TOWN OF NORTH KINGSTOWN

COMPREHENSIVE PLAN 2019

10-YEAR RE-WRITE

PREPARED BY:
INTERFACE STUDIO

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TOWN OF

NORTH KINGSTOWN COMPREHENSIVE PLAN 2019

10-YEAR RE-WRITE

ACKNOWLEDGMENTS

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

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i. introduction

PURPOSE OF THE COMPREHENSIVE PLAN

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

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

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

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

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

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

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

Public kick off meeting

WHY PLAN?

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

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

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

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

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

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

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

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

ADOPTION AND AMENDMENTS

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

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

RELEVANT PLANS

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

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

PLAN COMPONENTS

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

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

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

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

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

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

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

ii. overview of North Kingstown

HISTORICAL CONTEXT

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

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

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

In the 19th century, the textile industry took advantage of North Kingstown's rivers and streams and mill villages sprung up around the Hunt, Annaquatucket, and Pettaquamscutt River systems. These included Lafayette, Hamilton, Belleville, Davisville, Annaquatucket, Shady Lea, and Silver Springs. Rail and trolley lines further propelled North Kingstown's industry with the Providence and Stonington Railroad, Newport & Wickford Railway & Steamship Line, and Sea View Trolley opening in the mid- to late-1800s.

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

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

Figure 1. Timeline of North Kingstown

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

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

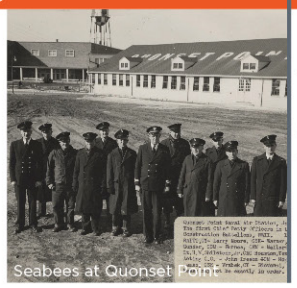
During the Second World War, Quonset was involved in the development of a naval night fighter aircraft.

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

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

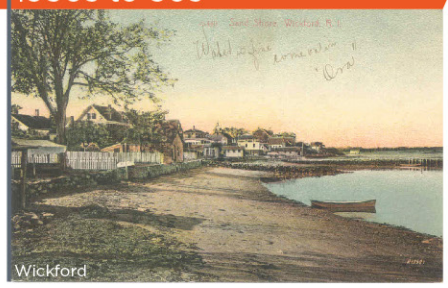
Following their closures, the land at Quonset and Davisville was managed and developed by various state entities until the Quonset Development Corporation (QDC) was created by the Rhode Island General Assembly effective on January 1, 2005. (www.quonset.com/about-the-park/history-of-quonset)

1938 — ***Quonset/Davisville military complex*** *established*; *Great Hurricane of 1938*

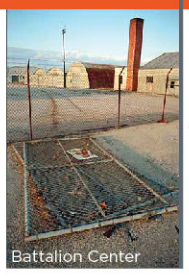

Seabees at Quonset Point

1941-1942 — ***Quonset Point Naval Air Station*** *and* ***Navy Construction Battalion Center*** *at Davisville established*

1930s to 50s — *Summer resort communities grow and North Kingstown shifts to* ***mainly residential community***


Wickford

1974 — *Quonset Point Naval Air Station decommissioned*


Battalion Center

1994 — *Navy Construction Battalion Center at Davisville closed*

2005 — ***Quonset Development Corporation*** *created*

Quonset Business Park

KEY DEMOGRAPHIC TRENDS

North Kingstown is in a period of demographic stability

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

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

The Rhode Island Statewide Planning program projects a 0.3% annual growth rate in North Kingstown over the next 20 years, reaching a population of 28,390 by 2035.[3]

Household composition has been changing

North Kingstown follows regional and national trends of non-family household growth. Between 2010 and 2017[4], growth has been in households of individuals living alone and families without children. In 2010, 63% were families with no children versus 68% in 2017. The growth rate is highest among empty nesters and young workers, while families with children have declined. [1, 2]

This is in line with Rhode Island trends. The state is getting older and projections show the Rhode Island working-age population will shrink an estimated 6% between 2010 and 2040.[3]

The population of North Kingstown is 93% white, a slight decline from 94% in 2010. There has been consistent representation from black, Asian and hispanic populations between 2010-2017[4].

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

Figure 2. *Population change in North Kingstown, 1940-2018* [1, 5]

