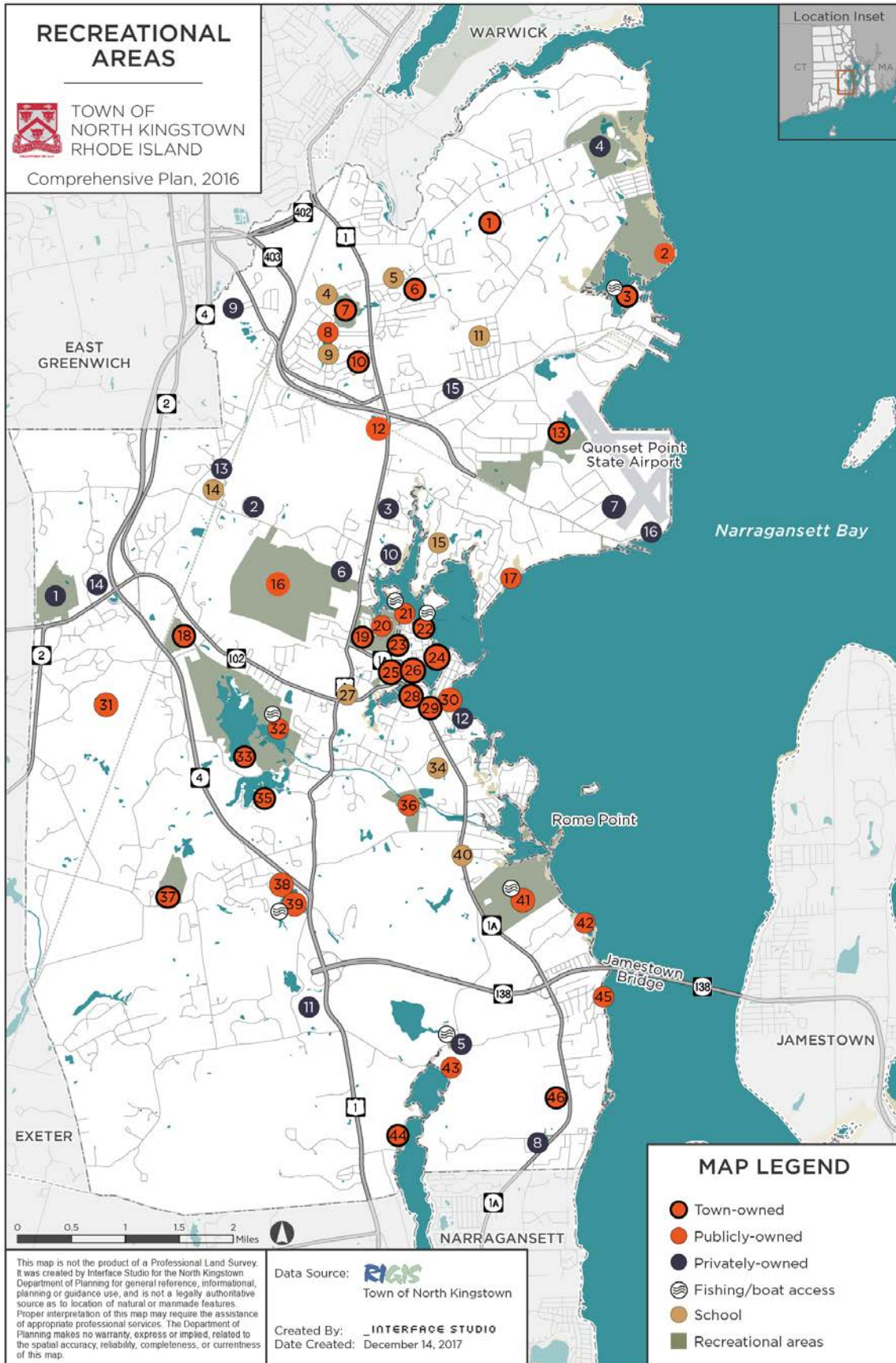


This map illustrates the distance to parks and open spaces, and shows the relationship of areas with high population density and nearby parks.

Figure 51. Park access map



This map shows recreation areas by ownership.

Figure 52. Recreational areas map

PUBLIC RECREATIONAL AREAS and SCHOOLS

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

PRIVATE RECREATIONAL AREAS

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



ACCOMPLISHMENTS

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

CONSERVATION

- 269 acres of protected open space

RECREATION

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

PLANS/STUDIES

- Master Plan for Town Beach

KEY PUBLIC INPUT

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

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

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

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

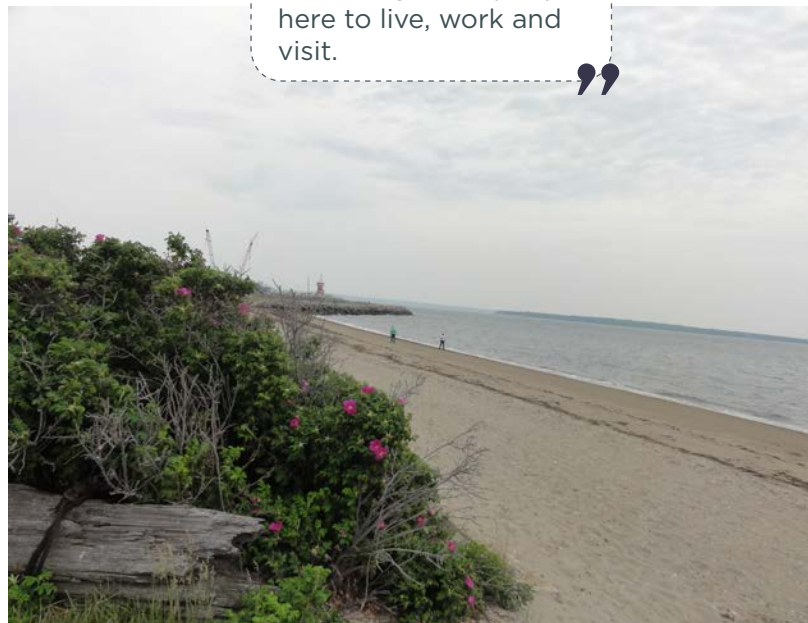
- town character was ranked #1,
- the Narragansett Bay was ranked #3,
- the physical environment and natural resources was ranked #6.

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

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

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

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



GOALS, POLICIES AND ACTIONS

GOAL 1:

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

POLICIES AND ACTIONS:

4.1 Protect water quality of groundwater and surface water bodies.

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

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

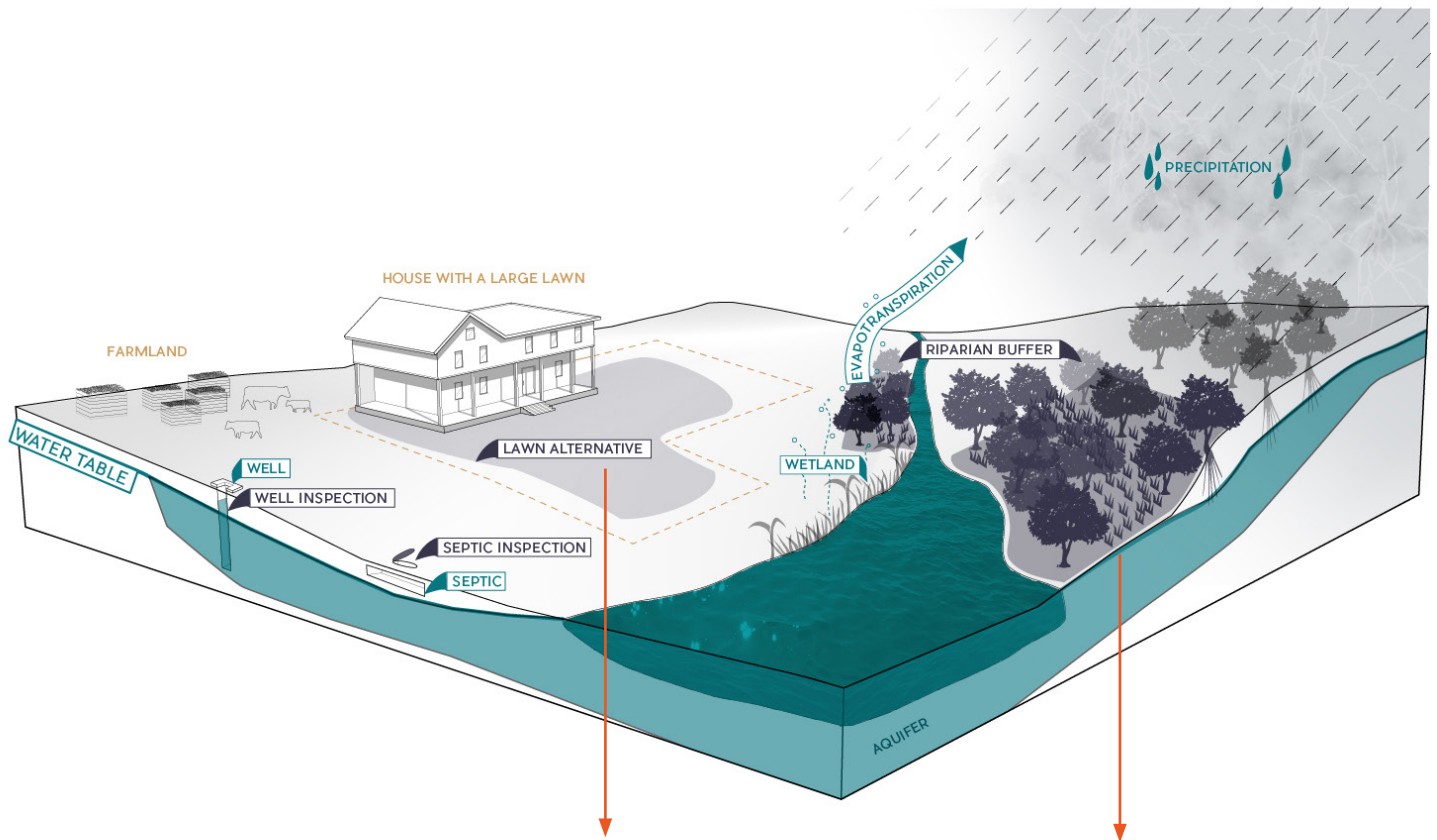


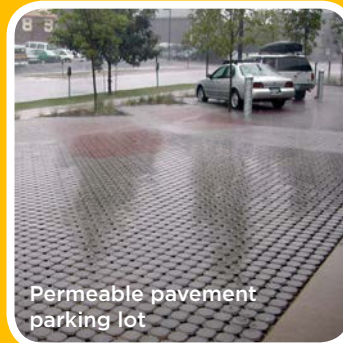
Figure 53. Diagram illustrating measures to protect water quality

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

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

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
		o Work with Rhode Island Department of Transportation to ensure robust stormwater management on state roads in compliance with State stormwater regulations and Total Maximum Daily Load.	Department of Public Works	3 to 5 years	RIDOT, staff time
		o Implement drainage study for local and collector roads and develop drainage improvement program.	Department of Public Works	5 to 7 years	RIDOT, RIDEM, staff time
		o Commit to meeting all requirements of Town's MS4 permit, anticipating tighter requirements for stormwater remediation during the lifespan of this plan.	Department of Public Works	Ongoing	RIDEM, staff time
★	4.1.d	Revise the groundwater ordinance.	Groundwater Committee	1 to 3 years	Staff time, Groundwater Committee
★	4.1.e	Work with RIDEM on wellhead mapping.	Groundwater Committee	1 to 3 years	Staff time, Groundwater Committee

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



WHAT IS GREEN INFRASTRUCTURE?

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

4.2 Preserve biodiversity and ecosystem services.

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

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

WHAT IS A POLLINATOR HABITAT?



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

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



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

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

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

GOAL 2:

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

POLICIES AND ACTIONS:

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

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

4.5 Encourage energy efficiency and alternative energy solutions.

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

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

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

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

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

EXAMPLES OF WATER CONSERVATION

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



Greywater irrigation at golf course in Jamestown, RI



Rainwater harvesting using a rain barrel

GOAL 3:

INCREASE PUBLIC AWARENESS OF CONSERVATION AND SUSTAINABILITY

POLICIES AND ACTIONS:

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

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

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

INTERPRETIVE SIGNAGE



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



Interpretive signage describing DC water system

GOAL 4:

PROVIDE HIGH QUALITY RECREATION FACILITIES AND OPPORTUNITIES FOR ALL RESIDENTS

POLICIES AND ACTIONS:

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

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

GOAL 5:

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

POLICIES AND ACTIONS:

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

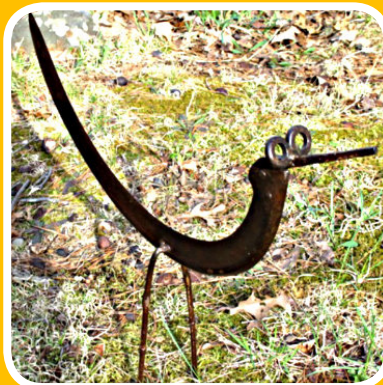
PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
★	4.9.a	Provide open space trails and viewing platforms on public land where possible, and negotiate public access to private dedicated open space in adjacent developments to form a continuous and publicly-accessible greenspace network.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

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

ACCESSIBLE OPEN SPACE NETWORK AND WATERFRONT



Trail



Programming - ArtVenture



Flood resistant waterfront walkway and park

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

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



Programming - beach concerts



Boat launch



Signage



Casey Farm

Photo: www.historicnewengland.org

A HISTORIC TOWN

A plan for HISTORIC and CULTURAL RESOURCES

ELEMENT
5

VISION

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

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

GOALS

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

OVERVIEW OF KEY ISSUES

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

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

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

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

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

National Register Historic Districts¹

CAMP ENDICOTT HISTORIC DISTRICT

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

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

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

CROWFIELD HISTORIC DISTRICT

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

DAVISVILLE HISTORIC DISTRICT

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

HAMILTON MILL VILLAGE HISTORIC DISTRICT

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

LAFAYETTE VILLAGE HISTORIC DISTRICT

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

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

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



Main Street, looking east,
Wickford, R. I.

Source: North Kingstown Free Library

SAUNDERSTOWN HISTORIC DISTRICT

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

SCRABBLETOWN HISTORIC AND ARCHAEOLOGICAL DISTRICT

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

SHADY LEA HISTORIC DISTRICT

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

WICKFORD HISTORIC DISTRICT

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

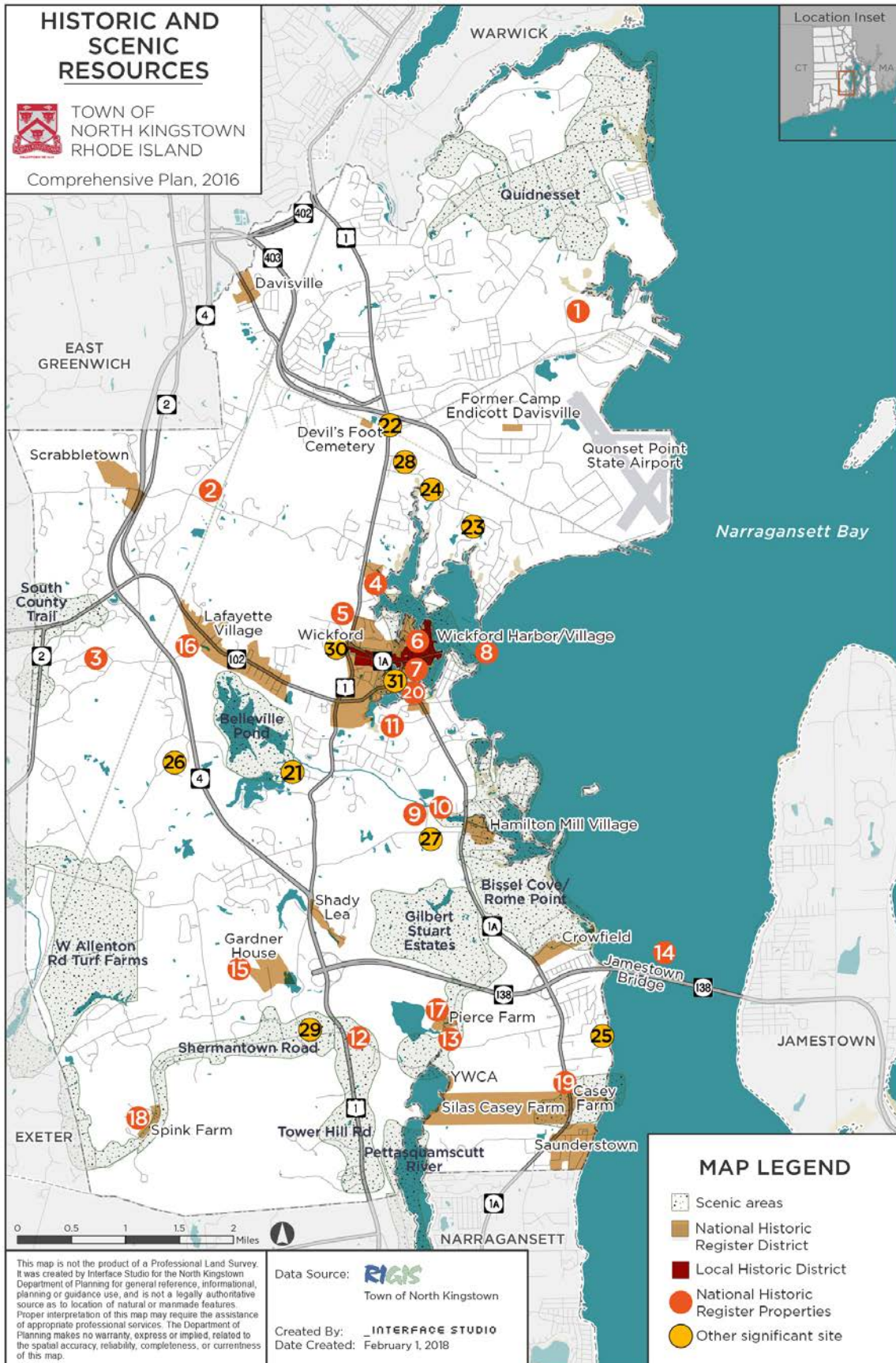


Figure 54. Historic and scenic resources map

This map illustrates national and local historic resources, including districts and sites. Other historically significant sites that are not on the National Register are also included.

