-speed through traffic in developed areas or which create conditions leading to unplanned growth and land development along these highways which is inconsistent with the Comprehensive Plan.

Policy 8.2 - The Town supports the development of bicycle paths, walking and jogging paths, providing sidewalks and walkways along existing roads and in new residential developments, and providing appropriate forms of public transportation.

Policy 8.3 - The Town will work to protect its sensitive lands and to link open space areas with a system of footpaths and/or bicycle paths.

Implementation

- The Town will work with the Rhode Island Department of Transportation in planning for the upgrading of major State roads so as to protect existing neighborhoods and discourage unplanned roadside development along roads scheduled for construction or major reconstruction. Current projects include the Relocation of Rte. 138, the URI Connector, and the reconstruction of Rte. 4/U.S. Rte, 1, Ministerial Road, Main Street, and Succotash Road.

- The Town shall implement the actions delineated in the Recreation and Open Space Element and the Circulation Element with regard to greenways systems and bicycle/footpaths.

Responsible Party: Town Council, Planning Department

- The Town shall revise its Subdivision Regulations to:

1. establish a policy of encouraging the linkage of dedicated open space lands in subdivisions in order to advance the proposed greenway system as well as the linear system of walkways/trails;
2. require that proposed land dedication in subdivisions should be accompanied by a development plan showing the intended use for active or passive recreation;
3. periodically update the fees allowed in lieu of private land dedication;
4. periodically update the formula used to calculate impact fees paid by subdividers, for recreation purposes;
5. allow for advisory input on the nature of the land dedication from various Town boards and commissions (i.e. Recreation and Conservation); and,
6. require deed restrictions to ensure that open space land is restricted in its use for open space, recreation and/or conservation purposes only.

Responsible Party: Planning Department, Planning Board

Goal 9

To encourage the involvement of all Town citizens in the comprehensive planning process.

Policy 9.1 - The Town will strive to give citizens the opportunity to have a meaningful impact on the development of plans and programs, with participation broad enough to include people who lack formal organization or influence.

Policy 9.2 - The Town will strive to expand choice and opportunity for all persons, recognizing a special responsibility to plan for the needs of all minority and/or disadvantaged groups or persons.

Implementation

- The Town will hold a series of public hearings and work sessions to solicit input from the public for major actions proposed to implement the recommendations of this Plan.

Responsible Party: Planning Department

- The Town will implement formal guidelines to select citizens to serve on Town boards and commissions.

Responsible Party: Town Council, Town Manager's Office, Town Clerk

- The Town actively will seek input to Town agencies, boards and commissions, as well as public and private organizations who may be directly or indirectly affected by the policies or implementation actions of the Plan.

Responsible Party: Town Council, Planning Department

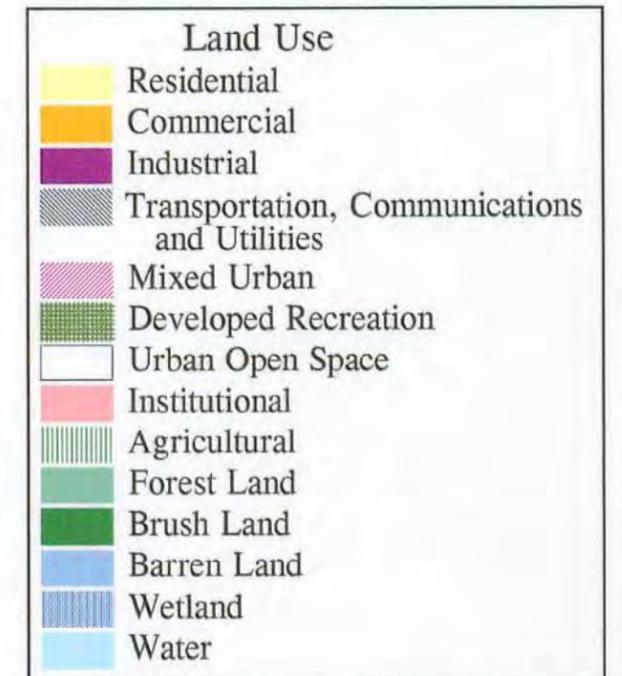
- The Town Council will appoint citizens to the Planning Board who represent diverse opinions reflecting the community as a whole.