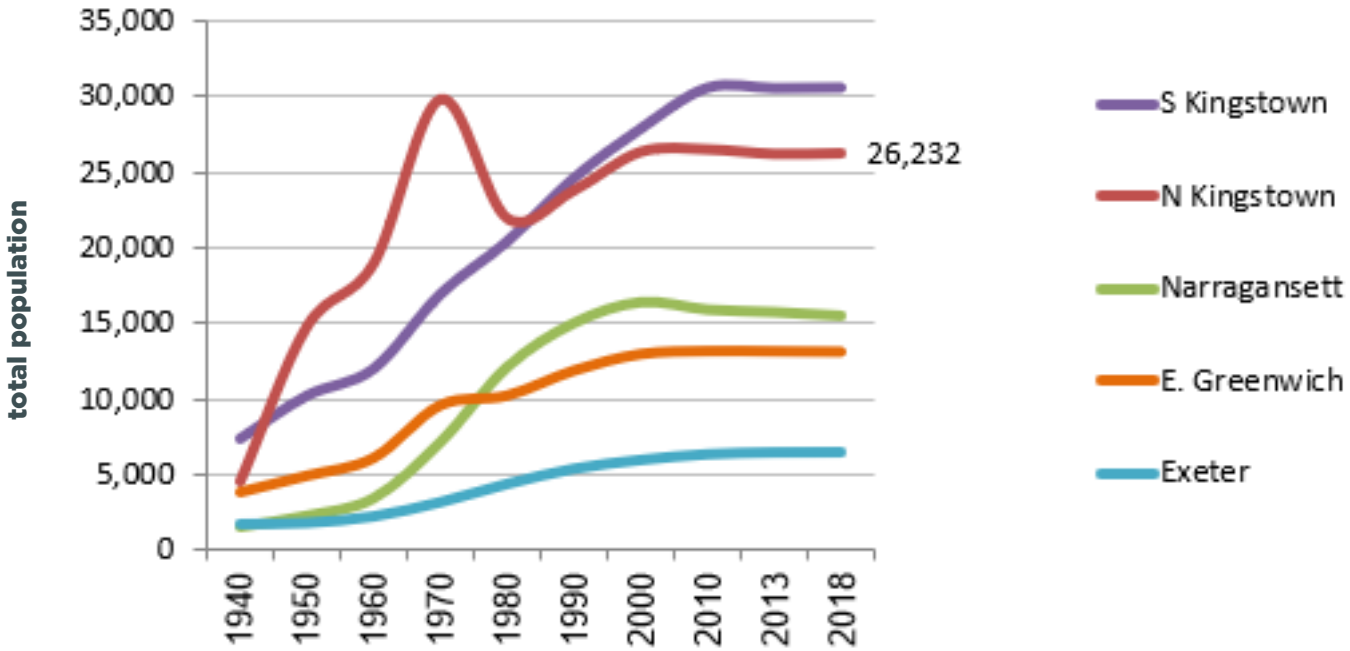
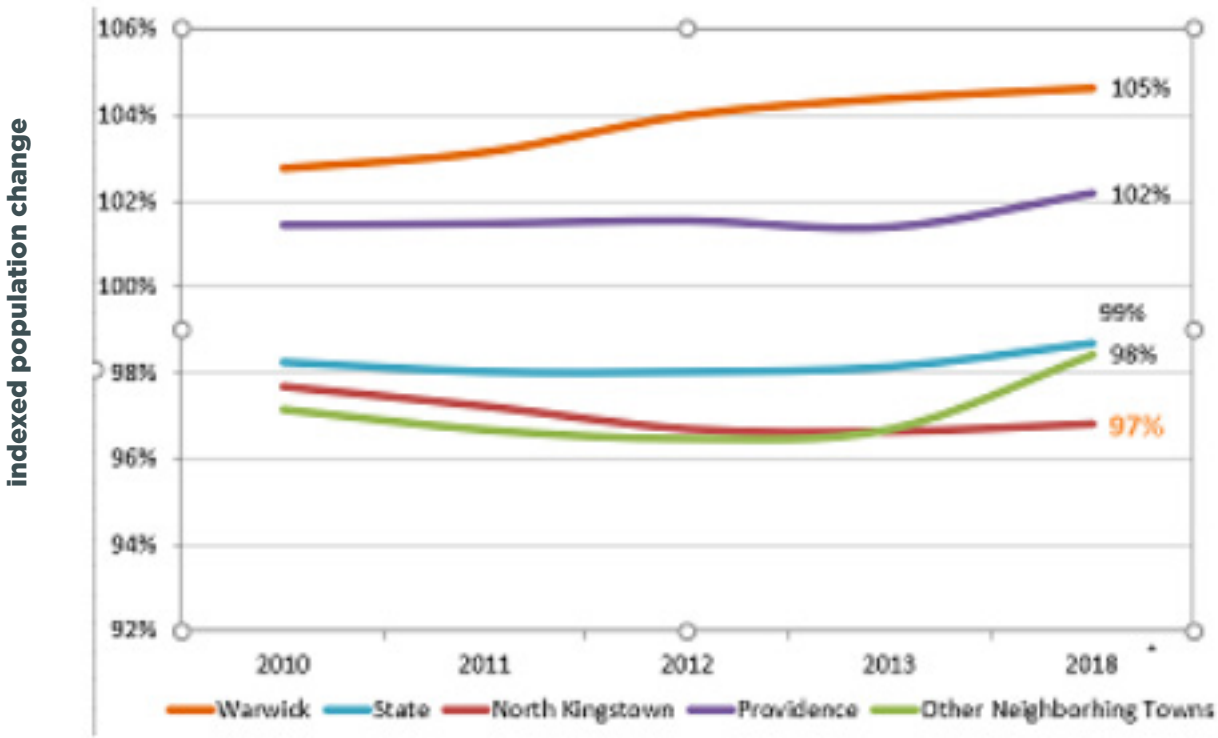


Figure 3. *Indexed population change, 2005-2018* [2, 3,5]