National Historic Register Properties

1. ALLEN-MADISON HOUSE

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

2. OLD BAPTIST MEETING HOUSE

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

3. RATHBUN HOUSE

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

4. SMITH'S CASTLE

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

5. PALMER-NORTHRUP HOUSE

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

6. OLD NARRAGANSETT CHURCH & CEMETERY

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

7. SAINT PAUL'S CHURCH

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

8. POPLAR POINT LIGHTHOUSE

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

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

9. NORTHRUP HOUSE > STEPHEN NORTHRUP HOUSE

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

10. SANFORD HOUSE

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

11. DAVIS S. BAKER HOUSE

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

12. GEORGE DOUGLAS HOUSE

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

13. GILBERT STUART BIRTHPLACE

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

14. PLUM BEACH LIGHTHOUSE

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

15. EZEKIAL GARDNER HOUSE

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



Source: North Kingstown Free Library

16. BENONI ROSE HOUSE

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

17. PIERCE FARM

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

18. SPINK FARM

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

19. CASEY FARM

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

20. TOWN HALL

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

OTHER SIGNIFICANT PROPERTIES/SITES - NOT ON NATIONAL REGISTER²

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

NOTABLE ARCHEOLOGICAL SITES

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

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

ACCOMPLISHMENTS

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

- a. Preserved Joseph Reynolds-Abigail Updike house at 173 Boston Neck Road
- b. Cold Spring House relocation and restoration
- c. Historic Hazard Farm house and barn purchased and will be rehabilitated on Boston Neck Road
- d. Compact Village Development ordinance
- e. Transfer of Development Rights and Identification of Village Centers report (mill village preservation and redevelopment)
- f. Old Town House relocation and rehabilitation project
- g. Educational marker project in Wickford to highlight historical assets in the village through signage
- h. Narragansett Rune stone preservation, creation of interpretive signage and viewing station created near Old Library Park
- i. Smith's Castle accomplishments including the completion of the following:
 - Cultural Landscape Report
 - Environmental assessment of the site including the delineation of wetlands, a review of invasive species eradication options, and an inventory of wildlife and plants on site;
 - Preparation of a Master Plan for Smith's Castle which includes improvements to the entrance at Post Road, circulation and parking, sustainable stormwater management, signage and lighting;
 - Trail clearing following path of 19th c. farm road, stabilizing 18th century stone foundation on the site, and refurbishing the freshwater spring site described in 1659 deed;
 - Moisture Abatement Project to stabilize foundation of Castle building, which included installation of humidity controls and re-grading of exterior to improve drainage;
 - Work is in progress on the Smith's Castle Exterior Preservation Project, which focuses on exterior painting and carpentry, roof replacement, and chimney repair. Refurbished the award-winning colonial revival garden.
- j. Little Red School House upgrades and reuse as the North Kingstown Food Pantry
- k. Preservation of the historic Delvecchio Farm located on Potter Road in the Quidnessett area of town
- l. "Our Town" series on local PBS
- m. Wickford Charette
- n. Wickford Road reconstruction

KEY PUBLIC INPUT

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

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

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

GOALS, POLICIES AND ACTIONS

GOAL 1:

PROTECT AND PROMOTE THE TOWN'S HISTORIC ASSETS

POLICIES AND ACTIONS:

5.1 Protect historic and archaeological resources.

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

RIHPHC=Rhode Island Historic Preservation and Heritage Commission

5.2 Promote awareness and appreciation of historic resources.

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

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

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

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

GOAL 2:

PROMOTE AND FOSTER LOCAL ARTS PROGRAMS

POLICIES AND ACTIONS:

5.3 Support and expand the arts.

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





North Kingstown Free Library

A CIVIC-MINDED TOWN

ELEMENT

6

A plan for COMMUNITY SERVICES, FACILITIES, AND COMMUNICATION

VISION

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

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

GOALS

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

OVERVIEW OF KEY ISSUES

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

Schools

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

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

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

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

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

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

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

TOP SCHOOL DISTRICTS IN RHODE ISLAND

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

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

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

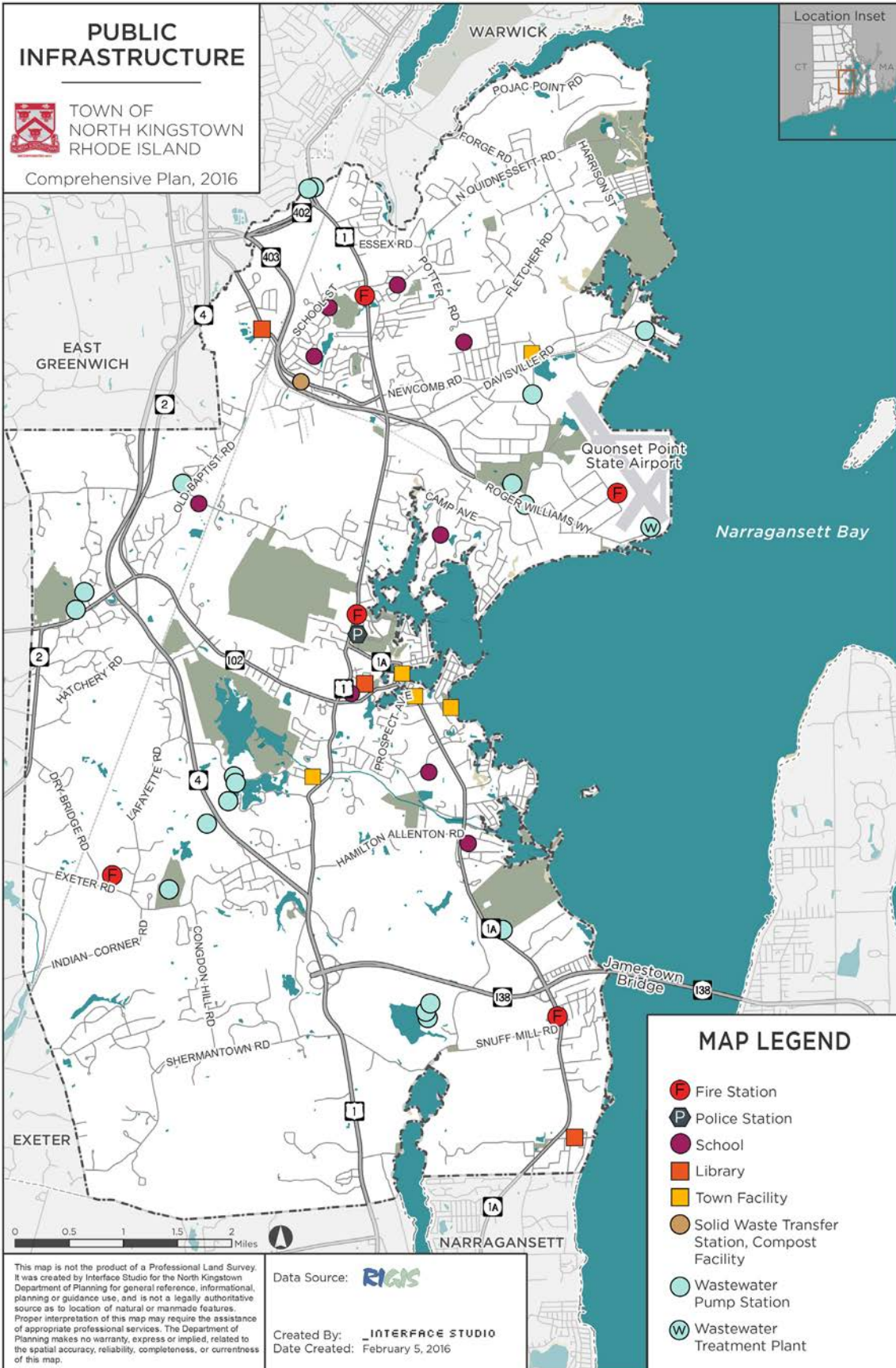


Figure 55. Public infrastructure map

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

Water

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

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

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

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

Water Service Area

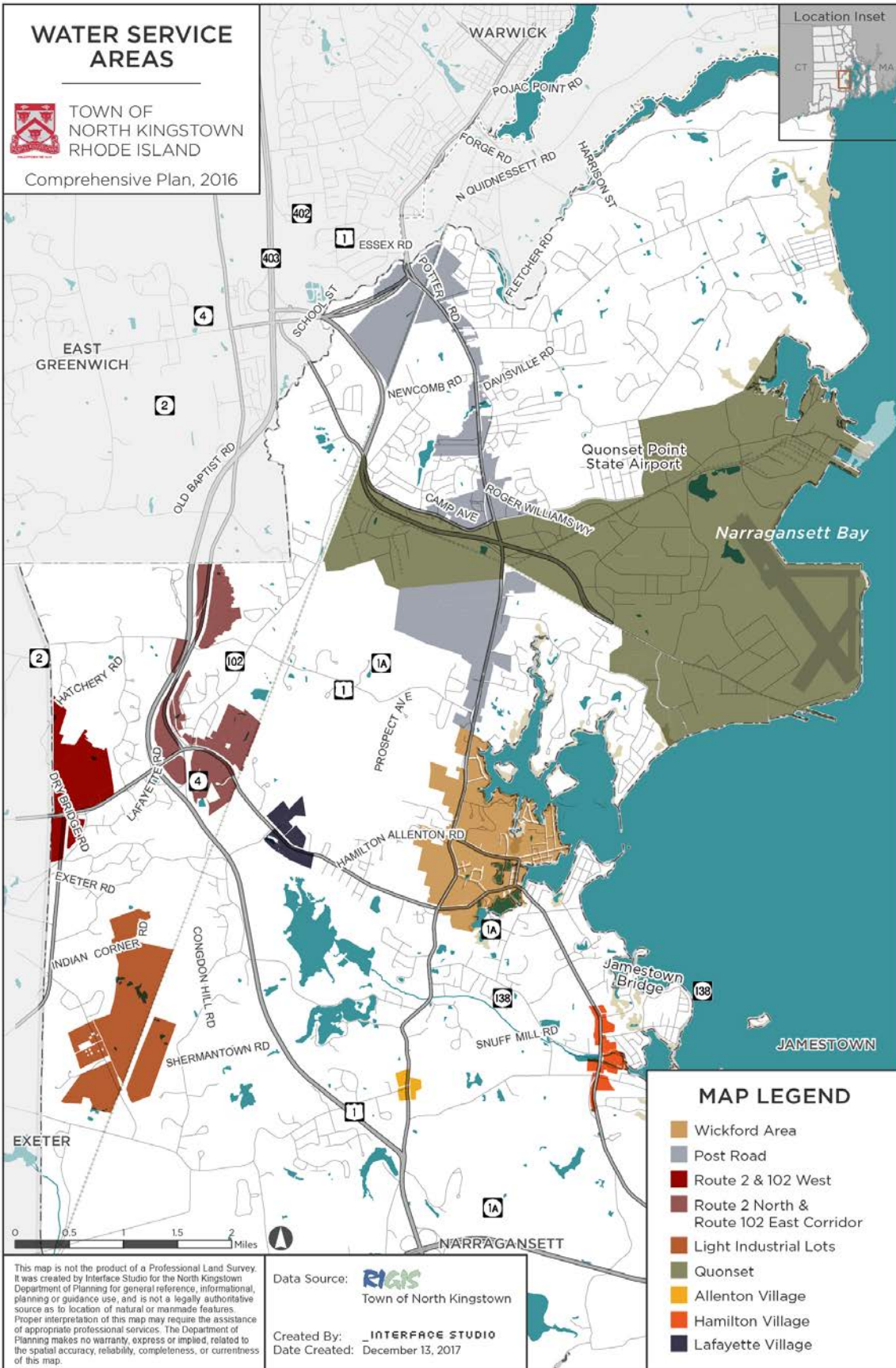
Between 1998-2015, the Town of North Kingstown saw a drastic increase in the need for and use of its potable water resources. The town has been proactive by adopting numerous provisions to reduce the impacts of the overall water demand. The first of these provisions in the late 1990s and early 2000s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

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

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

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

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



This map illustrates the water service areas as amended in 2014.

Figure 56. Water service area map

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

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

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

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

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

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

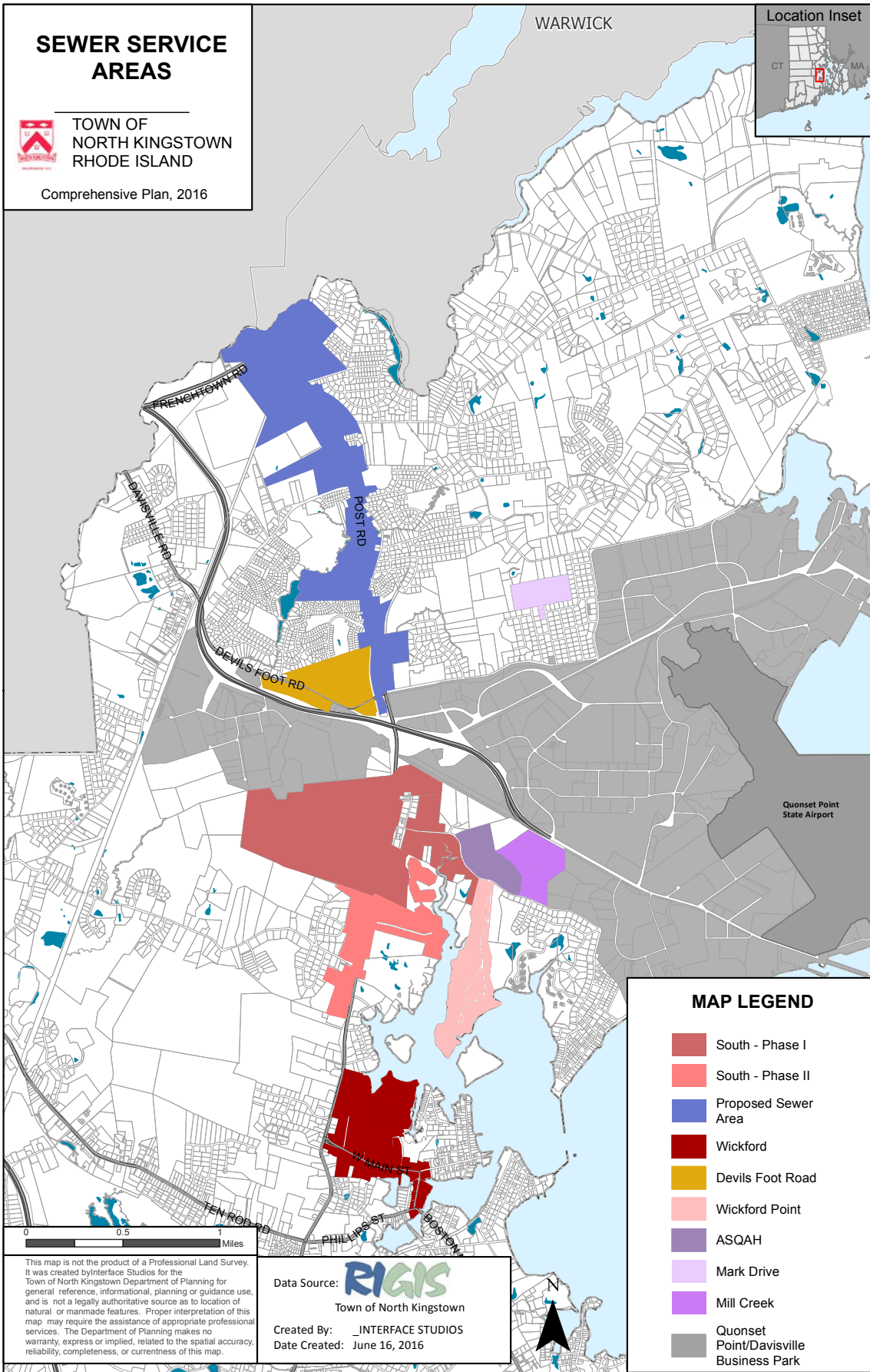
Wastewater

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

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

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

² Horsley Witten Group, 2012.



This map shows existing and proposed sewer service areas.

Figure 57. Sewer service area map

Storm Water

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

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

Solid Waste

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

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

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

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

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

Public Safety

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

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

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

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

Facilities

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

ACCOMPLISHMENTS KEY PUBLIC INPUT

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

REGULATIONS

- Groundwater overlay update

PROGRAMS/FACILITIES

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

INFRASTRUCTURE

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

PLANS/STUDIES

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

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

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

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

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

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

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

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

GOALS, POLICIES AND ACTIONS

GOAL 1:

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

POLICIES AND ACTIONS:

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

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

RIDEM=Rhode Island Department of Environmental Management

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

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

6.3 Continue to maintain and improve wastewater treatment.

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

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

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

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

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

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

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

RIDOH=Rhode Island Dept. of Health

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

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



6.6 Maintain high quality, competitive schools.

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

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

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

GOAL 2:

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

POLICIES AND ACTIONS:

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

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

GOAL 3:

SHARE INFORMATION EFFECTIVELY AND EXPAND THE TOWN'S CIVIC ENGAGEMENT

POLICIES AND ACTIONS:

6.9 Improve town-wide communication.

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

6.10 Strengthen and expand civic engagement.

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



Photo: Melissa Devine

A RESILIENT TOWN

A plan for NATURAL HAZARDS and CLIMATE ADAPTATION

ELEMENT
7

VISION

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

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

GOALS

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

OVERVIEW OF KEY ISSUES

North Kingstown's 30-miles of coastline along the western edge of Narragansett Bay, coupled with its location 10-15 miles north of the Atlantic Ocean, make it especially exposed and susceptible to coastal hazards, including projected future conditions attributed to a changing climate. Appendix 10 presents the categories of hazards facing Rhode Island cities and towns, with specific storms and events listed to illustrate past occurrences of natural hazards specific to North Kingstown. Conditions resulting from recent natural hazard events in North Kingstown have included:

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

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

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

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

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

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

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

¹ University of Rhode Island Coastal Resources Center/RI Sea Grant College Program. 2015. Adaptation to Natural Hazards and Climate Change in North Kingstown, RI. Narragansett, RI.; ² <http://www.crmc.ri.gov/regulations/RICRMP.pdf>, Section 1.1.10(A)(4) - Formerly Section 145; ³ <https://nca2014.globalchange.gov/>; ⁴ https://tidesandcurrents.noaa.gov/publications/techrpt83_Global_and_Regional_SLR_Scenarios_for_the_US_final.pdf; ⁵ <http://www.corpsclimate.us/ccaceslcurves.cfm>

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

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

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

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



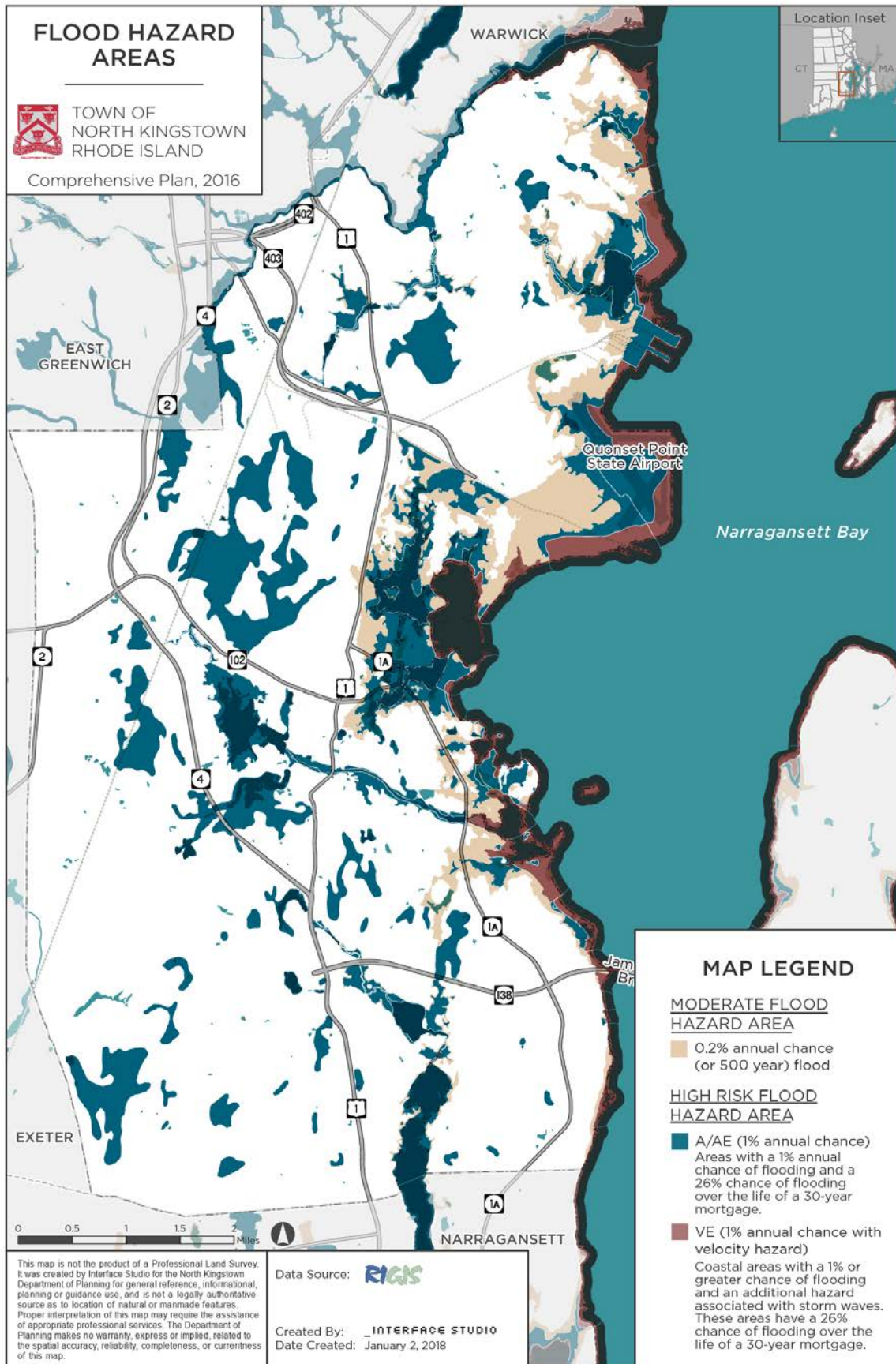
Extreme high tide in Wickford. Photo: Melissa Devine

FLOOD HAZARD AREAS

FIRMs and the CRS program

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

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



This map illustrates flood hazard areas by risk level.