Responsible Party: Town Council

COMPREHENSIVE PLAN
 PREPARED FOR THE
 TOWN OF SOUTH KINGSTOWN, RI

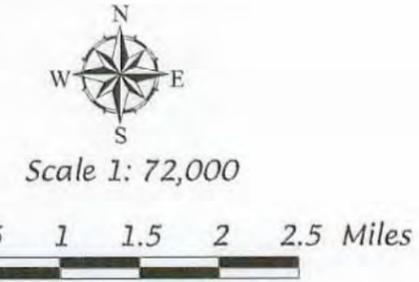
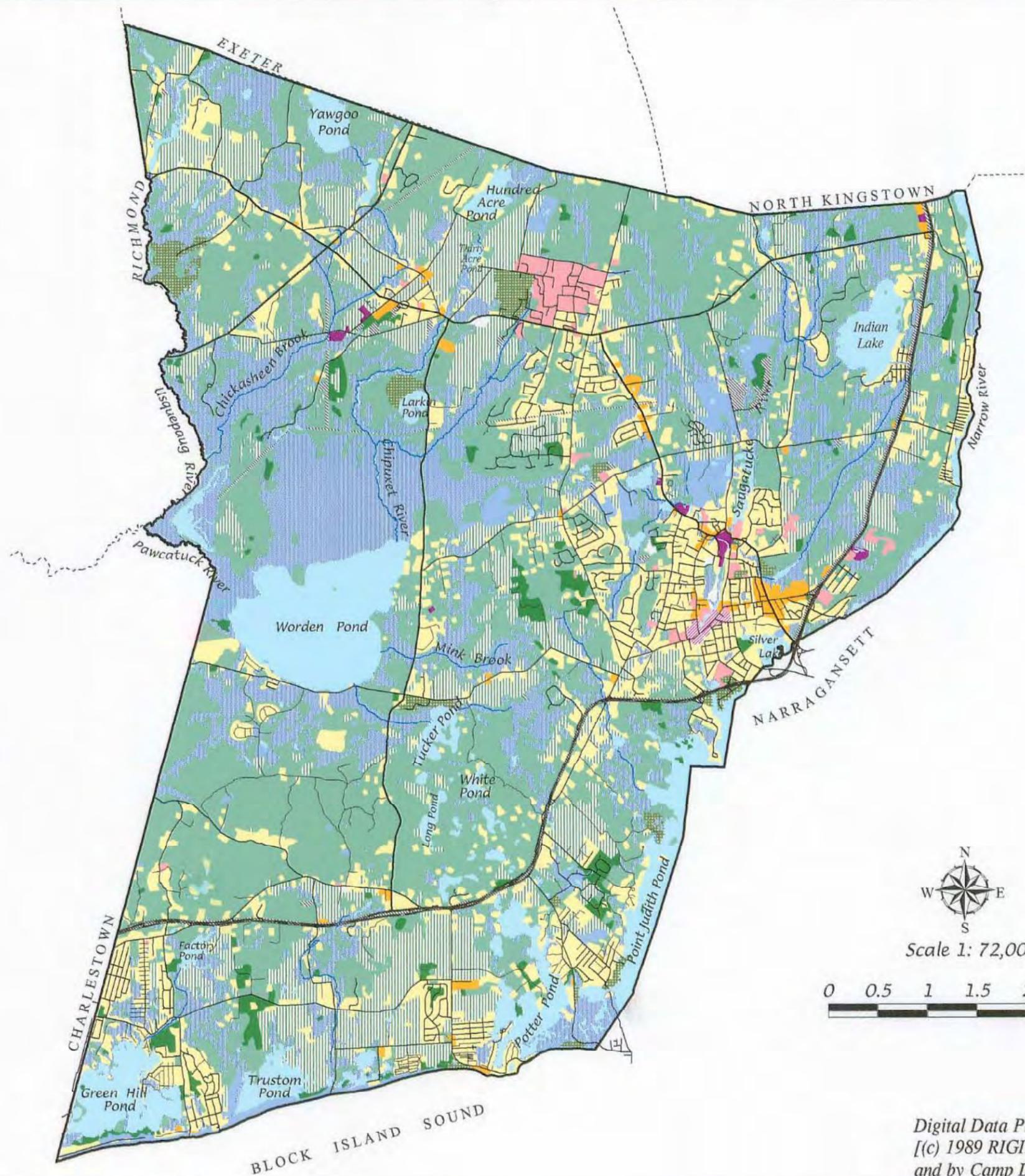
SOUTH KINGSTOWN, RI
LAND USE
1990