North Kingstown has an educated population

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

Incomes have been growing but child poverty has also increased

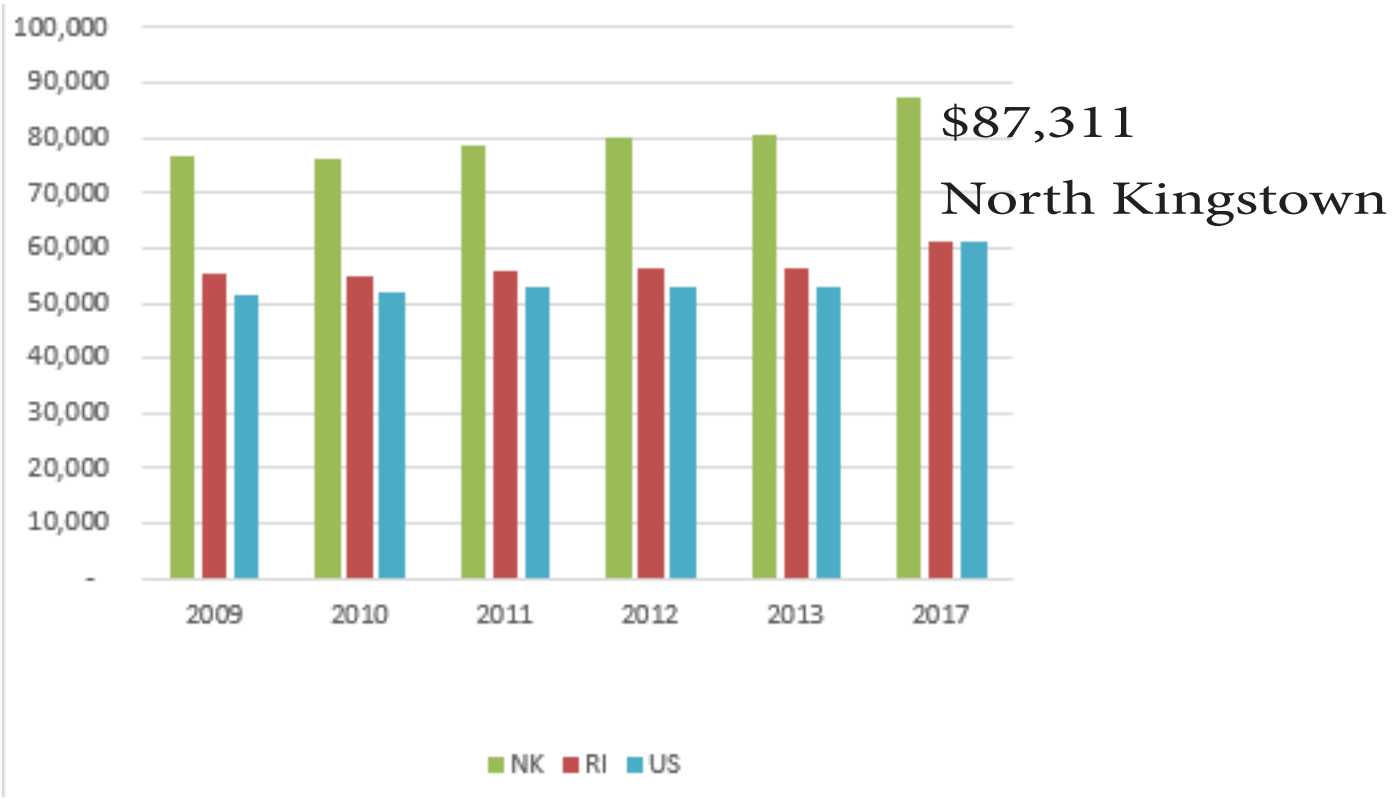
North Kingstown residents have above average household incomes. The income distribution is skewed toward upper income ranges, but not to the same extent as the adjacent four towns (East Greenwich, Exeter, Narragansett, and South Kingstown). The trend has been strong seeing growth in median household income, up 8.5% since 2010. Median income in North Kingstown was 130% of the statewide median in 2017[7].

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

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

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

Figure 4. *Median household income, 2009-2017* [2,7]



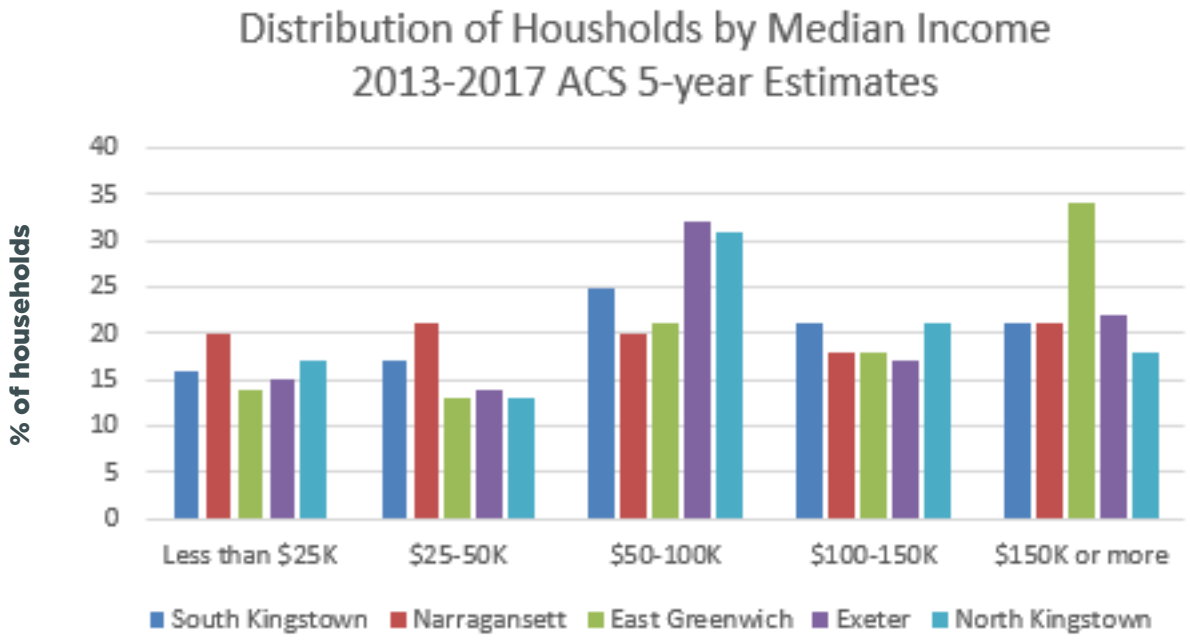


Figure 5. *Distribution of households by median income, 2017* [27]

iii. planning process

PLANNING PHASES

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

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

b. DEVELOPING A VISION AND PRELIMINARY RECOMMENDATIONS in response to the research findings and community input with review and feedback through the steering committee, stakeholder functional groups, and public forums.

c. DEVELOPING THE PLAN by refining the recommendations based on input from the steering committee and community, and bringing together the analysis, key public input, recommendations and implementation into a plan document.