Figure 58. Flood hazard areas map

Hurricane Predictions, the CRMC Shoreline Change SAMP, & STORMTOOLS

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

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

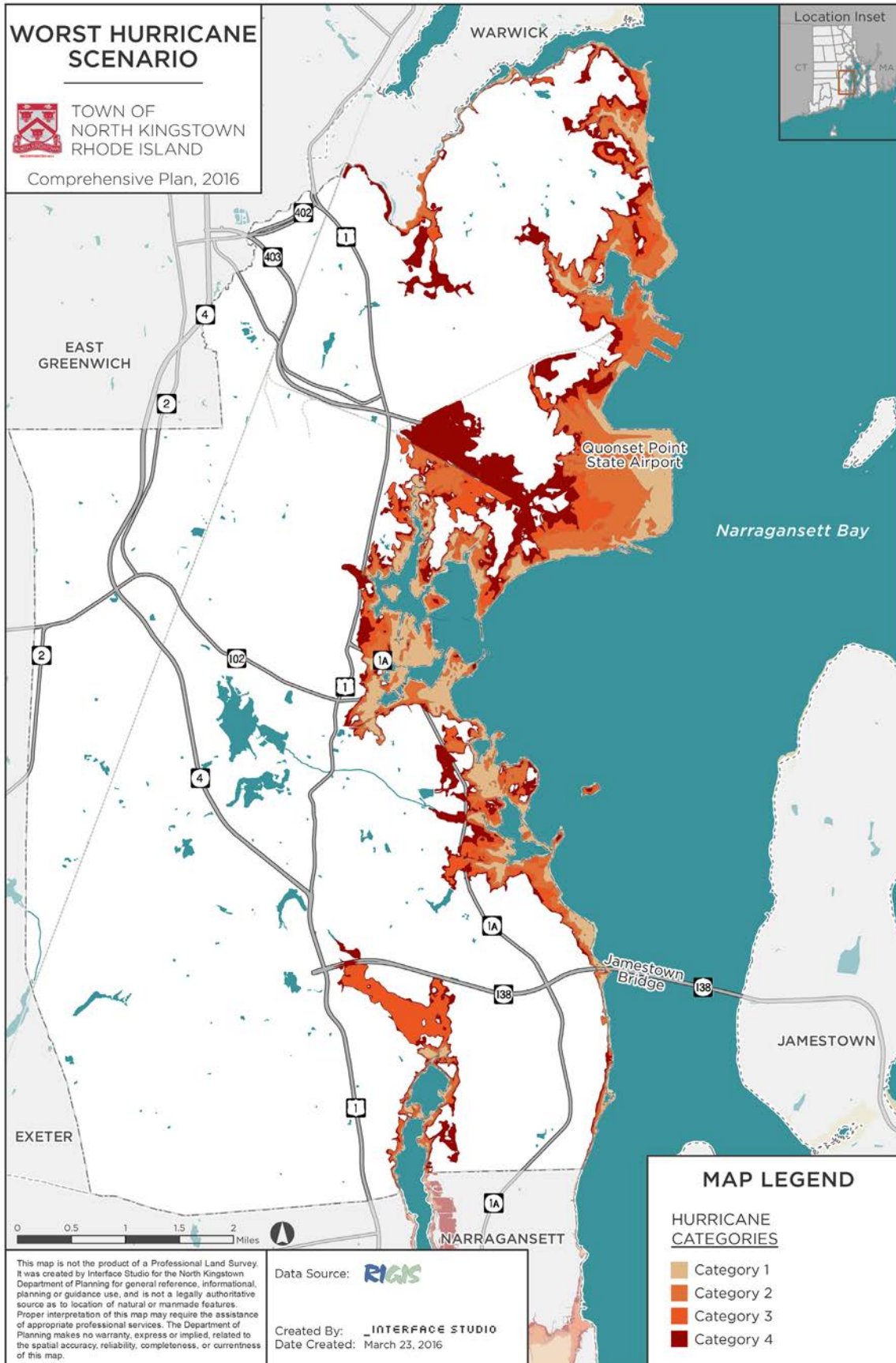
flood scenarios illustrated in STORMTOOLS are considered by RI CRMC to be more accurate in illustrating coastal flood risk than the SLOSH model "Worst Hurricane Scenario" map illustrated in Figure 60.

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

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

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

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



This map shows worse case hurricane surge inundation areas for category 1 through 4 hurricanes. These areas could be expected to be inundated by water in these scenarios. Note: Category 5 is not applicable to North Kingstown.

Figure 59. Worst hurricane scenario map

SEA LEVEL RISE EXPOSURE

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

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

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

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

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

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

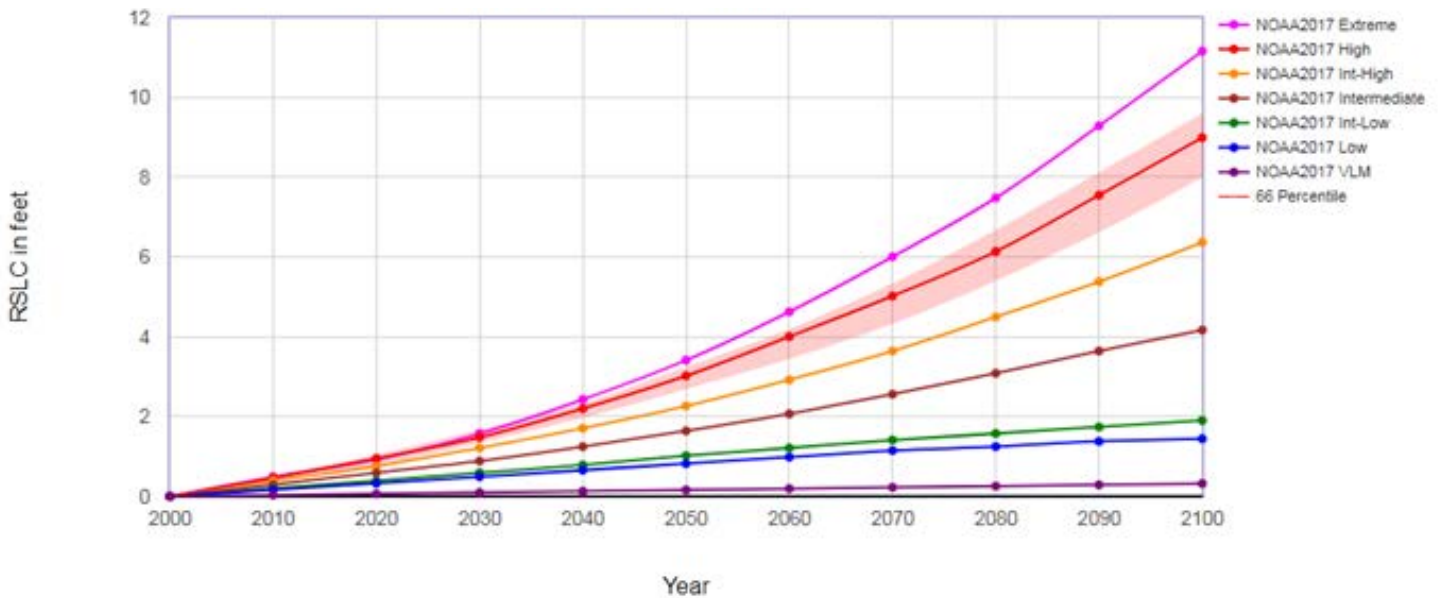


Figure 60. Historic and projected sea level rise
 Source: NOAA 2017 “High Curve” for Newport Tide Gauge. (<http://www.corpsclimate.us/ccaceslcurves.cfm>)

⁸ https://tidesandcurrents.noaa.gov/publications/techrpt83_Global_and_Regional_SLR_Scenarios_for_the_US_final.pdf

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

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

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

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

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

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

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

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

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



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

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

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

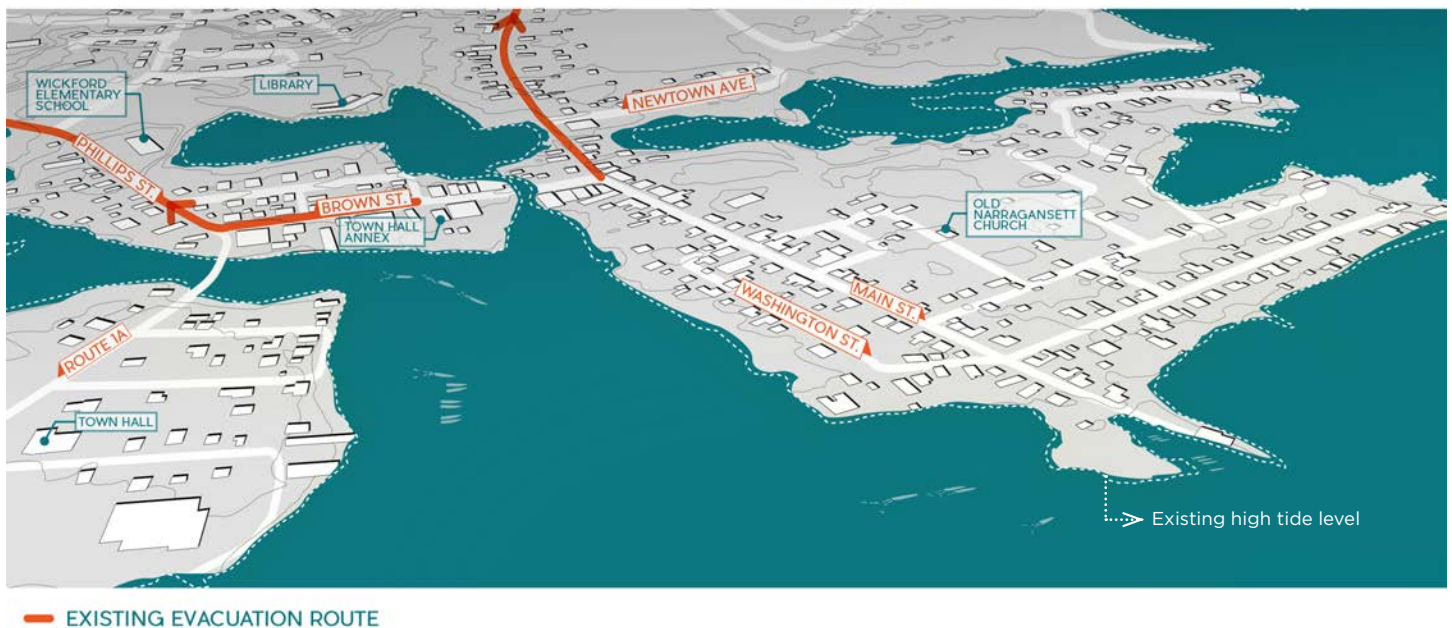


Figure 62. Average daily level of high tide in Wickford with 1-foot sea level rise and exposure in North Kingstown

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



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

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



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

ACCOMPLISHMENTS | KEY PUBLIC INPUT

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

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

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

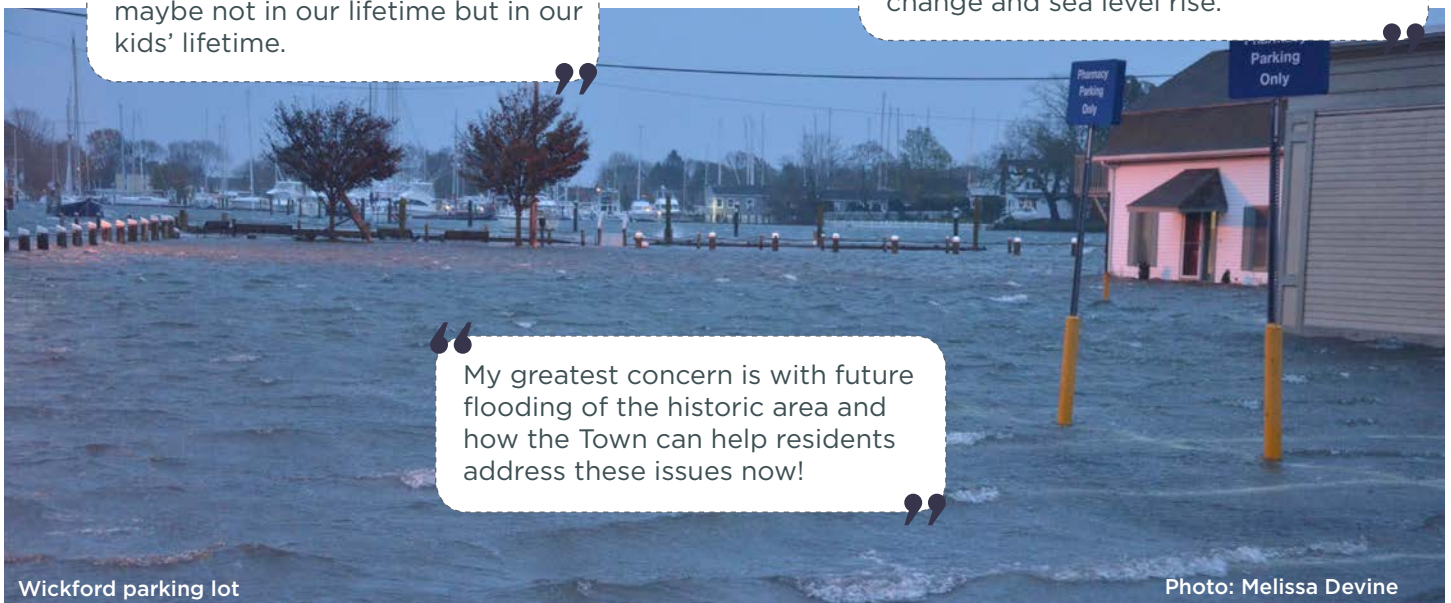
Stronger consensus surrounded the current and future impacts of tidal flooding and storm surge on Wickford Village. Participants of the North Kingstown Green Infrastructure Project charrette proposed utilizing green infrastructure to mitigate hazard risks and facilitate post-recovery planning in Wickford.

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

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

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

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



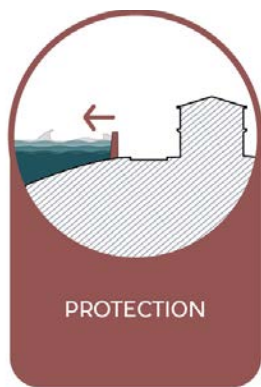
Wickford parking lot

Photo: Melissa Devine

ADAPTATION STRATEGIES

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

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



[HARD PHYSICAL DESIGN]
SEAWALL
MOTORWAY DIKE

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



FLOATING BRIDGE AND HOUSE.

CREATE DUNE SYSTEM.

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

ELEVATE BUILT STRUCTURES ABOVE EXPECTED SEA LEVEL RISE HEIGHT

UPGRADE SEWER AND PUMPING FACILITIES.



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

RELOCATE CRITICAL BUILDINGS TOWARDS AREAS AT HIGH ELEVATION.

RELOCATE CRITICAL INFRASTRUCTURE AWAY FROM SHORELINE.

Figure 65. Flood resilience and adaptation measures

PROTECTION: WHAT ARE “CODE-PLUS” TECHNIQUES?