LEGEND



Land Use Groupings Contain the Following Categories

- RESIDENTIAL**
 High Density (> 8 dwellings)
 Medium High Density (4 - 7.9 dwellings)
 Medium Density (1 - 3.9 dwellings)
 Medium Low Density (0.5 - 0.9 dwellings)
 Low Density (< 0.5 dwellings)
- TRANSPORTATION, COMMUNICATIONS and UTILITIES**
 Roads, Airports, Railroads, Water and Sewage Treatment Facilities, Waste Disposal Areas, Power Lines, Others
- AGRICULTURAL LAND**
 Pasture, Cropland, Orchards, Groves, Nurseries, Confined Feeding Operations, Idle Agriculture
- FOREST LAND:**
 Deciduous Forest, Evergreen Forest, Mixed-Deciduous, Mixed-Evergreen
- BARREN LAND:**
 Beaches, Sandy Areas other than beaches, Rock Outcrops, Strip mines, Quarries and Gravel Pits, Transitional Areas, Mixed Barren



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 and by Camp Dresser & McKee Inc.

Louis Berger & Associates, Inc
 Date: 1991, Updated 2001 CPB

Map
2.1

COMPREHENSIVE PLAN
 PREPARED FOR THE
 TOWN OF SOUTH KINGSTOWN, RI.

VACANT DEVELOPABLE
 LAND

LEGEND

-  Vacant Land Without Severe Septic Limitations
-  Vacant Unsewered Land with Severe Septic Limitations for Development