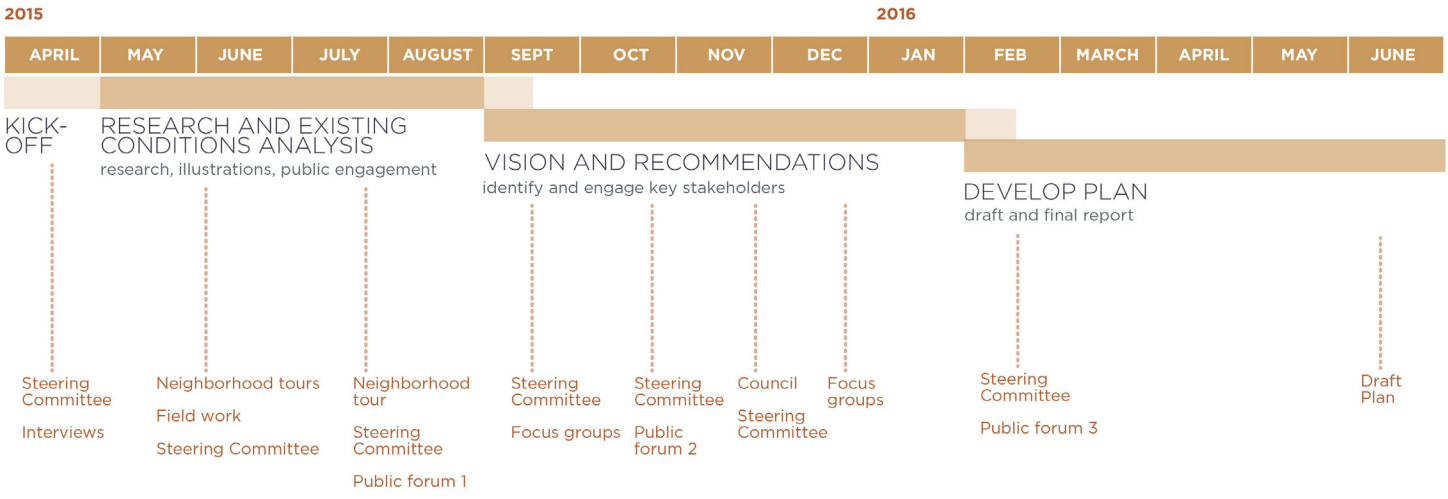


Figure 6. *Planning process schedule*

COMMUNITY ENGAGEMENT

STEERING COMMITTEE

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

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

RESIDENT SURVEY

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

INTERVIEWS

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

AREA TOURS

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

- Wickford Village
- Post Road south of 403
- Davisville
- Wickford Junction and Route 2/102

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

FUNCTIONAL GROUPS

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

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

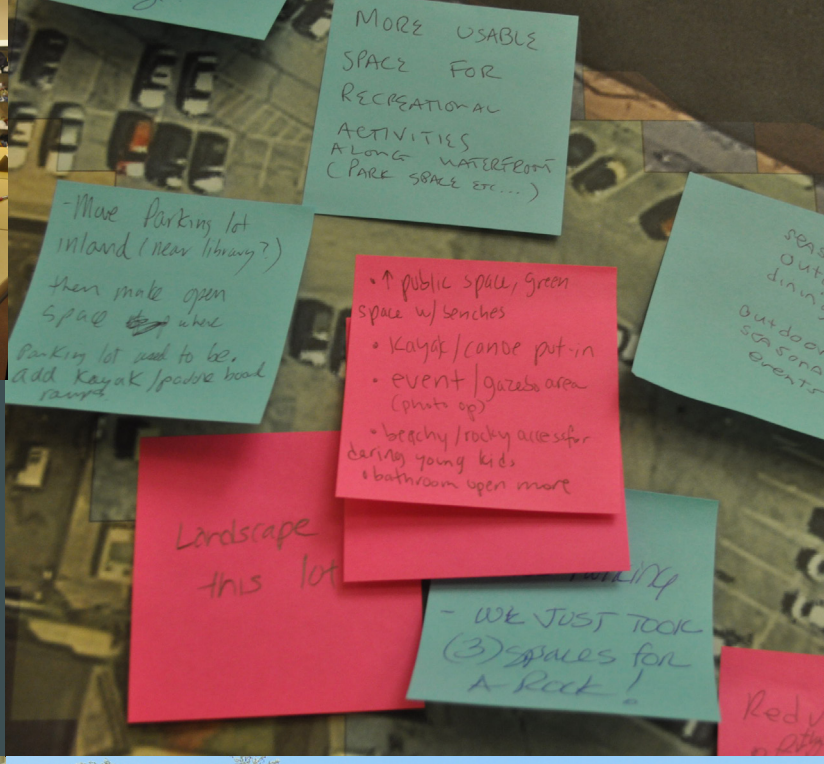
Each functional group met twice: once in September to review the research and analysis findings and discuss key issues, and again in December to review the draft goals and brainstorm potential policies and actions.