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

PROTECTION: ELEVATING STRUCTURES

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



GOALS, POLICIES AND ACTIONS

GOAL 1:

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

POLICIES AND ACTIONS:

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

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

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

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

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

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

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

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

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

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

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

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

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



A FORWARD- THINKING TOWN

A plan for LAND USE

ELEMENT
8

VISION

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

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

GOALS

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

OVERVIEW OF KEY ISSUES

Land use and development

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

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

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

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

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

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

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

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

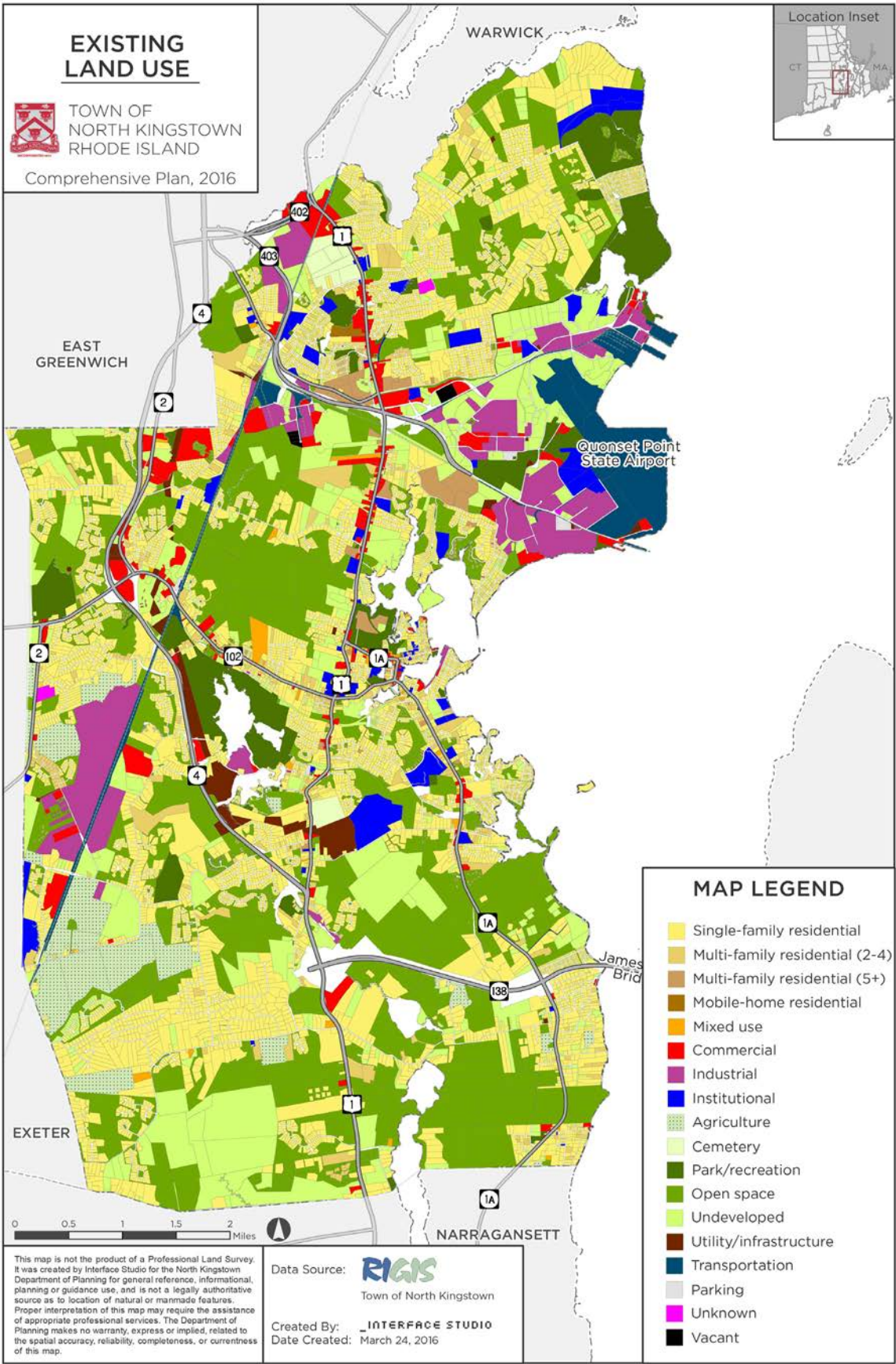


Figure 66. Existing land use map

State of Rhode Island Land Use Planning Initiatives

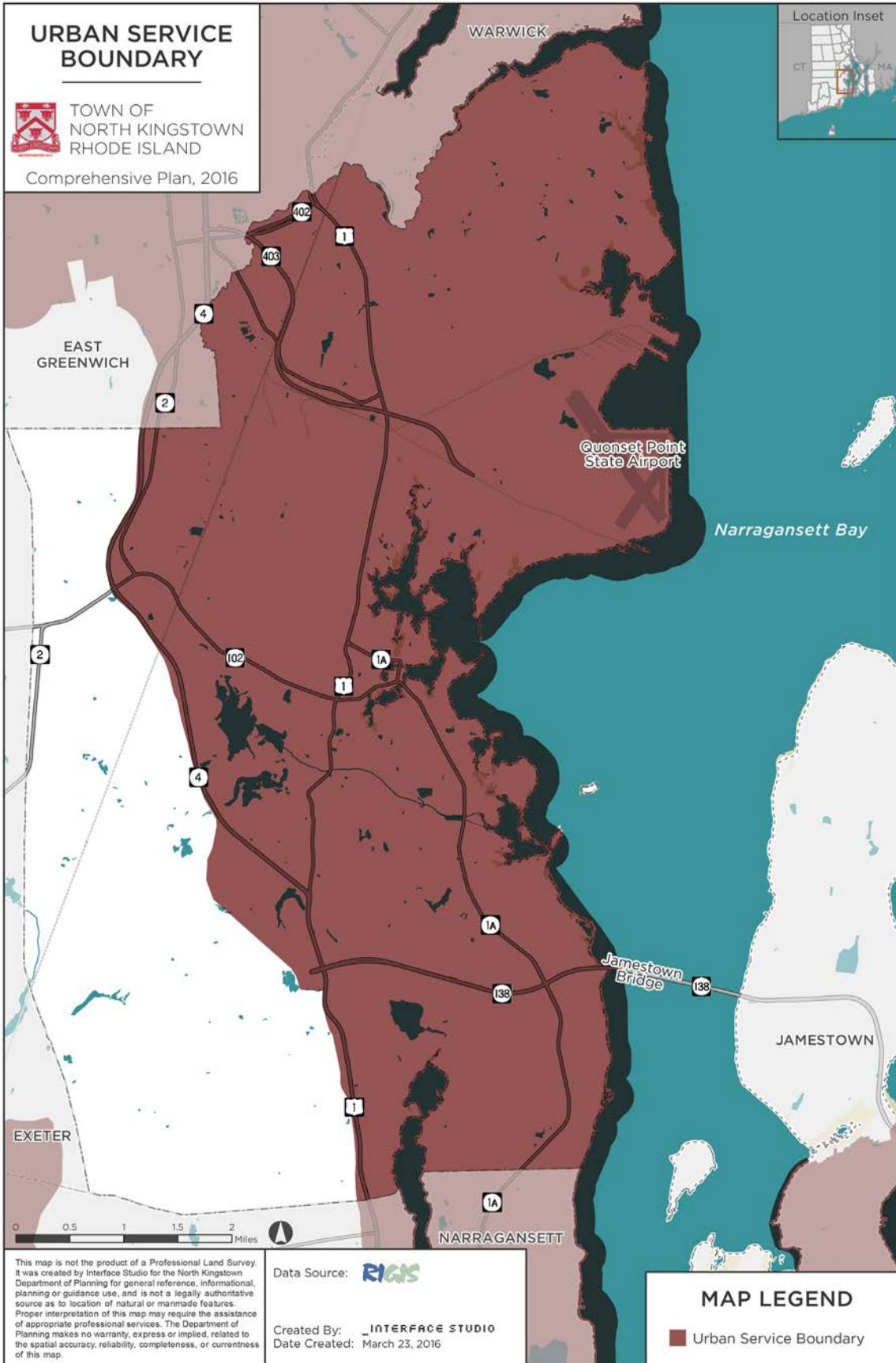
Adopted in April 2006, Land Use 2025: Rhode Island's State Land Use Policies and Plan is the most recent look at Rhode Island's historic land use patterns and possible future development areas. Land Use 2025 examines trends, analyzes projections, and makes recommendations regarding future use of the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

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

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

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

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



This map illustrates the state-defined urban services boundary which represents areas identified as optimal for accommodating development through 2025.

Figure 67. Urban services boundary map

Existing zoning districts

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

RESIDENTIAL DISTRICTS

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

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

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

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

Sec. 21-36. - Rural/RR80.

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

Sec. 21-37. - Pojac Point.

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

Sec. 21-38. - Neighborhood/NR40.

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

Sec. 21-39. - Village/VR20.

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

Sec. 21-40. - Multifamily.

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

PLANNED VILLAGE DISTRICT

Sec. 21-61. - Purpose.

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

CORPORATE COMPOUND

Sec. 21-481 - Corporate Compound

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

BUSINESS DISTRICTS

Sec. 21-87. - Neighborhood business district.

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

this district should meet the following objectives:

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

Sec. 21-88. - Waterfront business district.

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

Sec. 21-89. - General business district.

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

Sec. 21-90. - Heavy business district.

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

Sec. 21-91. - Planned business district.

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

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

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

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

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

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

Sec. 21-94. - Post Road district.

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

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

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

Sec. 21-96. - Wickford Junction district.

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

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

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

INDUSTRIAL ZONING DISTRICTS

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

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

Sec. 21-111. - Light industrial district.

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

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

Sec. 21-112. - General industrial district.

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

Sec. 21-113. - Waterfront industrial district.

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

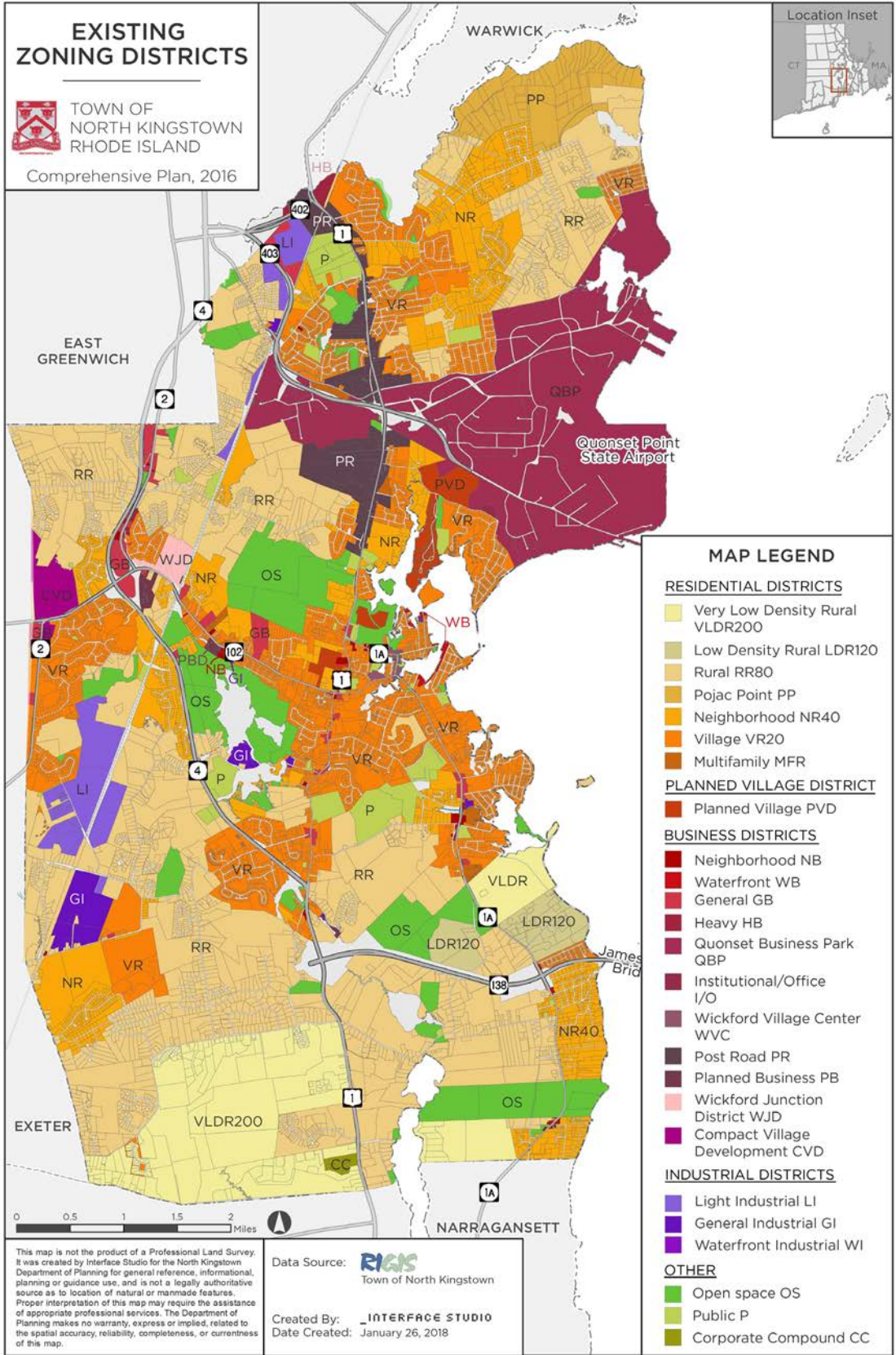
OPEN SPACE AND PUBLIC

Sec. 21-160 - Open Space

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

Sec. 21-161 - Public

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



CORPORATE COMPOUND

This map illustrates North Kingstown's existing zoning districts.

Figure 68. Existing zoning districts map

Future land use

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

RESIDENTIAL LAND USES

Very Low Density Residential (VLDR)

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

Low Density Residential (LDR)

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

Medium Density Residential (MDR)

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

redominant in the northern section of town.

High Density Residential (HDR)

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

INDUSTRIAL LAND USES

Light Industrial (LI)

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

General Industrial (GI)

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

Waterfront Industrial (WI)

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

COMMERCIAL LAND USES

Commercial (COM)

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

Neighborhood Commercial (NC)

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

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

Waterfront Commercial (WC)

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

OTHER DESIGNATIONS

High Density Mixed Use (HDMU)

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

Quonset Mixed Use (QMU)

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

Open Space (OS)

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

Institutions (IN)

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

Airport (AIR)

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

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

Rural Gateway (RG)

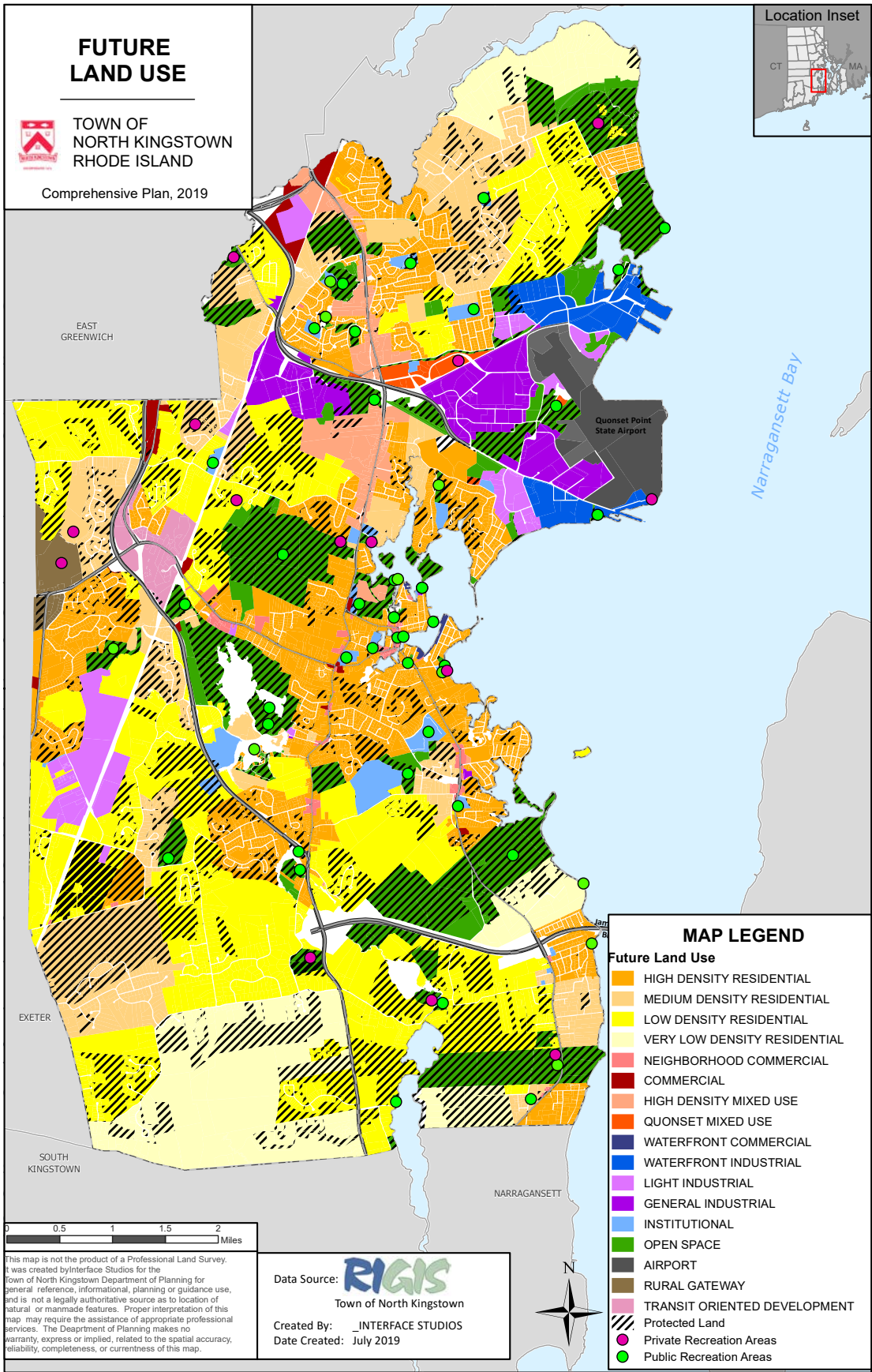
This area includes parcels surrounding the intersection of Routes 2 and 102 due west of Route 4. This area can face pressure to develop in the form of large lots, which while assisting to attenuate nutrients that might otherwise affect the environment and water supply, can consume extensive areas of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

Transit Oriented Development (TOD)

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

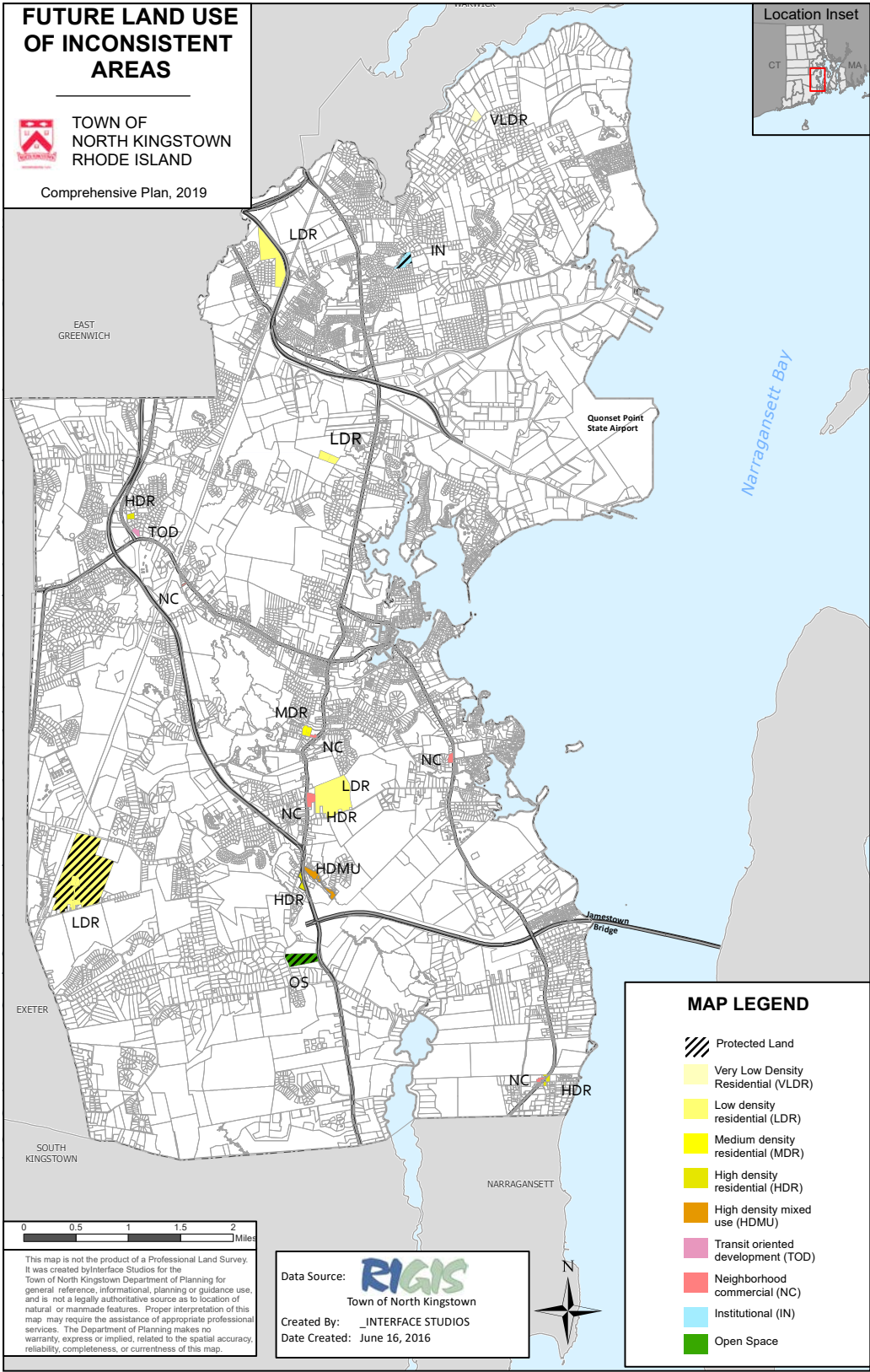
Figure 70, Future Land Use of Inconsistent Areas, identifies a number of discrepancies between the FLUM and the existing zoning districts.