 Zoning Districts

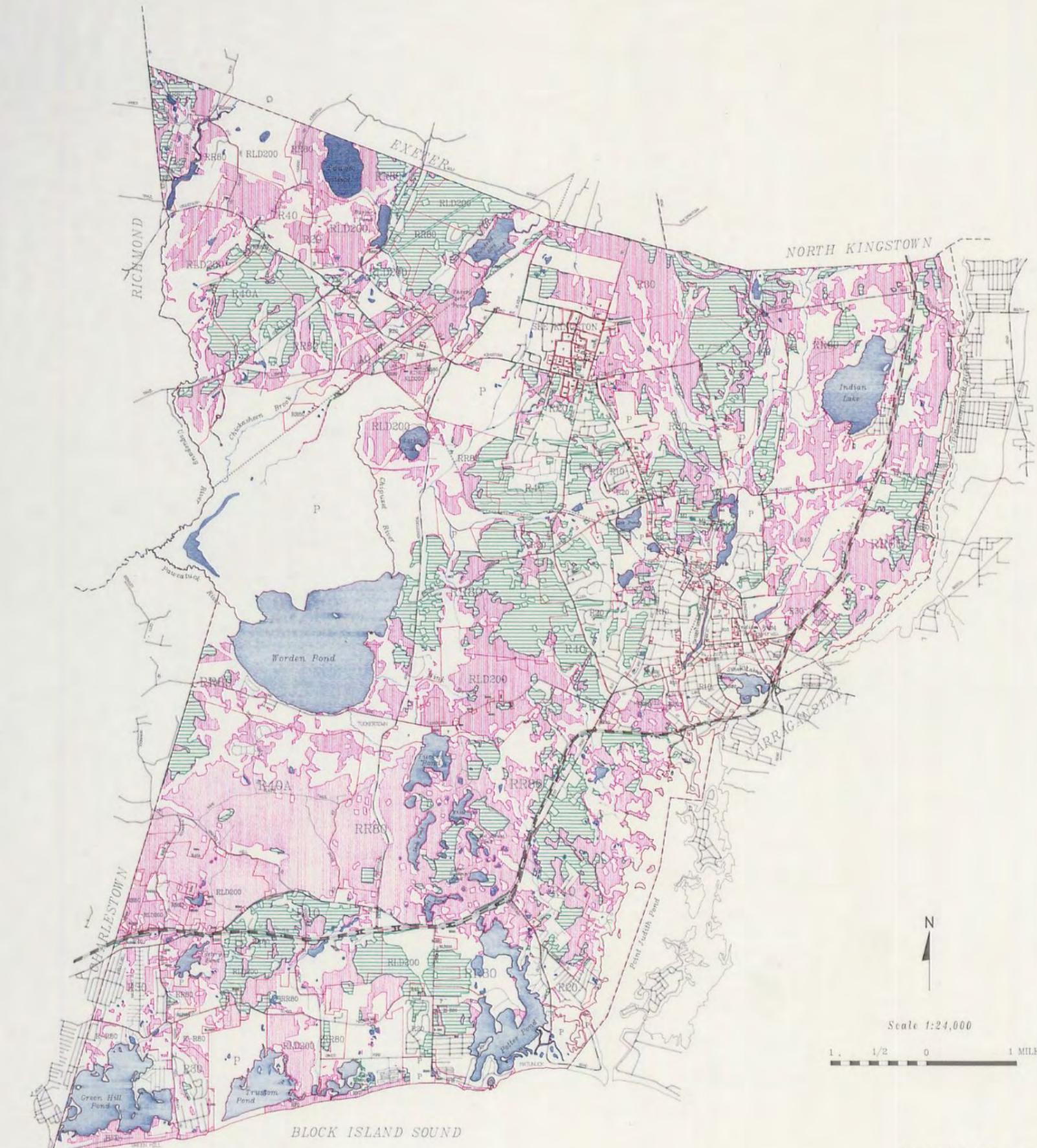
 Municipal Border

ROADS

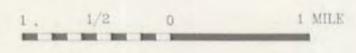
-  Federal Highway
-  State Owned & Maintained
-  Town Owned & Maintained
-  Privately Owned