PUBLIC FORUMS

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

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

COMMUNITY ENGAGEMENT ACTIVITIES



RESIDENT SURVEY

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

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

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

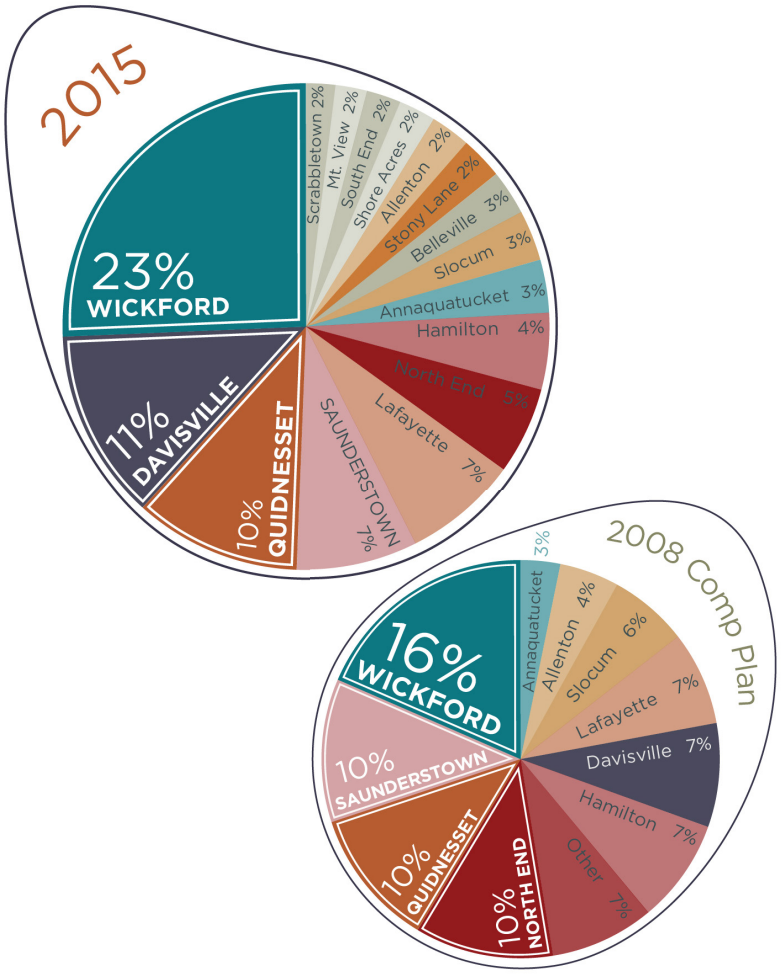


Figure 7. *Breakdown of 2008 and 2015 survey participant neighborhoods*

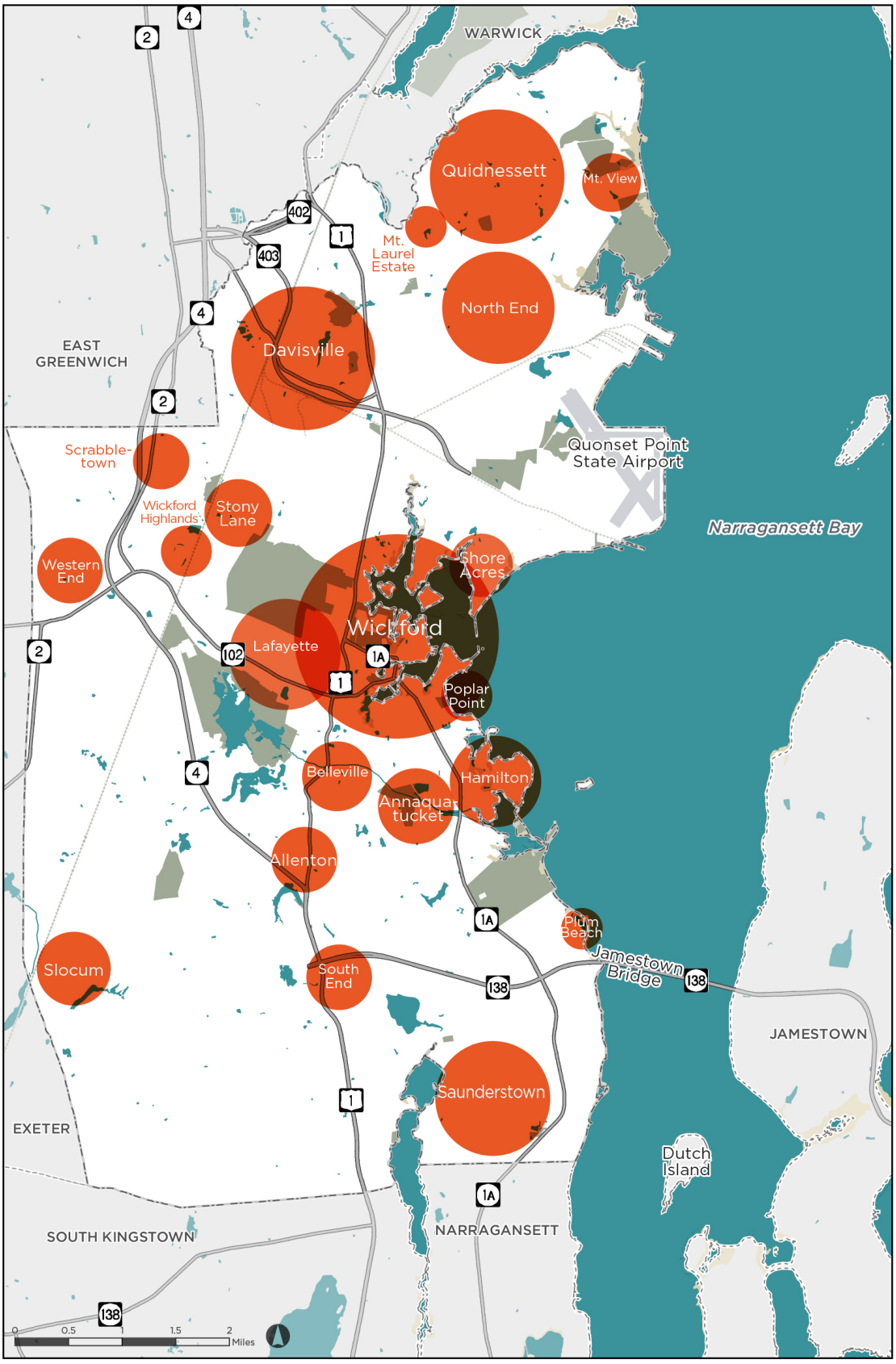


Figure 8. *Map and summary of resident survey participants*

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

HOW WOULD YOU RATE THE QUALITY OF LIFE?