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



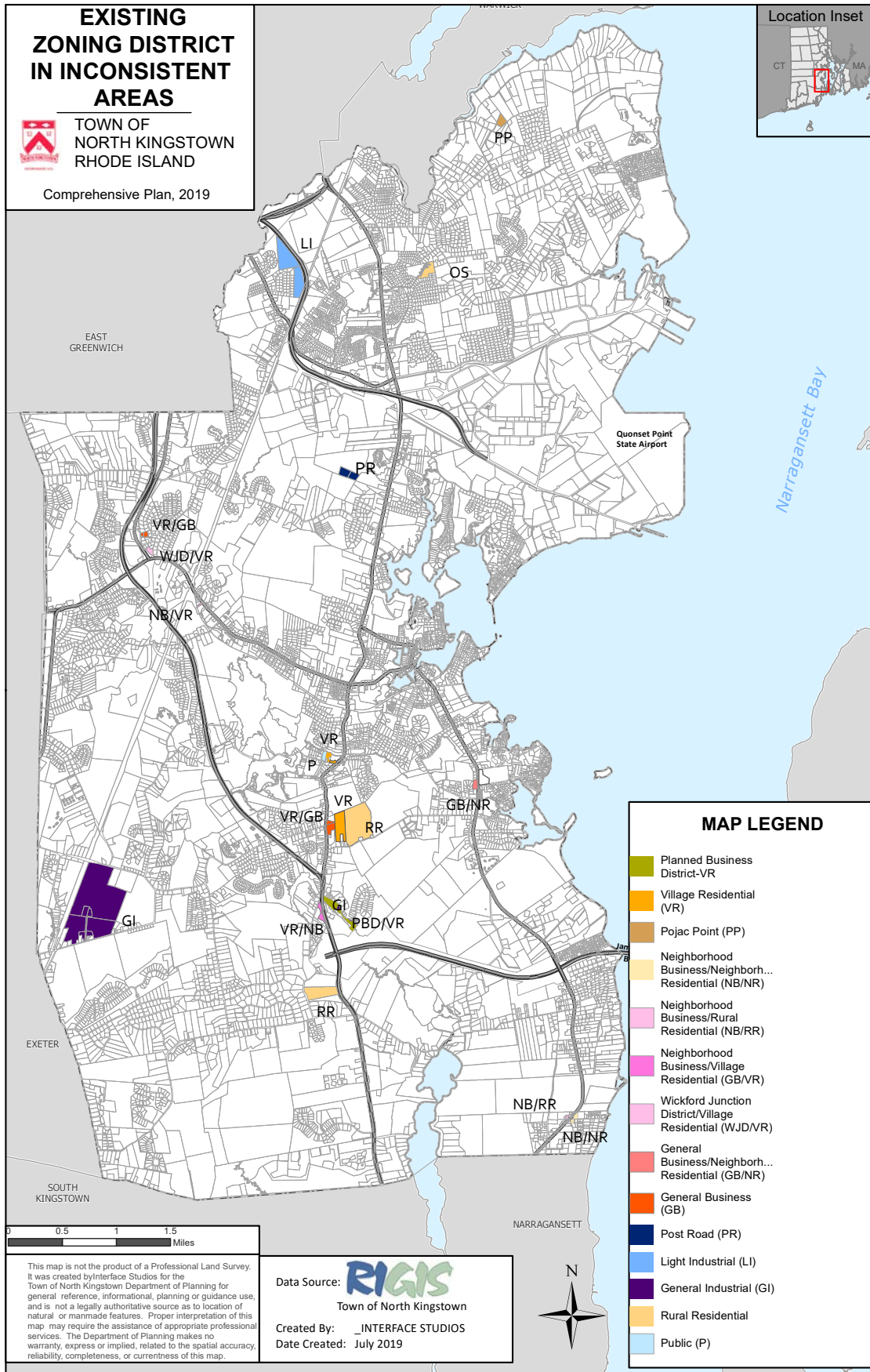
This map illustrates North Kingstown's future land uses.

Figure 69. Future land use map



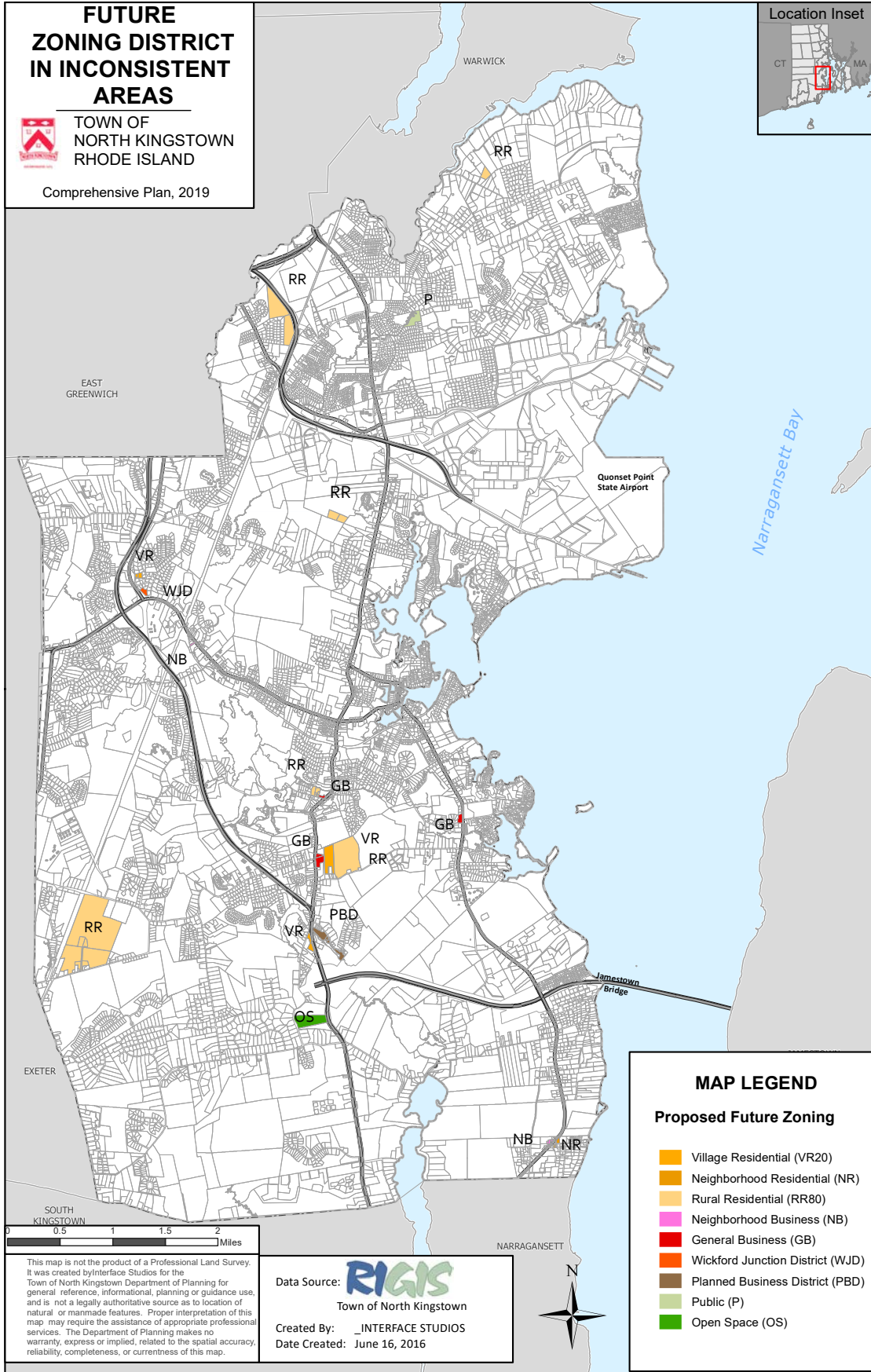
This map illustrates parcels with inconsistencies between existing zoning and future land use.

Figure 70. Future land use of inconsistent areas map



This map illustrates the existing zoning districts of inconsistent areas.

Figure 71. Existing zoning in inconsistent areas map



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

Figure 72. Future zoning changes map

Growth Centers

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

Post Road

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

spective mixed-use development in and around Post Road.

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

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

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

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

To balance the incentive side, North Kingstown also

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

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

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

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

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

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

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

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

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

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

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

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

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

WICKFORD JUNCTION

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

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

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

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

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

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

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

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

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

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



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

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

The area has seen growth in non-family households suggesting a demand for rental units. There is little available housing stock in multi-family units. This type of housing in the Wickford Junction area is well-positioned to benefit from existing and proposed transit service improvements, employment centers, and community amenities. Small boutique retailers, personal service establishments and independent dining establishments should find success while also making residential development more feasible. North Kingstown will likely need to facilitate this type of investment, however, through appropriate incentives (either financial or regulatory) and adequate infrastructure (e.g., sewer and water). (4WARD Planning, North Kingstown Community Market Study, 2014).

The town has a balanced approach to incentivizing growth within the area of Wickford Junction while limiting growth outside the area. The WJD zoning designation will incentive growth within the growth center of Wickford Junction. Future development can occur adjacent to the existing Staples and Petco next to the train station. First floor retail space with residential above optimizes walking and biking within the area to the train station.

The commuter rail station in the existing shopping plaza is expected to drive future development patterns. With the anticipated addition of high volumes of commuter traffic, a localized housing market, demand for office space, and more service-oriented establishments are expected to emerge, potentially transforming an auto-oriented retail center into a transit-oriented development with a high diversity of uses. While some new retail has emerged since the transit center opened in 2012, including Walmart's expansion, the transit station remains underutilized due to schedule limitations. Targeting growth towards the growth center will lessen the demand for growth in areas outside this area (4WARD Planning, North Kingstown Community Market Study, 2014). To balance the incentive side, North Kingstown also has an active open space preservation program anchored by the outright purchase of land or the purchase of development rights of lands in the more environmentally sensitive and rural areas of town. This limits the growth that can occur outside areas of town where infrastructure and services already exist. There are no anticipated impacts of natural hazards or climate change on the Wickford Junction growth center.

Already identified as a major commercial center, Wickford Junction will have even larger market demand for residential and commercial use once

commuting patterns are established. This will not only serve the surrounding population but could potentially draw commuters to the station as a minor employment destination. Because of the scale of development, the massing of buildings, and the need for transit-oriented design, Wickford Junction will benefit from the WJD zoning designation (Roger Williams University, Evaluating the Potential for Transit-oriented Development in Rhode Island, 2019).

While the basic principles of connectivity, walkability, compact development and mixed use can be applied to Wickford Junction, the scale of buildings and other development features will be very different. Proximity to the highway, its status as a regional shopping hub, and the development of the train station provide unique economic opportunities that will require a different regulatory approach (Horsley Witten, Transfer of Development Rights and Identification of Village Centers, 2011).

The study by RWU published in 2019 demonstrated the potential for new jobs and businesses within a 1/2 mile radius (502 acres) of Wickford Junction. Under various scenarios within the 1/2 mile radius, the addition of new jobs ranged from 3,780 to 8,887. Under these same scenarios, new business potential ranged from 570 to 1,140 and the amount of total built spaces ranges from 7,405,200 to 10,367,280 square feet in the 1/2 mile radius (Roger Williams University, Evaluating the Potential for Transit-oriented Development in Rhode Island, 2019).

The area around the train station is zoned as the Wickford Junction District (WJD). This district is intended to establish a mixed use, transit-oriented, economic development center. Because of the available transit infrastructure within and around the district, development shall be designed to provide a mix of commercial and residential uses at higher densities than what is permitted in most of the other zoning districts in the town. As defined, the district allows for density bonuses through use of the transfer of development rights and/or nutrient loading offsets to encourage environmentally friendly and bicycle and pedestrian-oriented site design practices and the incorporation of diverse housing types into mixed use environments. Better site design practices shall be encouraged in the district to facilitate the development of pedestrian friendly environments,

to leverage environmental improvements, to increase property values, to promote commercial development, and to improve the general aesthetic appeal of the area. All of these practices will help the town achieve the growth center designation at this site.

The area in and around Wickford Junction is located in a groundwater recharge area. Any future use and development of the lands in this area must be protective of the groundwater resources specifically the impact of wastewater and nitrates on the groundwater. The town is currently investigating methods to accommodate growth at the site while balancing the need to protect groundwater resources. Wastewater and environmental studies have been done relative to the protection of our groundwater drinking resources located in this area. The North Kingstown Planning Department and Water Department have been working with a consultant over the past year to realize true existing conditions of the Wickford Junction zoned area. Our consultant has been tasked with reviewing the existing nutrient loading of the study area as well as the capacity of the existing wastewater treatment facility, and has used this information to assist us in understanding how it relates to our existing ordinance and the protection of our groundwater. While protection of our drinking source is of utmost importance, our goal for this location is to see a working transit-oriented community, and the town is taking the necessary steps to assess the situation.

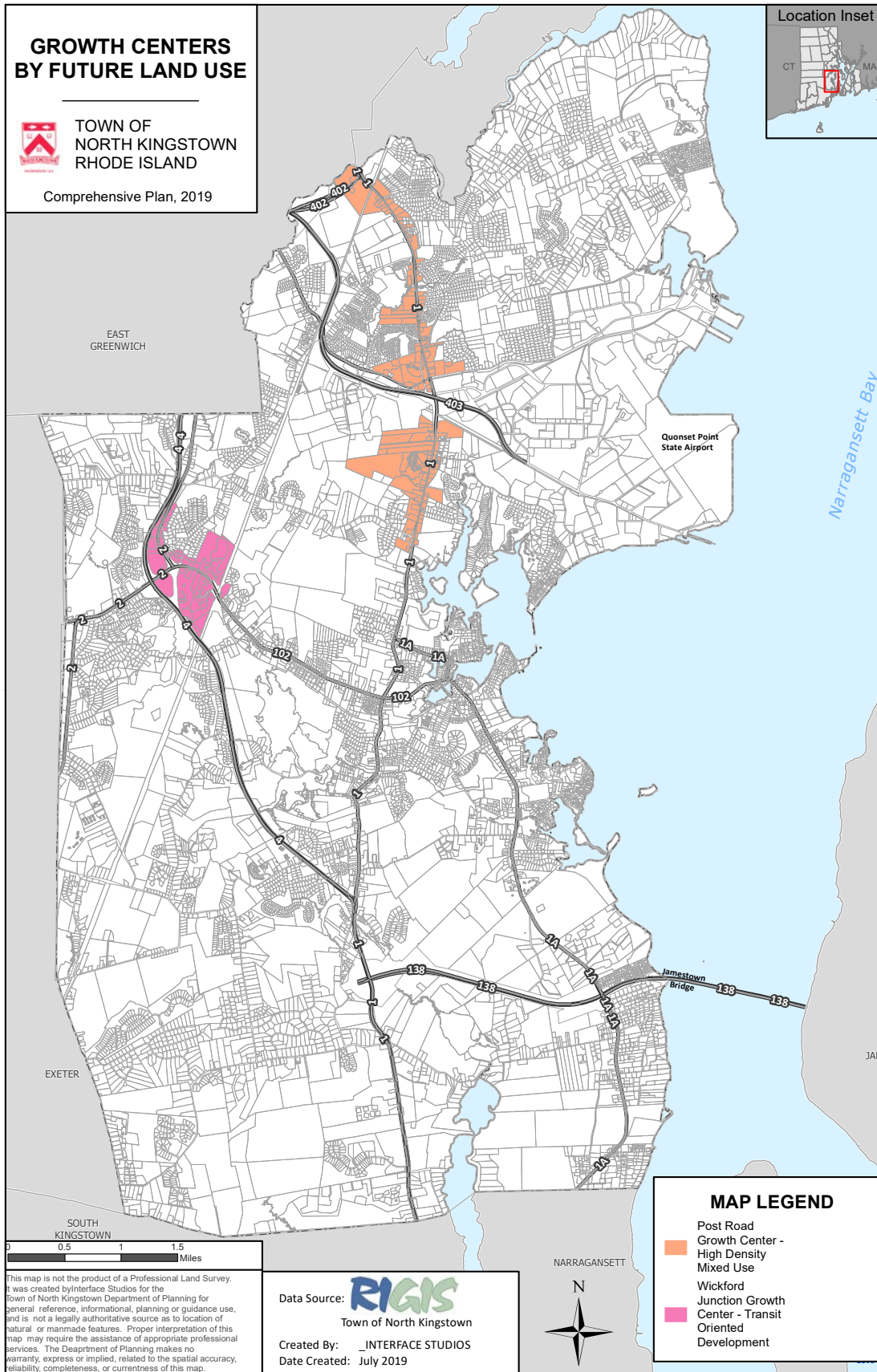
The existing transit infrastructure is an asset to the area providing regional connectivity via train and bus to surrounding areas. The location has high connectivity the highway and other arterial routes making the station easy to access by vehicle. There is ample parking for regional commuters at the train station. As noted, this area serves as a park-n-ride lot. There is also RIPTA Bus service via Route 62/66 that provides long distance and high frequency service. The existing rail line accommodates MBTA Providence/Stoughton commuter rail, 10 trains a day with ADA accessible platforms. There is limited sidewalk infrastructure outside of the Wickford Junction area. The state Transportation Improvement Program does include the installation of sidewalks along the northern side of Route 102 between Home Depot and the Wickford Junction plaza in the year 2027. Internally, there is a more walkable environment connecting the existing retail and office spaces. Uber and Lyft provide ride share opportunities. Ten Rod Road is designated by RIDOT as a 'Suitable' roadway for cycling. The town is participating in the creation of RI's

Transit Master Plan to encourage connections to and from the train station as future inter-modal transit plans are made. (Roger Williams University, Evaluating the Potential for Transit-oriented Development in Rhode Island, 2019).

The WJD also calls for multi-modal circulation. Development proposals need to demonstrate circulation-oriented design such as a clear, contiguous pedestrian and non-motorized vehicle circulation network leading to and from the site, pedestrian and non-motorized network connections to the public transit station, bicycle parking facilities, and safe, broad and easily identifiable ways of walking through the site.

The WJD has design guidelines and standards for the development of the site. These guidelines will help to create a sense of place in the area. The mixed-use nature of the site will also contribute to the sense of place. In addition, preserving the open space around the station will foster a sense of community space as pocket parks and host to outdoor recreation amenities, enhancing the desirability of the development zone (Roger Williams University, Evaluating the Potential for Transit-oriented Development in Rhode Island, 2019). The existing amphitheater on site will act as a gathering spot for the community. The site is already nicely landscaped and well-maintained further enhancing its appeal.

The comprehensive plan has identified several actions that will encourage the creation of a growth center in the area of Wickford Junction. Action 8.5.a calls for the designation of areas for mixed-use, transit-oriented development. Action 8.5.c also addresses a mix of uses, retail and high-density residential development specifically at Wickford Junction. Action 8.2.a brings a focus on development around growth centers themselves. Lastly, Action 8.2.b highlights TDR and development around village centers and the findings of the *Transfer of Development Rights and Identification of Village Centers Final Report*.