-  Railroad

SURFACE WATER

-  Streams
-  Ponds and Lakes



Scale 1:24,000



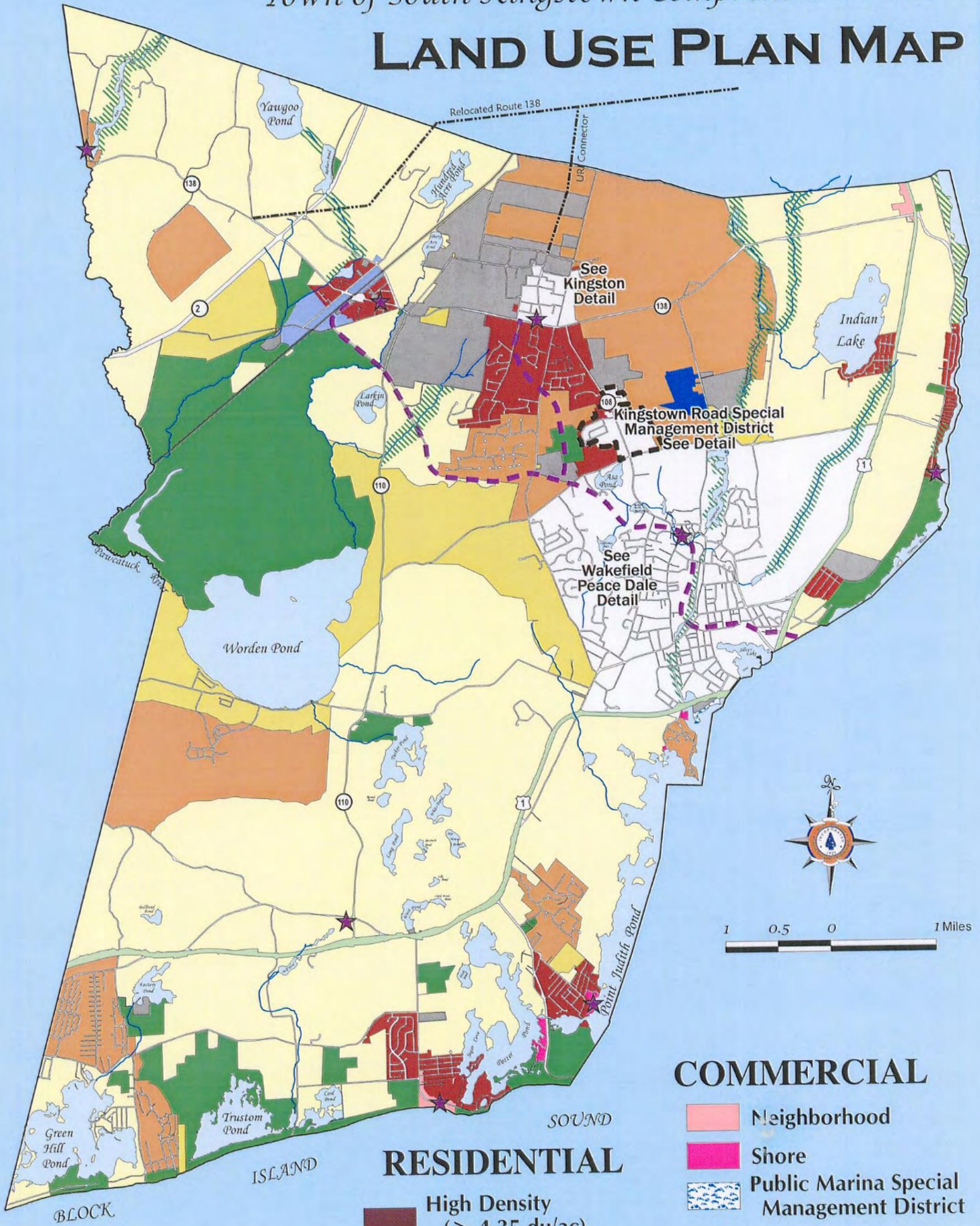
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Louis Berger & Associates, Inc.
 Date: 1991