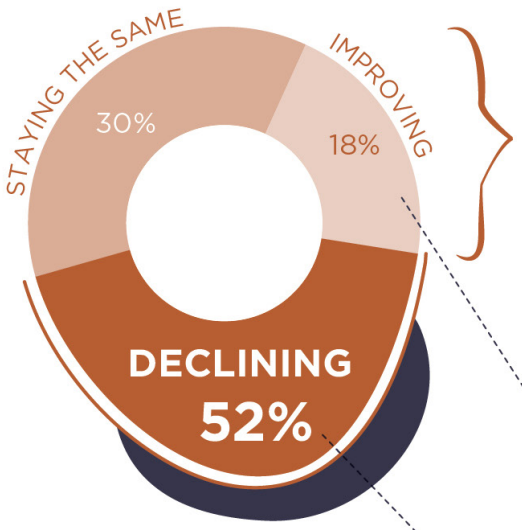
2015

89% think the quality of life is good or excellent

2008 COMP PLAN

83% think the quality of life is good or excellent

DO YOU THINK NORTH KINGSTOWN IS...



IN 2008,

23% thought the Town was IMPROVING

AND IN 2001,

31% said North Kingstown was IMPROVING

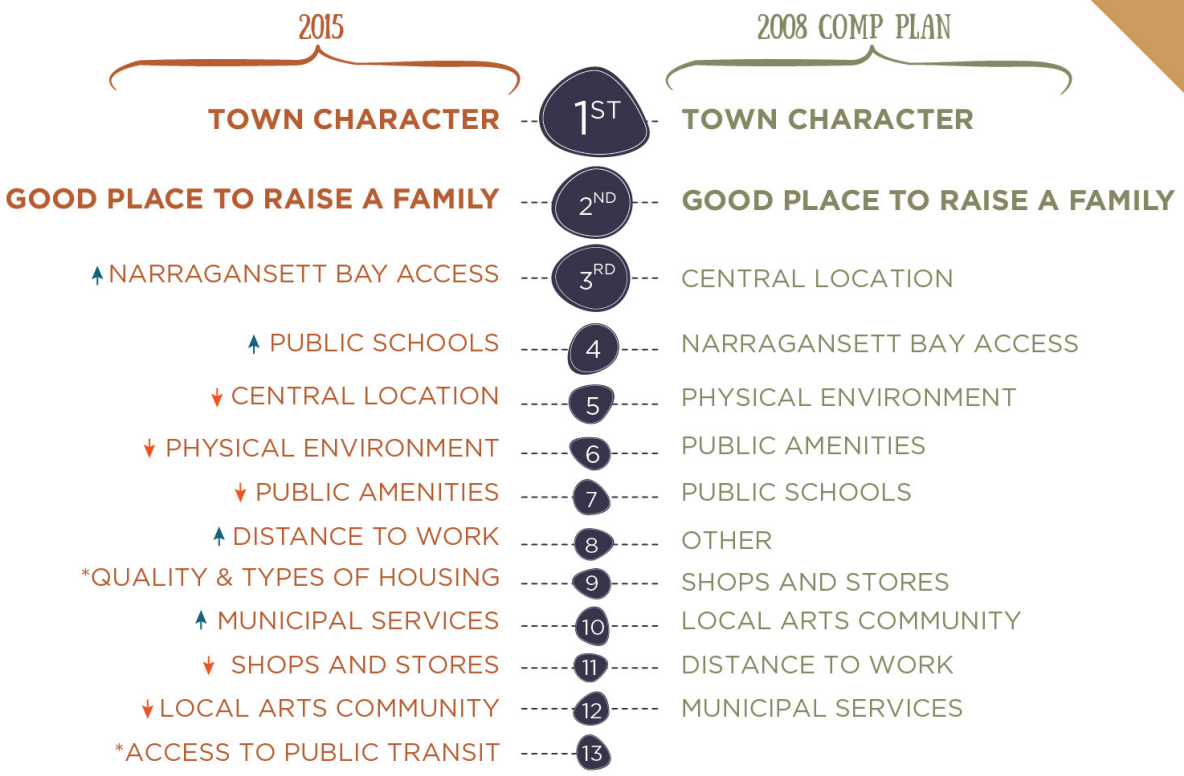
Development/growth is happening.
Schools are good and improving.
The sewer system is being built.

Deteriorating corridors and infrastructure.
Too much or the wrong type of development.
Government is not doing a good job.

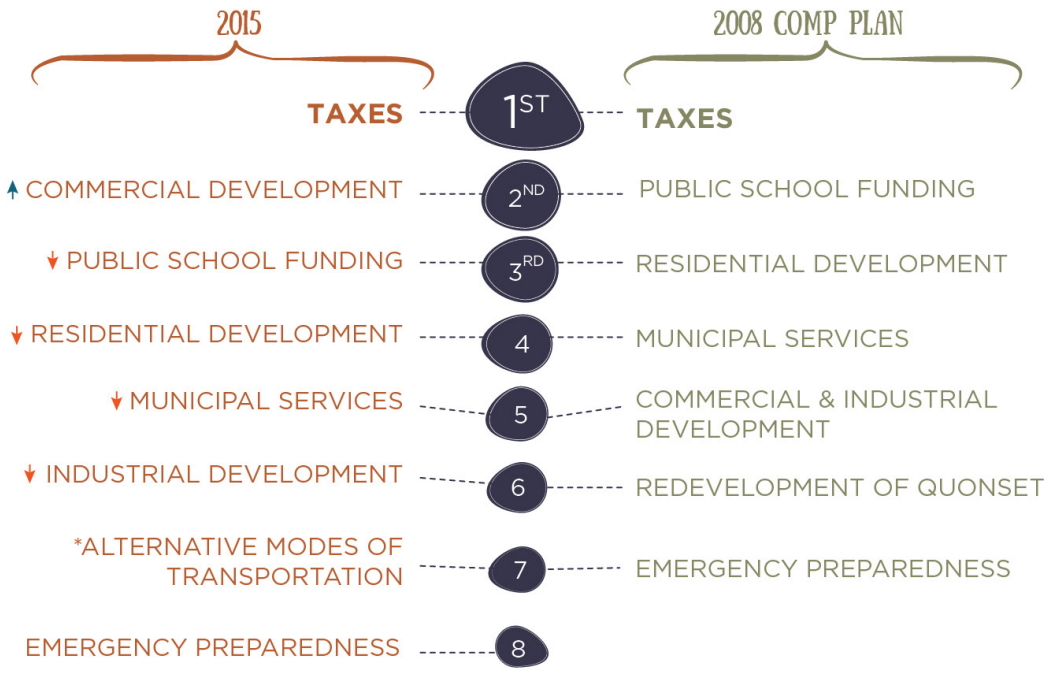
Figure 9. ***Resident survey summary diagrams***
Most survey participants in 2015 rated quality of life very highly, but at the same time, half of the participants think the town is declining. This seeming discrepancy can be interpreted as a need to address specific concerns to maintain what is currently viewed as a high quality of life.