This map shows the future land uses in the designated growth centers.

Figure 73. Growth centers map

Growth Management Strategies

Over the recent years, North Kingstown has started to position itself to handle future growth pressure in a manner consistent with the historic development patterns and characteristics. The town has focused on the aspects of development that residents have deemed important to the quality of life, including but not limited to incorporating the need for new development to allow for the ability to travel safely by bicycle or foot between sites or around the entirety of a development, utilizing quality materials in building and signage design, capturing rural character in commercial development, and realizing the ability to preserve open space throughout town through alternative development options.

A number of planning programs have been developed to create incentives for preserving open land including Transfer of Development Rights (TDR), Transit Oriented Development (TOD), and Conservation Development. The village-centric ordinances - Planned Village, Compact Village, Wickford Village, Post Road, and Wickford Junction - are currently available to support future development projects that incorporate the needs of its surroundings, based on locale.

North Kingstown has reviewed and will continue to review wastewater design, nutrient loading, streetscape conditions, and zoning throughout town to continue to reign in development to locations that can support it and discourage sprawling development patterns. The Town has implemented and seen valuable results from the existing ordinances. Continued analysis of new innovative land use management techniques will also open options for the Town to consider.

ACCOMPLISHMENTS KEY PUBLIC INPUT

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

REGULATIONS

- Transfer of Development Rights
- Compact Village Development ordinance
- Wickford Junction TOD
- Post Road ordinance
- Inclusionary zoning
- Water Service Area changes

PLANS/STUDIES

- North Kingstown Community Market Study
- Transfer of Development Rights and Identification of Village Centers reports
- Western Route 2/102 stakeholder visioning process

In the future, the town plans to continue to pursue thorough analyses of each village to capture its unique characteristics and qualities, along with the historic, natural, and cultural resources within our growth management schemes. The town will continue to encourage ongoing preservation and ensure compatible land use and economic development. North Kingstown will also focus on transition areas, or the boundaries of these villages, to ensure that future growth does not problematically spill outside of the desired areas especially into our natural resources or unique landscapes.

The top land use actions have remained constant between the participants in the 2008 Comprehensive Plan survey and the 2015 survey.

Restoring and reusing existing developed areas, particularly Post Road, was the number one concern in the 2015 survey. Participants reviewing the plan goals, policies, and actions at the final public forum and online identified Post Road revitalization as the top priority followed by enhancing Wickford as destination.

Preserving and protecting the environment and open space was the second most important land use action identified in the 2015 survey, and protecting farmland was the third most important. In the final public forum activities, preserving natural resources ranked third among the top ten goals receiving the strongest support and preserving open space for natural resource protection and climate adaptation was fifth among the top ten actions.

Survey participants ranked town character the number one best thing about North Kingstown. Among the top ten goals receiving the strongest support in the final public forum activities, protecting and promoting historic assets ranked second and two actions pertaining to historic and cultural resources ranked among the top ten.

Promoting mixed use development moved up in importance from 7th place in the 2008 survey to fourth place in the 2015 survey. In the final public forum activities, the goal with the strongest support was sustainable residential development that reflects town character and is walkable, and participants chose transit-oriented, walkable housing, senior housing and workforce housing as a top ten priority.

The land use goals aim to promote sustainable development that supports the qualities and amenities that residents value most.

GOALS, POLICIES AND ACTIONS

GOAL 1:

PRESERVE TOWN CHARACTER AND FOCUS GROWTH IN EXISTING AND DESIGNATED GROWTH AREAS THAT: LIMIT THE NEED FOR NEW INFRASTRUCTURE; REMOVE BLIGHT; PRESERVE TOWN CHARACTER; PRESERVE OPEN SPACE; PROVIDE ACCESS TO JOBS, HOUSING, SERVICES AND TRANSPORTATION

POLICIES AND ACTIONS:

8.1 Preserve town character.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
★	8.1.a	Develop and use the design review guidelines that incorporate architecturally compatible, ecologically sensitive, aesthetically pleasing and defensible criteria.	Planning Commission	1 to 3 years	Staff time, developers
	8.1.b	Amend the zoning map in order to bring consistency between the zoning and the comprehensive plan within 18 months of state approval.	Planning Commission	1 to 3 years	Staff time

8.2 Focus growth in existing villages and designated growth areas to preserve town character and limit the need for expanded infrastructure.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	8.2.a	Focus development around growth centers.	Planning Commission	Ongoing	Staff time
	8.2.b	Implement the Transfer of Development Rights and Identification of Village Centers reports and the Wickford Village Plan, and consider transferable qualities that other village centers as identified in the village centers reports could incorporate.	Planning Commission	Ongoing	Staff time, developers



Wickford Elementary School

8.2 Focus growth in existing villages and designated growth areas to preserve town character and limit the need for expanded infrastructure. (continued)

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
★	8.2.c	Revise Transfer of Development Rights (TDR) to enable higher density residential and commercial development in receiving zones as a way to encourage new development in existing developed areas.	Planning Department	1 to 3 years	Staff time, developers
	8.2.d	Assess the use of Compact Village Development (CVD) where appropriate for high quality mixed use projects.	Planning Commission	3 to 5 years	Staff time, developers

8.3 Encourage the redevelopment of underutilized properties.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	8.3.a	Investigate incentive programs such as low-interest loan programs, density incentives, tax incentives and tax increment financing.	Town Council	3 to 5 years	Staff time
	8.3.b	Institute streamlined permitting for redevelopment sites.	Planning Commission	3 to 5 years	Staff time
	8.3.c	Identify opportunities for public/private partnerships to redevelop properties.	Town Council	3 to 5 years	Staff time

GOAL 2:

PROMOTE SUSTAINABLE PATTERNS OF DEVELOPMENT THAT SUPPORT WALKABLE NEIGHBORHOODS, THRIVING COMMERCIAL AREAS, JOB GROWTH, AND ACCESS TO NATURAL ASSETS

POLICIES AND ACTIONS:

8.4 Maintain and enhance residential neighborhoods that are connected and allow for housing choices that respond to the community’s needs.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	8.4.a	Allow for housing types that accommodate demographic changes while maintaining neighborhood character.	Planning Commission	Ongoing	Town Council, Planning Commission, RI Housing, RI Builders Association, developers
	8.4.b	Investigate infill development when siting new residential neighborhoods.	Planning Commission	Ongoing	Staff time

8.5 Support mixed use and transit-oriented development where infrastructure exists.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	8.5.a	Identify and/or designate areas for mixed use and transit-oriented development.	Planning Commission	Ongoing	Staff time, developers, local ED programs
	8.5.b	Site the development of a mix of office, retail, light industrial, and public space in Quonset Gateway.	Planning Commission	Ongoing	Staff time, developers, local ED programs
	8.5.c	Site a mix of office, retail, and high-density residential development on Post Road and Wickford Junction.	Planning Commission	Ongoing	Staff time, developers, local ED programs
	8.5.d	Site a mix of office, retail and high density residential development in existing villages.	Planning Commission	Ongoing	Staff time, developers, local ED programs

QDC=Quonset Development Corporation, RIDOT=Rhode Island Dept. of Transportation, RIPTA=Rhode Island Public Transit Authority

8.6 Encourage commercial and industrial development that is appropriately scaled and compatible with the surrounding area.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	8.6.a	Support commercial and industrial growth at Quonset.	Town Council	Ongoing	Staff time
	8.6.b	Work with property owners to direct commercial development in existing villages and designated growth areas.	Planning Commission	Ongoing	Staff time
	8.6.c	Assess the expansion and development of agriculture, silviculture, aquaculture and other resource-based businesses including newly emerging agricultural trends.	Planning Department	1 to 3 years	Staff time, RIDEM, NRCS

8.7 Protect and preserve environmentally sensitive lands and natural resources, open space and groundwater.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	8.7.a	Utilize overlays and enforce standards to protect steep slopes, groundwater, and special flood hazard areas.	Planning Commission	Ongoing	Staff time, RI Water Resources Board
	8.7.b	Preserve open space in environmentally sensitive areas, around water bodies, and in areas with significant scenic and cultural resources.	Town Council	Ongoing	RIDEM, town budget, Local trusts and Foundations
	8.7.c	Plan regionally by coordinating with other towns in Washington County and also in the State of Rhode Island, with particular attention to shared natural resources and transportation systems.	Town Council	Ongoing	Staff time

RIDEM= Rhode Island Dept of Environmental Management, USDA-NRCS=US Dept. of Agriculture National Resources Conservation Service



ACTIONS FROM OTHER ELEMENTS THAT PERTAIN TO LAND USE

ACTIONS	ELEMENT
1.4.c: Balance the development of a mix of office, retail, light industrial, institutional and public space in Quonset Gateway relative to the town as a whole/that town can handle.	1: Economic development
1.5.a: Use incentives to encourage commercial and industrial revitalization in appropriate sites, such as in existing commercial areas with infrastructure.	1: Economic development
1.5.b: Encourage high quality mixed use projects that enhance village character and promote infrastructure efficiency and alternative transportation use.	1: Economic development
1.6.b: Revise Post Road ordinances to allow for greater flexibility in uses, including mixed use, commercial, and residential.	1: Economic development
1.11.b: Establish mixed use transit-oriented development to bring more people and activity to Wickford Junction station.	1: Economic development
1.12.b: Support and expand local farm operations, products and farmers markets and work with farmers to highlight locally grown food and opportunities to support local agriculture.	1: Economic development
1.12.c: Continue an agricultural preservation program through purchase of land and development rights.	1: Economic development
2.1.a: Support the development of transit-oriented, multifamily housing where infrastructure exists.	2: Housing and neighborhoods
2.4.a: Use conservation development and low impact development standards to preserve open space, facilitate stormwater management, protect surface water and groundwater resources, maintain town character, and maximize the use and efficiency of existing infrastructure and alternative modes of transportation.	2: Housing and neighborhoods
4.3.b: Acquire land through purchase of land and development rights, land dedication, and easements.	4: Open Space/Environment
4.8.f: Encourage property owners and developers to designate and design open space and public recreational use in commercial and industrial areas.	4: Open Space/Environment
4.9.a: Provide open space trails and viewing platforms on public land where possible, and negotiate public access to private dedicated open space in adjacent developments to form a continuous and publicly-accessible green space network.	4: Open Space/Environment
6.3.a: Continue sewer infrastructure installation in Wickford Village and along Post Road. Sewer installation in the Post Road area must be balanced with preserving those areas that contribute to groundwater recharge.	6: Community services, facilities and communication



Spink Neck Beach

ZONING CHANGES NEEDED TO IMPLEMENT GOALS, POLICIES, AND ACTIONS

ZONING	RELATED POLICY OR ACTION	ELEMENT
a. Amend regulations to allow alternative business ideas including but not limited to food trucks and mobile food markets.	POLICY 1.1: Ensure a clear and predictable process in business interactions with the town and market as a good place for business.	1: Economic development
b. Develop an Airport Overlay Zone around the Quonset State Airport consistent with RIGL 1-3: to preserve the airport as a local and regional resource, for the landing and taking off of aircraft, to be utilized in the interest of the public, to protect against noise and light impacts, as well as land use conflicts with surrounding properties.	POLICY 1.2: Support the growth of the business park in a manner compatible with the community.	1: Economic development
c. Amend the zoning code for Post Road parking lot access and connections.	ACTION 1.7.b: Reduce curb cuts, improve safety and congestion on Post Road.	1: Economic development
d. Amend Agricultural Zoning Ordinance to allow for new agricultural trends and activities, including community gardens and non-farm income.	POLICY 1.12: Continue to allow and promote the expansion and development of agriculture, silviculture, aquaculture, commercial fishing, and other resource-based businesses including newly emerging agricultural trends.	1: Economic development

ZONING	RELATED POLICY OR ACTION	ELEMENT
<p>e. Continue to develop waterfront zoning to encourage waterfront development that will enhance tourism, support the scenic quality of the waterfront, and protect water quality and ensure marine dependent activities and harbor management are fully compatible with nearby uses.</p>	<p>ACTION 1.9.a: Support the development of Wickford Village as a boater destination.</p>	<p>1: Economic development</p>
	<p>POLICY 1.12: Continue to allow and promote the expansion and development of agriculture, silviculture, aquaculture, commercial fishing, and other resource-based businesses including newly emerging agricultural trends.</p>	<p>1: Economic development</p>
	<p>POLICY 4.1: Protect water quality of groundwater and surface water bodies.</p>	<p>4: Open space/ environment</p>
	<p>ACTION 4.9.b: Protect and expand access to inland fresh water and public shoreline, and develop a blue trail along the coast for active recreation.</p>	<p>4: Open space/ environment</p>
	<p>POLICY 8.6: Encourage commercial and industrial development that is appropriately scaled and compatible with the surrounding area.</p>	<p>8: Land Use</p>
<p>f. Consider changes to the zoning code to allow two-and three-family units, accessory units, smaller scale units, and live/work space to accommodate changing household needs including extended families, caregiver units, cooperative housing, and home businesses.</p>	<p>ACTION 2.1.a: Support the development of transit-oriented, multifamily housing where infrastructure exists.</p>	<p>2: Housing and Neighborhoods</p>
	<p>ACTION 2.1.b: Encourage the development of senior housing that accommodates adaptability and is accessible to public transportation and community services.</p>	<p>2: Housing and Neighborhoods</p>
	<p>ACTION 2.1.c: Coordinate the development of workforce housing that supports job growth associated with Quonset and large local businesses.</p>	<p>2: Housing and Neighborhoods</p>
<p>g. Consider amending the zoning for the groundwater overlay protection district to limit the number of bedrooms per acre and not the number of units per acre to protect water quality.</p>	<p>POLICY 4.1: Protect water quality of groundwater and surface water bodies.</p>	<p>4: Open space/ environment</p>

ZONING	RELATED POLICY OR ACTION	ELEMENT
h. Adopt zoning that allows for alternative energy including but not limited to solar and geothermal energy.	POLICY 4.5: Encourage energy efficiency and alternative energy solutions.	4: Open space/ environment
i. Revise zoning to include a clearly defined height variance for property owners who propose voluntary elevation of the property above base flood elevation.	POLICY 7.1: Ensure existing property and business owners are aware of their exposure and risk to coastal hazards and support efforts to improve resiliency.	7: Natural Hazards and Climate Adaptation
j. Revise Wickford zoning and create incentives to maintain character and meet building code and SFHA requirements.	POLICY 5.1: Protect historic and archeological resources.	5: Historic Resources
	POLICY 7.5: Protect and preserve important historic and cultural resources from natural hazards and climate change.	7: Natural Hazards and Climate Adaptation
	POLICY 8.1: Preserve town character.	8: Land Use
k. Implement Scenic Corridor Overlay Zone to protect scenic qualities and ensure that commercial development along scenic corridors is compatible with surrounding uses.	POLICY 4.3: Preserve open space to protect wildlife habitat, water quality, scenic and forested landscape.	1: Economic development
	POLICY 8.1: Preserve town character.	8: Land Use
l. Amend Town of North Kingstown Land Development Regulations to encourage construction of adequate sidewalks within proposed developments with extensions to logical destinations or crossroads.	POLICY 3.5: Increase pedestrian and traffic safety.	3: Circulation

v. implementation

Introduction to Implementation Program

Each element of the comprehensive plan has a set of goals, policies and actions that were developed through an extensive public input process. During the public input process, participants were asked to select those actions that were their highest priority. This input combined with steering committee input and Planning Commission priorities are highlighted as priority actions in each of the elements' action matrices.

The Implementation Matrices in the following pages includes all of those highlighted actions that were identified as a priority through the public input process. It also includes a timeframe for each action, the responsible party, and any linkages to the municipal Capital Improvement Program (CIP).

The following timeframes utilized for each action: 1-3 years; 3-5 years; 5-7 years; and 7-10 years. In addition, some actions are ongoing in nature and as such have been assigned an "ongoing" timeframe. With regard to the responsible agents, a municipal representative was selected. These responsible parties could either be a single person or a local council, board or commission.

The actions with the 1-3 and 3-5 year timeframe are those that can be accomplished in the early phases of the program and will help to show progress and momentum in implementing the plan. In some cases, they are also those actions with a higher priority. Actions with later timeframes are those that will take a number of years to fully implement because of such things as cost, design, and/or permitting. These may also be those actions that had a lower priority.

The actions included in the implementation program will be reviewed on a regular basis to provide a status check on what the town has accomplished to date. Given that planning is an ever-changing practice, priorities may need modifying over time. This regular review will allow for any modifications to be made, provide the town with the information needed to develop progress reports on the plan and identify why some of the actions were or were not implemented.

It is expected that the timeframe will be adjusted in the coming years as the comprehensive plan is evaluated and new issues and priorities emerge. Responsibilities may also shift from one party to another, or become a shared responsibility. The Implementation Program is intended to be flexible, to be adjusted over time as actions are completed over the next 10 years. The Implementation Matrix is also provided as an editable Excel spreadsheet for these modifications.

Monitoring Plan

For the actions to be effective and germane over the life of the plan, continued community involvement will be important. A monitoring plan provides steps to track implementation and to periodically reevaluate priorities based on community feedback. The town should review the plan annually to evaluate progress on implementing the actions or identifying new issues and priorities that may need to be incorporated prior to the next required update in 10 years.