Map
2.2

Town of South Kingstown Comprehensive Plan

LAND USE PLAN MAP



1 0.5 0 1 Miles

SPECIAL AREAS

- Government / Institutional
- Open Space
- Scenic Highways
- Greenways

Neighborhood Centers / Village Districts

Bike Paths

RESIDENTIAL

- High Density (> 4.35 du/ac)
- Medium High Density (2.0 - 4.35 du/ac)
- Medium Density (1.09 - 1.99 du/ac)
- Low Density (0.55 - 1.08 du/ac)
- Very Low Density (< 0.55 du/ac)

COMMERCIAL

- Neighborhood
- Shore
- Public Marina Special Management District

INDUSTRIAL

- Industrial - 1
- Industrial - 2

For revised Land Use Element II
 Land Use Plan Map 2.3
 Adopted: 2/24/99
 As Amended: 7/24/00 3/27/06
 4/28/08 6/23/08
 12/8/08



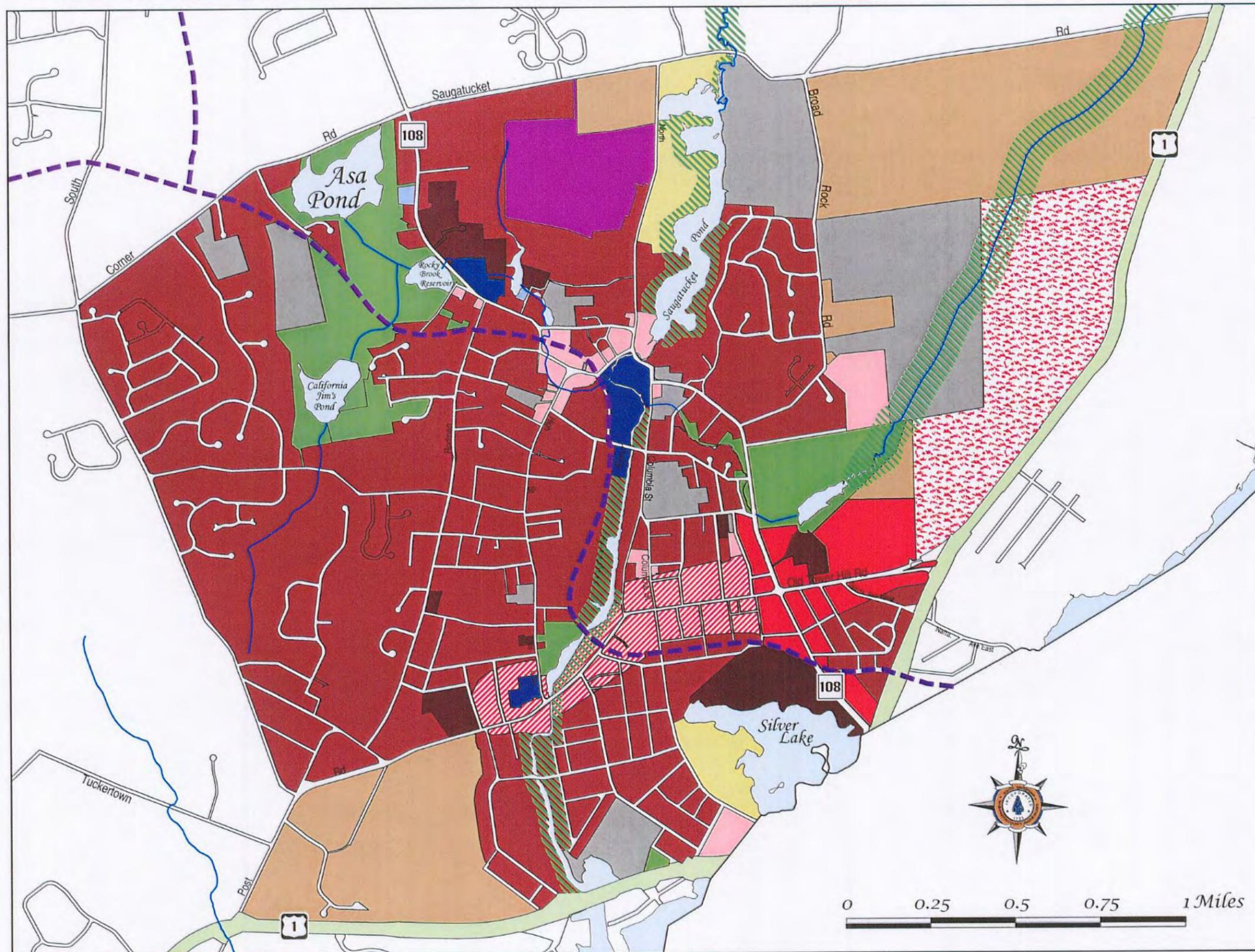
Geographic Information System

Map 2.3

PL09-04 cpb 1/09

Town of South Kingstown Comprehensive Plan

LAND USE PLAN MAP, WAKEFIELD / PEACE DALE DETAIL



- RESIDENTIAL**
- High Density (> 4.35 du/ac)
 - Medium High Density (2.0 - 4.35 du/ac)
 - Medium Density (1.09 - 1.99 du/ac)
 - Low Density (0.55 - 1.08 du/ac)
- COMMERCIAL**
- Highway
 - Neighborhood
 - Route 1 Special Management District
 - Downtown
- INDUSTRIAL**
- Industrial - 1
 - Industrial - 3
 - Industrial - 4
- SPECIAL AREAS**
- Government / Institutional
 - Open Space
 - Greenways
 - Scenic Highways
 - Bike Paths

For revised Land Use Element II Adopted 2/24/99
 Source of Data: South Kingstown Planning Department