SURVEY RESULTS

WHAT DO YOU LIKE BEST?

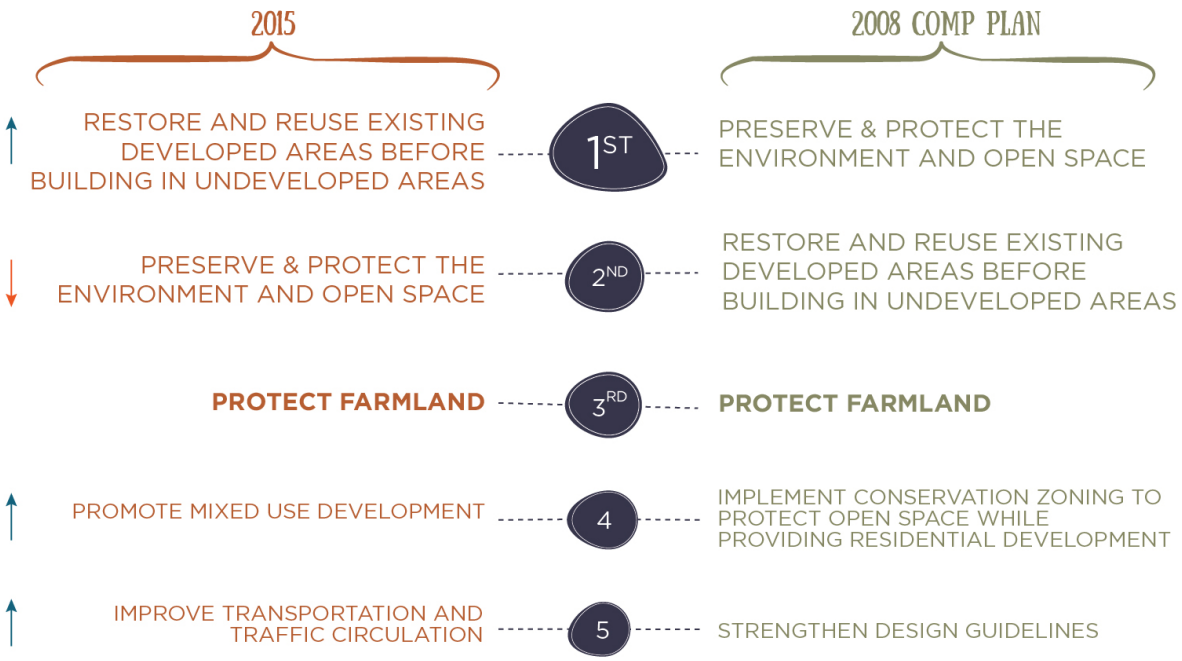


WHAT ARE YOUR MAJOR CONCERNS?