Action #	Action By Element	Responsible Party	Timeframe	CIP
	ECONOMIC DEVELOPMENT			
1.1.a	Streamline regulations and the regulatory process, through tools such as Viewpoint, by implementing the LEAN study findings (See Appendix) and creating guidance documents and checklist to facilitate the development review process.	Town Council	1 to 3	
1.1.b	Utilize the economic development administrator to serve as a liaison between the town, businesses, and nonprofit economic development groups, and oversee implementation of town economic development process and actions and local decision making, which include:	Town Council	Ongoing	
	Maintaining an active role in statewide and regional economic development programs.	EDA	1 to 3	
	Maintaining an up-to-date and accessible inventory of commercial and industrial sites, incentives, and regulatory information.	EDA	1 to 3	
	Conducting tours of available sites and town amenities.	EDA	1 to 3	
	Helping small business owners and entrepreneurs navigate the regulatory process sites and town amenities.	EDA	1 to 3	
1.1.c	Prepare an economic development plan and develop a marketing strategy that highlights the town's natural assets, economic opportunities, transportation, and quality of life.	EDA	1 to 3	
	Connect to state marketing initiatives targeting local and regional real estate brokers, businesses and institutions.	EDA	1 to 3	
	Develop relationships with business incubators, collaborative working spaces, educational and training institutions to determine needs and market North Kingstown opportunities.	EDA	1 to 3	
	Promote local businesses through marketing at events and programs including but not limited to the Town Gift Certificate and Greeter program and Shop Local initiatives such as Small Business Saturday.	EDA	1 to 3	
1.1.d	Establish an economic revitalization/development fund.	Town Council	3 to 5	
1.1.e	Develop small business training, technical assistance, and incubation.	EDA	3 to 5	
1.1.f	Incorporate a plan to develop pad ready sites or analyze the use of pad-ready sites, stream-lined permitting or an accelerated approval process.	Planning Commission	1 to 3	
1.2.a	Monitor implementation of the Quonset/Davisville Master Plan and work with Quonset Development Corporation, Commerce RI, and Rhode Island Airport Corporation to ensure the protection of the	Planning Commission	Ongoing	
1.2.b	Provide vegetative landscaped buffering to protect neighboring communities.	Planning Commission	1 to 3	

Action #	Action By Element	Responsible Party	Timeframe	CIP
1.2.c	Provide town professional staff participation at the Quonset Development Corporation Technical Review Committee to ensure development is consistent with community goals and environmental regulations for construction practices.	Planning Department	Ongoing	
1.2.d	Partner with QDC to support growth at Quonset Davisville that increases the payment in lieu of taxes (PILOT) to the town.	Town Council	Ongoing	
1.2.e	Update performance standards as needed.	Planning Department	Ongoing	
1.2.f	Pursue streamlined, transparent development review that is protective of the town's interests.	Planning Department	Ongoing	
1.3.a	Work with businesses to encourage industrial development that utilizes best practices for green energy or energy efficiency and emissions.	Town Council	Ongoing	
1.3.b	Create opportunities for resource conservation and reuse.	Town Council	Ongoing	
1.3.c	Increase the use of multi-modal facilities and expanded freight rail to conserve energy, reduce congestion, and minimize roadway and bridge wear and tear.	Town Council	Ongoing	
1.4.a	Work with Quonset Business Park to balance interests of town and Quonset Business Park with regard to the location of businesses that would otherwise be taxpaying entities on Post Road or other parts of town.	Town Council	1 to 3	
1.4.b	Pursue partnerships between Quonset companies and North Kingstown businesses especially on Post Road and the Quonset Gateway and connect Quonset workers to events and businesses in North Kingstown.	Town Council	3 to 5	
1.4.c	Institute a mix of office, retail, light industrial, institutional and public space uses in Quonset Gateway relative to the town as a whole/that town can handle.	Planning Commission	1 to 3	
1.4.d	Work with the RIAC through the master planning process to evaluate any infrastructure expansion projects at the airport.	Planning Department	Ongoing	
1.4.e	Support the continued use and expansion of the roll-on roll-off operations at the Davisville Piers.	Town Council	Ongoing	
1.5.a	Use incentives to encourage commercial and industrial revitalization in appropriate sites, such as in existing commercial areas with infrastructure.	Town Council	Ongoing	
1.5.b	Provide opportunities for high quality mixed use projects that enhance village character and promote infrastructure efficiency and alternative transportation use.	Planning Commission	Ongoing	
1.6.a	Undertake collaboration to address common needs of businesses and coordinate improvements along Post Road.	EDA	3 to 5	

Action #	Action By Element	Responsible Party	Timeframe	CIP
1.6.b	Revise Post Road ordinances to allow for greater flexibility in uses, including mixed use, commercial, and residential, and address standards for height, parking and buffers, lighting, signage, frontage, sidewalks.	Town Council	Ongoing	
1.6.c	Assess the quality and marketability of vacant parcels on Post Road by reducing the impact of the utility poles and easements.	Town Council	1 to 3	
1.7.a	Update Post Road design guidelines to improve its Post Road's appearance and pedestrian experience, and encourage Complete Streets design.	Planning Department	1 to 3	
1.7.b	Reduce curb cuts, improve safety and congestion on Post Road.	Commission	3 to 5	
1.7.c	Develop an access management plan for Post Road to create space for landscaping, crosswalks and pedestrian amenities.	Planning Department	5 to 7	
1.7.d	Provide incentives to Post Road property owners to make improvements, including but not limited to landscaping, signage, 50-50 sidewalk partnerships and façade improvement.	Town Council	Ongoing	
1.7.e	Develop pocket parks and other scenic areas on Post Road.	Department	5 to 7	
1.8.a	Establish site-specific means to improve safety and adequate movement in conformance with applicable roadway corridor design standards such as:	Town Council	Ongoing	
	Intersection redesign; Segment redesign; Signalization; Round-about design; Cloverleaf design; Sidewalk construction and stormwater management; Bicycle lanes; Reduced/combined curb cuts through access management	Town Council	Ongoing	
1.8.b	Work with RIDOT to improve safety at high accident locations.	Town Council	Ongoing	
1.8.c	Work with RIDOT to provide pedestrian-activated crosswalks, crossings, median waiting areas and lighting that will allow for the safe crossing of Post Road.	Town Council	Ongoing	
	Identify unsafe and congested areas for future improvement	Town Council	1 to 3	
1.9.a	Pursue the development of diverse and destination businesses in Wickford that generate activity at different times of the day and different times of the year.	EDA	1 to 3	
	Encourage businesses to stay open later especially during events.	EDA	1 to 3	
	Encourage expansion of Wickford farmer's market and consider year-round location.	EDA	1 to 3	
	Support the development of Wickford Village as a boater destination.	EDA	5 to 7	
1.9.b	Develop flood resistant programming and public space on the Wickford parking lot to improve waterfront access.	Planning Department	1 to 3	
1.9.c	Improve connections throughout Wickford.	Department	3 to 5	
	Develop a connected waterfront walkway.	Department	7 to 10	

Action #	Action By Element	Responsible Party	Timeframe	CIP
	Improve visibility and access to Wickford commercial properties that do not have street frontage.	EDA	5 to 7	
	Open and identify public access points to the waterfront.	Department	3 to 5	
1.9.d	Manage parking in Wickford Village during events and conduct a parking study to identify alternate parking locations such as Wilson Park, Wickford Middle School, Wickford Elementary and the Library.	Planning Department	1 to 3	
1.10.a	Evaluate the ability of new industrial and commercial development to be environmentally sound, compatible with adjacent land uses, and consistent with environmental regulations.	Planning Department	Ongoing	
1.10.b	Identify commercial and industrial land where adequate infrastructure and services are available or are scheduled for improvement or provision.	Planning Department	3 to 5	
1.10.c	Assess whether existing and proposed commercial and industrial uses overburden the existing and planned infrastructure and do not adversely impact natural resources.	Planning Department	Ongoing	
1.11.a	Dedicate programming of the common spaces and/or surface parking lots in Wickford Junction to bring year-round activity.	EDA	5 to 7	
1.11.b	Establish mixed use transit-oriented development to bring more people and activity to Wickford Junction station.	Planning Commission	Ongoing	
1.11.c	Establish better connections between and within Wickford Junction and surrounding neighborhoods and destinations, including Wickford Village, in North Kingstown through Complete Streets design and transit connections.	Planning Commission	1 to 3	
1.12.a	Link resource-based businesses to North Kingstown heritage and tourism to promote marine economy and agritourism.	EDA	7 to 10	
1.12.b	Support and expand local farm operations, products and farmers markets and work with farmers to highlight locally grown food and opportunities to support local agriculture.	EDA	1 to 3	
	Support the implementation of the Rhode Island Agricultural Partnerships' Five Year Strategic Plan to ensure the viability of farming and forestry, to ensure the continued provision of healthy foods.	EDA	3 to 5	
	Conduct a full food system needs assessment and inventory from cultivation to production, distribution, and waste reuse.	EDA	7 to 10	
1.12.c	Establish an agricultural preservation program through purchase of land and development rights.	Planning Department	Ongoing	
	Use Transfer of Development Rights and Farm, Forest and Open Space to support agricultural land preservation and help keep land in active agricultural use.	Planning Department	Ongoing	
	Designate lands for agricultural preservation.	Department	1 to 3	
	Map agricultural lands.	Department	1 to 3	
	Obtain support from local, state and federal programs to fund the purchase of agricultural land.	Planning Department	Ongoing	

Action #	Action By Element	Responsible Party	Timeframe	CIP
1.12.d	Identify areas or districts of the community that should be targeted for the development of innovative and other agricultural operations.		3 to 5	
	Consider the creation of an agricultural zone.	Planning Department	5 to 7	
1.12.e	Identify partnerships between municipalities and active farms and/or community groups to better support agricultural uses.	Planning Department	3 to 5	
	HOUSING			
2.1.a	Regulate the development of transit-oriented, multifamily housing where infrastructure exists.	Planning Commission	Ongoing	
2.1.b	Pursue the development of senior housing that accommodates adaptability and is accessible to public transportation and community services.	Planning Commission	Ongoing	
2.1.c	Work with developers to provide workforce housing that supports job growth associated with Quonset and large local businesses.	EDA	1 to 3	
2.1.d	Identify areas that could support a mix of housing types and investigate alternative housing types to encourage greater variety.	Planning Commission	Ongoing	
2.1.e	Establish and maintain an inventory of affordable housing in town beyond the units that currently meet the state's regulatory definition of Low and Moderate Income Housing (inventory housing that is affordable but not deed restricted).	Planning Department	Ongoing	
2.2.a	Assess housing demand in concert with the state's housing needs database, develop affordable housing strategies and monitor progress.	Planning Department	1 to 3	
2.2.b	Create and expand tools and incentives including but not limited to inclusionary zoning, density bonuses, a housing trust fund that provides funds through low-interest loans or gap financing,, and development practices that would encourage developers of new subdivisions to create mixed income rental and ownership housing.	Planning Department	1 to 3	
2.2.c	Work with Washington County CDC and non-profit organizations to meet town's affordable housing goals.	Planning Department	1 to 3	
2.2.d	Partner with legislators for inclusion of mobile homes towards affordable units.	Planning Department	1 to 3	
2.2.e	Study the market viability of the town's zoning codes and study the effects of the codes on the affordability of housing within North Kingstown.	Planning Department	Ongoing	
2.2.f	Work with the state administration to allow for more flexibility to qualify affordable units.	Planning Department	Ongoing	
2.2.g	Participate in state wide discussions regarding affordable housing strategies.	Commission/Planning	Ongoing	

Action #	Action By Element	Responsible Party	Timeframe	CIP
2.2.h	Hold workshops and conduct other public outreach on affordable housing options available in the zoning ordinance and subdivision regulations.	Town Council	1 to 3	
2.2.i	Analyze the success housing strategies in relation to future population needs.	Planning Department	Ongoing	
2.3.a	Enforce the building code and encourage property owners to adequately maintain and rehabilitate housing.	Building Official	Ongoing	
2.3.b	Develop and implement programs to help people maintain and stay in their homes including but not limited to the Home Repair Program and age-in-place programs that may assist with home retrofits and repair, floodproofing, energy and water saving measures, and expand tax relief.	Planning Department	1 to 3	
2.4.a	Use conservation development and low impact development standards to preserve open space, facilitate stormwater management, protect surface water and groundwater resources, maintain town character, and maximize the use and efficiency of existing infrastructure and alternative modes of transportation.	Planning Commission	Ongoing	
2.4.b	Adopt Complete Streets design including safe walking paths in new development and redevelopment.	Planning Department	Ongoing	
CIRCULATION				
3.1.a	Create a street safety plan-through traffic enforcement, speed limits, street design, and public education.	Department of Public Works	1 to 3	
3.1.b	Adopt Complete Street design and design standards in areas identified in the Transfer of Development Rights and Identification of Village Centers reports to ensure high quality multimodal circulation in new development and redevelopment proposals.	Planning Commission	1 to 3	
3.1.c	Identify priority locations for pedestrian safety improvements and consider alternatives to traditional sidewalks, crosswalks, curbs and gutters, such as stamped asphalt, at grade curb separated walkways, and landscaped stormwater management. Potential locations include but are not limited to: the Wickford Junction area, Post Road, Wickford, Routes to schools and other institutions, and connections to transit.	Department of Public Works	1 to 3	
3.1.d	Create a streamlined application for an "Adopt-a-Road" program for town roads to encourage business owners, institutions, schools, civic and community groups to contribute to beautifying roadways.	Department of Public Works	5 to 7	
3.2.a	Expand transit options by working with state agencies to establish a better schedule for the Wickford Junction train station, study the feasibility of connecting Wickford Junction to Wickford Village, Post Road and Quonset, and explore the feasibility of a future Davisville station.	Town Council	3 to 5	

Action #	Action By Element	Responsible Party	Timeframe	CIP
3.2.b	Expand alternative transportation methods, including but not limited to carpooling, on-demand and senior car service, and private shuttle.	EDA	5 to 7	
3.2.c	Expand the bike network to connect neighborhoods with destinations, update and implement the Wickford to Quonset Bike Path Study, and install and maintain bike racks at town-owned destinations such as transit hubs, commercial centers, institutions, parks, and the waterfront.	Planning Department	1 to 3	
3.3.a	Participate in Bike to Work Day and Safe Routes to School activities.	Town Council	7 to 10	
3.3.b	Work with organizations and programs promoting alternative transportation.	Town Council	Ongoing	
3.3.c	Identify incentives to encourage commuting via alternative transportation.	Town Council	7 to 10	
3.4.a	Implement the cyclical pavement management program.	Public Works	Ongoing	
3.4.b	Develop a comprehensive integrated transportation plan that includes priority implementation actions and link the top implementation actions to the town's TIP application for state/federal monies.	Department of Public Works	5 to 7	PW-ROAD-1
3.5.a	Amend Town of North Kingstown Land Development Regulations to encourage construction of adequate sidewalks within proposed developments with extensions to logical destinations or crossroads.	Planning Commission	1 to 3	
3.5.b	Evaluate the potential use of impact fees or financial assistance from developers to pay for infrastructure improvements such as sidewalks.	Town Council	3 to 5	
3.5.c	Undertake a sidewalk expansion program on Post Road and on other major arterial or feeder roads.	Town Council	1 to 3	
	Encourage sidewalks and pedestrian paths along Post Road that connect adjacent commercial buildings and properties, as well as nearby parcels.	Planning Commission	Ongoing	
	Require sidewalk or multiuse path construction adjacent to Post Road to facilitate pedestrian connections to bus stops.	Planning Commission	1 to 3	
OPEN SPACE AND ENVIRONMENT				
4.1.a	Strengthen nutrient loading standards and encourage reduced use of pesticide, fertilizer and irrigation.	Water Department	1 to 3	
4.1.b	Enforce Town requirements for septic system inspection, maintenance and upgrade, and develop criteria for areas where present sewage disposal systems are inadequate.	Water Department	1 to 3	
	Develop priority review of septic system permits on repetitive loss properties and/or properties located within the projected sea level rise scenarios.	Water Department	7 to 10	

Action #	Action By Element	Responsible Party	Timeframe	CIP
4.1.c	Develop a town-wide green infrastructure strategy and implement Phase II Stormwater Management Plan to mitigate flooding, keep pollutants out of water bodies, and recharge groundwater to maintain drinking water supply.	Department of Public Works	3 to 5	
	Monitor and minimize use of road salt and sand to protect waterways from stormwater runoff and consider the use of alternatives.	Department of Public Works	3 to 5	
	Work with Rhode Island Department of Transportation to ensure robust stormwater management on state roads in compliance with State stormwater regulations and Total Maximum Daily Load.	Department of Public Works	3 to 5	
	Implement drainage study for local and collector roads and develop drainage improvement program.	Department of Public Works	3 to 5	
	Commit to meeting all requirements of Town's MS4 permit, anticipating tighter requirements for stormwater remediation during the lifespan of this plan.	Department of Public Works	Ongoing	
4.1.d	Revise the groundwater ordinance.	Groundwater Committee	1 to 3	
1.4.e	Work with RIDEM on wellhead mapping.	Groundwater Committee	1 to 3	
4.2.a	Adopt methods to restore water bodies that impact groundwater recharge, including but not limited to Saw Mill Pond.	Water Department	5 to 7	
4.2.b	Increase tree coverage throughout town and consider developing a tree nursery to provide low cost trees to property owners.	Town Council	7 to 10	
4.2.c	Develop ways to convert lawns to pollinator habitats including but not limited to incentive programs, working with homeowner associations to convert common open space, and identifying town parks and public lands that could also serve as public education projects.	Water Department	1 to 3	
4.2.d	Investigate the use of native plants in public, commercial and residential landscaping and more diverse grasses at turf farms.	Planning Department	3 to 5	
4.3.a	Develop mechanisms to-protect undeveloped/natural landscape in Groundwater Zone 1 for water quality.	Water Department	Ongoing	
4.3.b	Acquire land through purchase of land and development rights, land dedication, and easements.	Town Council	Ongoing	
	Identify areas to target for preservation and create a prioritization strategy that includes criteria such as: conservation opportunity areas, significant scenic/historic/archaeological resources, forest, farmland, groundwater overlay, wetland, salt marsh, steep slope, riparian buffers, SFHA subject to repeat flooding, 1' and 3' sea level rise.	Planning Department	1 to 3	
4.3.c	Link state funding opportunities for non-point source pollution abatement with grants for open space acquisition and recreation.	Planning Department	7 to 10	

Action #	Action By Element	Responsible Party	Timeframe	CIP
4.4.a	Implement demand management techniques recommended in the Water Supply System Management Plan and develop criteria and methodology to facilitate enforcement of watering and landscape irrigation regulations for nonagricultural use.	Water Department	1 to 3	
4.4.b	Work with the QDC, RIDEM, the state Water Resources Board, Kent County Water Authority and other interested parties in the Hunt Wellhead Protection Area or through other protection initiatives to address water management within the aquifer.	Water Department	Ongoing	
4.4.c	Study greywater reuse and rainwater harvesting.	Water Department	7 to 10	
4.5.a	Adopt environmental standards for low impact development and energy efficiency.	Town Council	7 to 10	
4.5.b	Work with homeowners to complete home energy audits and assess cost-saving efficiency upgrades, and alternative energy solutions.	Building Official	3 to 5	
4.5.c	Partner with property owners to install solar panels on large and small footprint commercial, residential and industrial buildings and surface parking lots.	Planning Commission	1 to 3	
4.6.a	Assess opportunities to increase energy efficiency throughout town facilities and operations and reduce North Kingstown's overall carbon footprint.	Town Council	3 to 5	
	Conduct baseline assessment of energy use for town buildings, vehicles and equipment.	Building Official	3 to 5	
	Explore alternative renewable energy solutions including solar, wind and hydropower for all municipal buildings and operations.	Building Official	3 to 5	
	Integrate green building strategies into existing municipal facilities, and require green building standards as defined by the US Green Building Council for future construction and/or building retrofits.	Building Official	3 to 5	
	Implement pilot projects on Town property to demonstrate energy efficiency and resource conservation. Projects may include: pollinator habitats, greywater reuse, rainwater harvesting, stormwater management, alternative energy generation, composting.	Town Council	5 to 7	
4.7.a	Explore expansion of town-wide environmental education programs for residents and businesses and partnerships with schools.	Water Department	1 to 3	
4.7.b	Update existing environmental and conservation publications such as the Puddle.	Water Department	3 to 5	
4.7.c	Develop interpretive signage to publicize town conservation and sustainability efforts and demonstration energy and water conservation projects.	Water Department	7 to 10	
4.8.a	Implement a Recreation Facilities Management Program to upgrade and improve all facilities.	Recreation Department	Ongoing	