Map 2.4



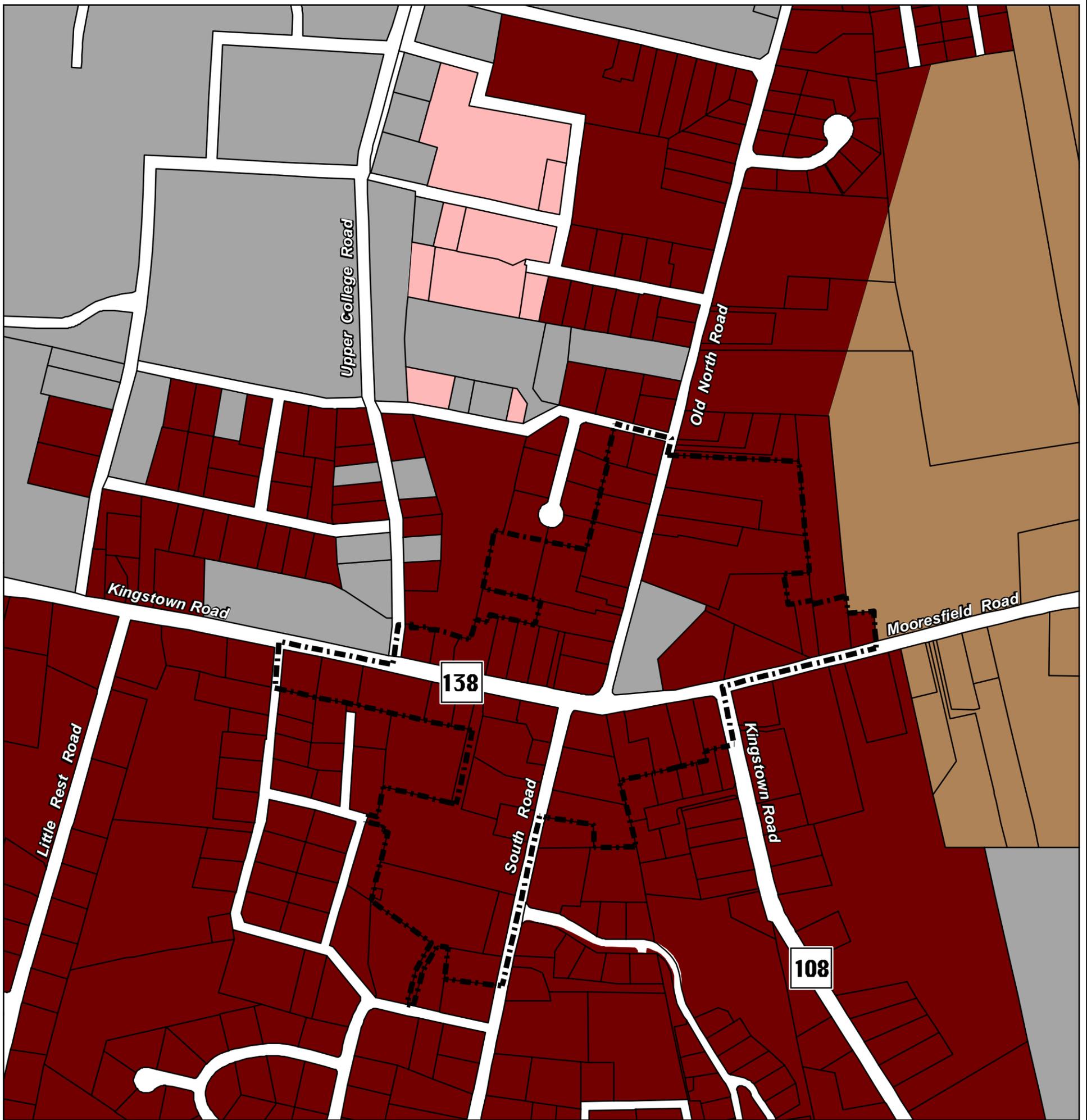
Geographic Information System

PL08-48 cpb 7/08

Town of South Kingstown Comprehensive Plan

LAND USE PLAN MAP

KINGSTON DETAIL



RESIDENTIAL

- Medium High Density (2.0 - 4.35 du/ac)
- Medium Density (1.09 - 1.99 du/ac)

COMMERCIAL

- Neighborhood

Government / Institutional

Kingston Historic District



0 250 500 750 1,000 Feet

Scale 1 : 4,800
One inch = 400 feet



Geographic Information System

For revised Land Use Element II
Adopted 2/24/99
Source of Data: South Kingstown Planning Department

Map 2.5

PL08-50 cpb 7/08

Town of South Kingstown Comprehensive Plan

LAND USE PLAN MAP

KINGSTOWN ROAD DETAIL



RESIDENTIAL

-  High Density (> 4.35 du/ac)
-  Medium High Density (2.0 - 4.35 du/ac)
-  Medium Density (1.09 - 1.99 du/ac)

COMMERCIAL

-  Highway
-  Neighborhood
-  Mixed Use

INDUSTRIAL

-  Industrial - 2
-  Industrial - 3

SPECIAL AREAS

-  Government / Institutional
-  Open Space



Kingstown Road Special Management District



0 500 1,000 1,500 Feet

Scale 1 : 6,000
One inch = 500 feet

For revised Land Use Element II
Adopted 2/24/99
As Amended: 4/08/02



Geographic Information System
PL08-49 cpb 7/08

Map 2.6