Action #	Action By Element	Responsible Party	Timeframe	CIP
4.8.b	Work with Recreation Department to schedule use of school department facilities for extracurricular recreational programs outside of regular school hours.	Recreation Department	Ongoing	R-EXIST FAC-1 to 5; R-FIELD-1 to 3; R-NEW FAC-1; R-EQUIP-1
4.8.c	Upgrade Community Center or explore its replacement with a new indoor recreation center.	Town Council	1 to 3	
4.8.d	Institute programming for after work/evening hours at local facilities, adult sport leagues, and fitness stations at parks and trails.	Recreation Department	5 to 7	R-EXIST FAC-1
4.8.e	Develop pocket parks within walking distance (1/2 mile) of densely populated areas in town.	Planning Department	1 to 3	
4.8.f	Work with property owners and developers to designate and design open space and public recreational use in commercial and industrial areas.	Planning Department	5 to 7	
4.8.g	Assess the use of user fees to offset costs and contribute to maintenance, upgrade and/or development of town services and facilities with limited user base (such as swimming pool, ice rink, teen center).	Town Council	7 to 10	
4.8.h	Collaborate with community organizations in the maintenance and upgrade of highly used facilities.	Town Council	Ongoing	
4.9.a	Provide open space trails and viewing platforms on public land where possible, and negotiate public access to private dedicated opens space in adjacent developments to form a continuous and publicly accessible green space network.	Town Council	1 to 3	
4.9.b	Protect and expand access to inland fresh water and public shoreline, and develop a blue trail along the coast for active recreation.	Town Council	1 to 3	
4.9.c	Identify Public Shoreline Access ROW areas and designate as such with signage.	Town Council	Ongoing	
4.10.a	Develop unified signage for trail, open space, and waterfront access points.	Conservation Commission	1 to 3	
4.10.b	Use programming to highlight open space assets, such as concerts, ArtVenture hikes and history tours.	Town Council	3 to 5	
4.10.c	Evaluate potential to connect waterfront and open space access points to existing and proposed biking trails and creating additional car and bike parking where possible.	Planning Department	3 to 5	
4.10.d	Develop access for small watercraft (canoe/kayaks) throughout the town including at the Wickford parking lot, Town Beach, and other town access points.	Town Council	1 to 3	
4.10.e	Safeguard and improve the water quality of the harbors and coastal areas to ensure their continued safe use by the public for boating, swimming and fishing.	Harbor Division	Ongoing	

Action #	Action By Element	Responsible Party	Timeframe	CIP
4.10.f	Institute an "Adopt-an-Access Point" program for civic and neighborhood organizations, businesses, schools, and other community organizations to maintain and improve access points through landscaping, signage, cleaning.	Department of Public Works	3 to 5	
	HISTORIC			
5.1.a	Inventory extant historic structures and identify priorities for rehabilitation, redevelopment, and historic designation.	Historic District Commission	1 to 3	
5.1.b	Regulate current historic districts to protect the existing housing stock and the character of significant areas and explore the potential for expanding existing or creating additional historic district designations.	Historic District Commission	3 to 5	
5.1.c	Work with property owners regarding voluntary stewardship of historic buildings/properties.	Historic District Commission	7 to 10	
5.1.d	Develop a stone wall protection ordinance.	Town Council	7 to 10	
5.1.e	Investigate the applicability of a demolition delay ordinance.	Planning Department	1 to 3	
5.2.a	Highlight historic mill villages and significant properties through signage and marketing materials.	EDA	1 to 3	
5.2.b	Highlight the history of North Kingstown and use technology and educational programs to give the community a greater understanding of its cultural and historical heritage.	Historic District Commission	3 to 5	
5.2.c	Identify historic resources to encourage tourism and economic development and share information on the town's historic assets with regional and state tourism efforts.	Historic District Commission	Ongoing	
5.2.d	Utilize the town's new web site to market North Kingstown history, heritage, arts and culture, and natural and waterfront amenities.	EDA	Ongoing	
	Utilize the new North Kingstown website to highlight attractions, history, things to do and link to state outlets.	EDA	3 to 5	
	Promote Wickford's waterfront location as a destination for restaurant, retail, harbor activity, and recreation.	EDA	3 to 5	
	Build a North Kingstown brand and identity through the use of motifs and images.	EDA	5 to 7	
	Maintain relationships with regional tourism organizations and South County communities to ensure North Kingstown is promoted by state tourism branding and marketing.	EDA	Ongoing	
	Add signs at town entrances to inform people of where they are.	EDA	Ongoing	
5.2.e	Develop wayfinding signage and key attractions at gateways, such as Route 4/102, Post Road/Frenchtown Road, Post Road/Route 403, Route 1A/Beach St, Jamestown Bridge.	Town Council	1 to 3	

Action #	Action By Element	Responsible Party	Timeframe	CIP
5.2.f	Develop historic walking tours, and develop additional walking and biking itineraries for places of interest and scenic routes.	Town Council	Ongoing	
5.3.a	Collaborate with arts-related organizations to provide events and strategies as tourism attractions, and foster the relationship between the arts and business community for cross-promotion and economic development.	Town Council	Ongoing	
5.3.b	Expand arts educational programs for all age groups through school and public programming, and enhance the link between school-based arts programming and the broader arts community in town.	School Department	5 to 7	
5.3.c	Assess the potential for creating art spaces through adaptive reuse projects similar to the Mill at Shady Lea.	Planning Department	7 to 10	
	COMMUNITY SERVICES AND FACILITIES			
6.1.a	Work with businesses on the commercial and industrial precycling (ie reducing the use of packaging and disposable products) and recycling of materials and explore a food scrap composting program.	Department of Public Works	7 to 10	
6.1.b	Institute the latest solid waste management technologies and upgrade waste transfer station as needed.	Department of Public Works	7 to 10	
6.1.c	Develop ordinances that will reduce litter and solid waste along roads and in town public areas.	Department of Public Works	7 to 10	
6.2.a	Provide adequate domestic water supply and fire protection.	Water Department	Ongoing	
	Use and update the water system hydraulic model to ensure sufficient water volume and pressure within the water service area.	Water Department	Ongoing	INFR-6; W-PLAN-1 to W-
	Upgrade the water distributions system as appropriate and when possible coordinate with roadway reconstruction and pipeline replacement projects when possible.	Water Department	Ongoing	W-PLAN-1
	Develop a water system asset management and condition assessment and replacement plan.	Water Department	5 to 7	W-INFR-1 thru W-INFR-5
6.3.a	Undertake sewer infrastructure installation in Wickford Village and along Post Road. Sewer installation in the Post Road area must be balanced with preserving those areas that contribute to groundwater recharge	Department of Public Works	Ongoing	SW-1
6.3.b	Assess the potential for the construction of sewers in environmentally sensitive areas, flood prone areas within the SFHA and projected sea level rise, and areas of existing high density.	Department of Public Works	7 to 10	SW-1
6.3.c	Monitor wastewater treatment plant capacity and prepare for expansion and upgrade to accommodate growing need.	Department of Public Works	3 to 5	SW-1
6.4.a	Participate in programs that provide low cost health care and social services to those that qualify and are eligible.	Town Council	Ongoing	
6.4.b	Continue to provide access to healthy foods and active recreation.	Town Council	1 to 3	

Action #	Action By Element	Responsible Party	Timeframe	CIP
6.5.a	Develop a long-range library plan to stay abreast of new and innovative library services and technology.	Library Director	Ongoing	
6.6.a	Implement the findings of the long-range school planning process to determine future need and develop long-term scenarios for potential school consolidation, use of technology, new and better facilities with modern security features, and more efficient, cost-saving bussing and administration.	School Department	1 to 3	
6.7.a	Provide adequate staffing and overtime budgets in order to maintain police service levels.	Town Council	1 to 3	
6.7.b	Upgrade police facilities and infrastructure, including the Police Department building, Emergency Operations Center and a new police headquarters building.	Town Council	1 to 3	
6.7.c	Evaluate the need for additional Fire Department staff and facilities to handle concurrent runs as the town grows.	Town Council	1 to 3	
6.7.d	Evaluate the potential-Quonset Point Davisville Fire Station to ensure adequate response times, potentially on vacant land adjacent to Fire Maintenance Bldg.	Town Council	Ongoing	
6.7.e	Communicate with adjoining towns' public safety departments and explore regional fire and police with neighboring communities.	Police and Fire Departments	7 to 10	F-NEW FAC-1; F-NEW FAC-2
6.7.f	Evaluate the possibility of consolidating any of the existing and proposed fire stations in town.	Town Council	1 to 3	
6.8.a	Assess centralization and coordinated use of town facilities and resource sharing among municipal departments and develop a plan for consolidating town government and school offices in one location.	Town Council	1 to 3	
6.8.b	Develop maintenance plans for municipal facilities and maintain adequate capital reserve to fund development and maintenance of municipal facilities.	Department of Public Works	1 to 3	
6.8.c	Site new municipal/civic buildings, where practicable, within village centers and along transit routes for better access and infrastructure availability.	Town Council	5 to 7	PW-EXIST FAC-1 to PW-EXIST FAC 4
6.8.d	Explore regional agreements for resource sharing.	Town Council	7 to 10	
6.9.a	Develop a communication strategy to ensure a range of tools is used to provide all residents with straightforward access to information.	Technology Department	3 to 5	
6.9.b	Implement Information Technology Advisory Committee (ITAC) recommendations to streamline operations and ensure ease of access for town employees and residents by updating and redesigning the town website, payments, software, workflow, staffing, security, and continuity of services.	Information Technology Department	1 to 3	

Action #	Action By Element	Responsible Party	Timeframe	CIP
6.10.a	Develop a "North Kingstown Civics 101" brochure to better communicate the roles of local boards, committees, commissions, and civic groups.	Town Clerk	Ongoing	
6.10.b	Communicate regularly with community and civic organizations and ensure access to appropriate public spaces.	Town Clerk	Ongoing	
6.10.c	Engage youth in civic discourse through volunteer or internship programs, and civics education in North Kingstown schools.	Town Clerk	Ongoing	
6.10.d	Promote volunteer opportunities, particularly for initiatives such as beautification and anti-litter "adopt-a-spot" programs, friends of parks groups, and tree planting.	Department of Public Works	Ongoing	
6.10.e	Provide training to board and commission members.	Town Clerk	Ongoing	
NATURAL HAZARDS				
7.1.a	Notify property owners within the Special Flood Hazard Area (SFHA) of their exposure to projected sea level rise scenarios.	Building Official	1 to 3	
7.1.b	Create more resilient housing stock through "code-plus" techniques that go above and beyond local building codes to reduce damage and debris from structures during a storm or flooding event.	Building Official	1 to 3	
7.2.a	Evaluate vacant properties within the SFHA and identify opportunities to acquire, purchase, or establish perpetual conservation easements on these parcels.	Town Council	1 to 3	
7.2.b	Assess feasibility of structuring Purchase Development Rights (PDR) program specific to the SFHA to reduce density in the potential	Planning Department	1 to 3	
7.2.c	Define areas impacted by sea level rise and other flood events for protection, accommodation, preservation, and managed retreat.	Planning Department	7 to 10	
7.3.a	Create a database of municipal properties and structures within the SFHA or projected sea level rise areas and record of flood impacts.	Building Official	1 to 3	
7.3.b	Request RIDOT conduct a feasibility study to identify strategies to protect evacuation routes and state roadways from storm damage and projected sea level rise inundation and evaluate the necessity and feasibility of elevating low points in the roadway to maintain evacuation routes.	Department of Public Works	1 to 3	
7.3.c	Prioritize public facility improvements that are necessary for increased resiliency on the town Capital Improvement Program and roads currently and potentially impacted by a sea level rise or coastal flooding for inclusion on the state Transportation Improvement Program (TIP) and town Capital Improvement Program.	Department of Public Works	1 to 3	
7.3.d	Restrict development of new roads in areas impacted by coastal flooding and sea level rise scenarios.	Department of Public Works	7 to 10	
7.3.e	Update and continue to implement the Town's Hazard Mitigation Plan with regard to Town-owned transportation infrastructure.	Planning Department	7 to 10	

Action #	Action By Element	Responsible Party	Timeframe	CIP
7.4.a	Preserve open space in existing salt marsh complexes, floodplain, and in areas exposed to coastal hazards, sea level rise projections and salt marsh migration.	Town Council	Ongoing	
7.4.b	Establish a process and financial incentives for property owners to define conservation easements on their properties to protect areas projected to be inundated by sea level rise or salt marsh migration.	Planning Department	1 to 3	
7.5.a	Create a database of parcels within the historic districts, the SFHA, and within the projected sea level rise areas to monitor impacts to these areas and coordinate with property owners on potential strategies to protect historic assets.	Building Official	1 to 3	
7.5.a	Coordinate with the State Historic Preservation Officer and the local Historic District Commission to provide resources and design guidelines for historic home owners within historic districts who may desire to flood-proof their property or structure.	Building Official	1 to 3	
7.5.b	Coordinate with the State Historic Preservation Officer and the local Historic District Commission to provide resources and design guidelines for historic home owners within historic districts who may desire to flood-proof their property or structure.	Historic District Commission	1 to 3	
7.5.c	Establish financial incentives for owners of historic properties who voluntarily invest in adaptation strategies to flood-proof or otherwise protect vulnerable assets, such as low-interest loans or historic preservation grants .	Town Council	7 to 10	
	LAND USE			
8.1.a	Develop and use the design review guidelines that incorporate architecturally compatible, ecologically sensitive, aesthetically pleasing and defensible criteria.	Planning Commission	1 to 3	
8.1.b	Amend the zoning map in order to bring consistency between the zoning and the comprehensive plan within 18 months of State Approval.	Planning Commission	1 to 3	
8.2.a	Focus development around growth centers.	Commission	Ongoing	
8.2.b	Implement the Transfer of Development Rights and Identification of Village Centers reports and the Wickford Village Plan, and consider transferable qualities that other village centers as identified in the village centers reports could incorporate.	Planning Department	Ongoing	
8.2.c	Revise Transfer of Development Rights (TDR) to enable higher density residential and commercial development in receiving zones as a way to encourage new development in existing developed areas.	Planning Department	1 to 3	
8.2.d	Assess the use of Compact Village Development (CVD) where appropriate for high quality mixed use projects.	Planning Commission	3 to 5	
8.3.a	Investigate incentive programs such as low-interest loan programs, density incentives, tax incentives and tax increment financing.	Town Council	3 to 5	
8.3.b	Institute streamlined permitting for redevelopment sites.	Commission	3 to 5	

Action #	Action By Element	Responsible Party	Timeframe	CIP
8.3.c	Identify opportunities for public/private partnerships to redevelop properties	Town Council	3 to 5	
8.4.a	Allow for housing types to that accommodate demographic changes while maintaining neighborhood character.	Planning Commission	Ongoing	
8.4.b	Investigate infill development the when siting of new residential neighborhoods.	Planning Commission	Ongoing	
8.5.a	Identify and/or designate areas for mixed use and transit-oriented development	Planning Commission	Ongoing	
8.5.b	Site the development of a mix of office, retail, light industrial,-and public space in Quonset Gateway.	Planning Commission	Ongoing	
8.5.c	Site a mix of office, retail, and high-density residential-development on Post Road and Wickford Junction.	Planning Commission	Ongoing	
8.5.d	Site a mix of office, retail and high density residential development in existing villages.	Planning Commission	Ongoing	
8.6.a	Support commercial and industrial growth at Quonset.	Town Council	Ongoing	
8.6.b	Work with property owners to direct commercial development in existing villages and designated growth areas.	Planning Commission	Ongoing	
8.6.c	Assess the expansion and development of agriculture, silviculture, aquaculture and other resource-based businesses including newly emerging agricultural trends.	Planning Department	Ongoing	
8.7.a	Utilize overlays and enforce standards to protect steep slopes, groundwater, and special flood hazard areas.	Planning Commission	Ongoing	
8.7.b	Preserve open space in environmentally sensitive areas, around water bodies, and in areas with significant scenic and cultural resources.	Town Council	Ongoing	
8.7.c	Plan regionally by coordinating with other towns in Washington County and also in the State of Rhode Island, with particular attention to shared natural resources and transportation systems	Town Council	Ongoing	

CIP	Reference #	
Water		
well #10 rehab/replacement	W-INFR-1	W-INFR = water infrastructure
water system asset management/plan/condition assessment	W-PLAN-1	W-PLAN = water planning
disinfection of high service areas	W-INFR-2	
renewable energy feasibility study	W-PLAN-2	
water supply development source augmentation; supply redundancy	W-PLAN-3	
recoat Slocum Tank	W-INFR-3	
Rehab Well #6	W-INFR-4	
Water main replacement	W-INFR-5	
Recreation		
Signal Rock building (as a community center)	R-EXIST FAC-1	R-EXIST FAC = RECREATION EXISTING FACILITY
Yortown Park improvements (safety, lighting, restrooms)	R-EXIST FAC-2	
McGinn Park turf	R-FIELD-1	R-FIELD = RECREATION FIELD IMPROVEMENTS
Indoor rec facility	R-NEW FAC-1	R-NEW FAC = NEW RECREATION FACILITY
Wilson Park (soccer, tennis, basketball)	R-FIELD-2	
Electric golf carts	R-EQUIP-1	R-EQUIP = RECREATION EQUIPMENT
Air conditioning at Cold Spring CC	R-EXIST FAC-3	
Update driving range	R-EXIST FAC-4	
McGinn Park tennis, basketball and skate park	R-EXIST FAC-5	
Ryan Park improvements (new soil, seed)	R-FIELD-3	
DPW		
100 Fairway improvements	PW-EXIST FAC-1	PW-EXIST FAC = PUBLIC WORKS EXISTING FACILITY IMPROVEMENTS
Facilities improvements	PW-EXIST FAC-2	
Fire Maintenance Building improvements	PW-EXIST FAC-3	
Old Town House/WES	PW-EXIST FAC-4	
Road maintenance (pavement management)	PW-ROAD-1	PW-ROAD = PUBLIC WORKS ROAD WORK
Vehicle and equipment replacement	PW-EQUIP-1	PW-EQUIP = PUBLIC WORKS EQUIPMENT
Landfill closure (Hamilton Allenton and Oak Hill)	PW-LAND-1	PW-PROP = PUBLIC WORKS LAND ASSET

CIP	Reference #	
Fire		
Station 2 & 3 windows and doors	F-EXIST FAC-1	F-EXIST FAC = FIRE DEPT EXISTING FACILITY IMPROVEMENTS
New maintenance truck	F-EQUIP-1	F-EQUIP = FIRE DEPT EQUIPMENT
Quonset Fire Station	F-NEW FAC-1	F-NEW FAC = FIRE DEPT NEW FACILITY
Station upgrades and #1 addition	F-EXIST FAC-2	
Temporary engine storage	F-NEW FAC-2	
Police		
Station window, roof replacement; parking lot lighting	P-EXIST FAC-1	P-EXIST FAC = POLICE DEPT EXISTING FACILITY IMPROVEMENTS
Senior Services		
Vehicle replacement	SS-EQUIP-1	SS-EQUIP = SENIOR SERVICES EQUIPMENT
Sewers		
Funding	SW-1	SW = SEWERS
Schools		
HVAC at NKHS	S-EXIST FAC-1	S-EXIST FAC = SCHOOLS EXISTING FACILITY IMPROVEMENTS
District technology	S-TECH-1	S-TECH = SCHOOLS TECHNOLOGY IMPROVEMENTS
Vehicle fleet replacement	S-EQUIPMENT-1	S-EQUIPMENT = SCHOOLS EQUIPMENT
WMS mechanical fresh air system	S-EXIST FAC-2	
windows and roof, flooring	S-EXIST FAC-3	
electrical, sewer, plumbing	S-EXIST FAC-4	
masonry	S-EXIST FAC-5	
sidewalks, parking, playground	S-EXIST FAC-6	
NKHS athletic fields and tennis courts	S-FIELDS-1	S-FIELDS = SCHOOLS ATHLETIC FIELD IMPROVEMENTS
Hamilton boiler	S-EXIST FAC-7	
Fishing Cove heating	S-EXIST FAC-8	
lighting	S-EXIST FAC-9	
health/safety/ada	S-EXIST FAC-10	
generator	S-EXIST FAC-11	
security	S-EXIST FAC-12	
lockers	S-EXIST FAC-13	
gym floor refinishing	S-EXIST FAC-14	