SURVEY RESULTS

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



NOTE:
Blue UP arrows indicate higher ranking in 2015 than 2008

Red DOWN arrows indicate lower ranking in 2015 than 2008

COLLABORATIVE MAP

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

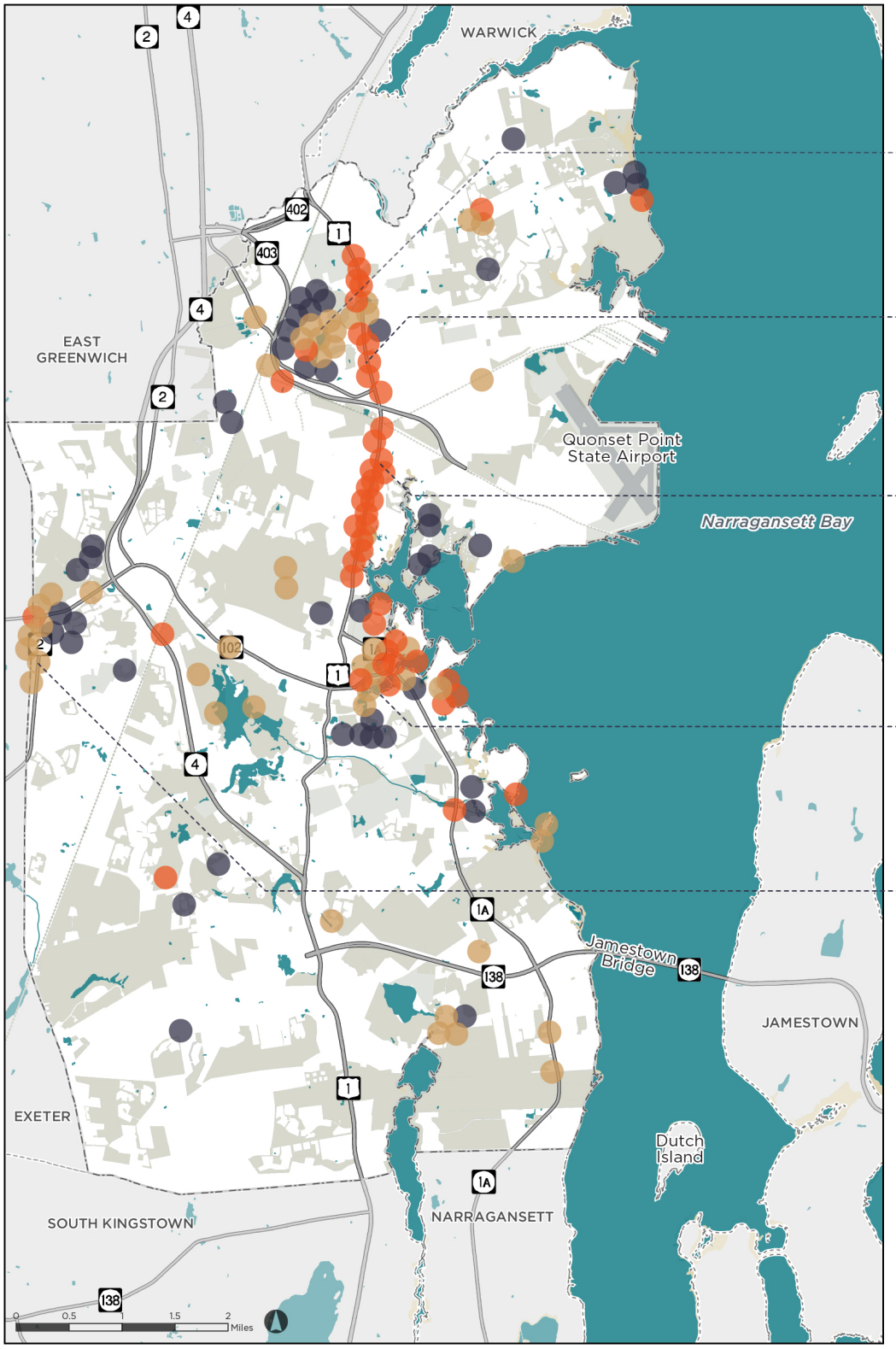
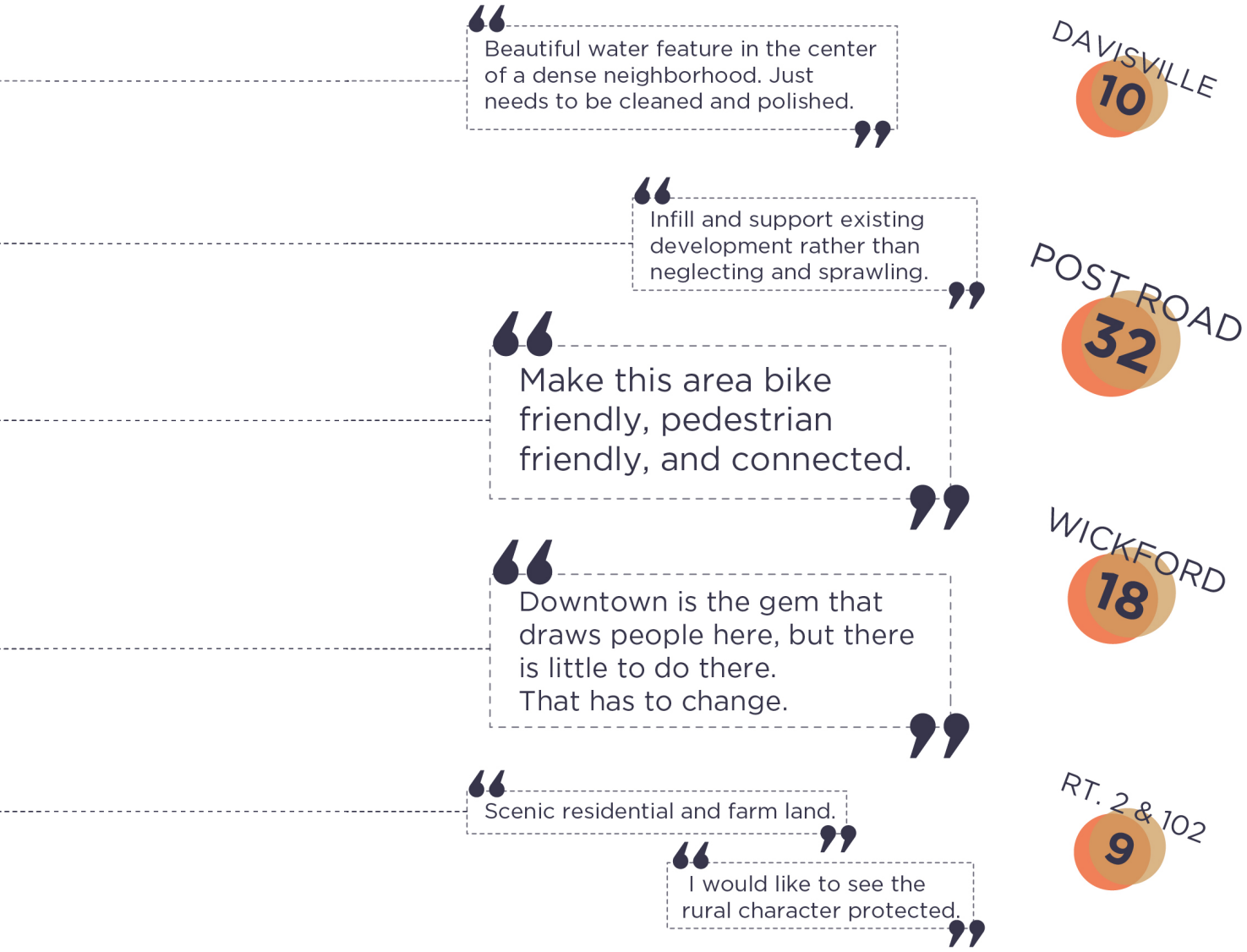


Figure 10. *Collaborative map comments.*

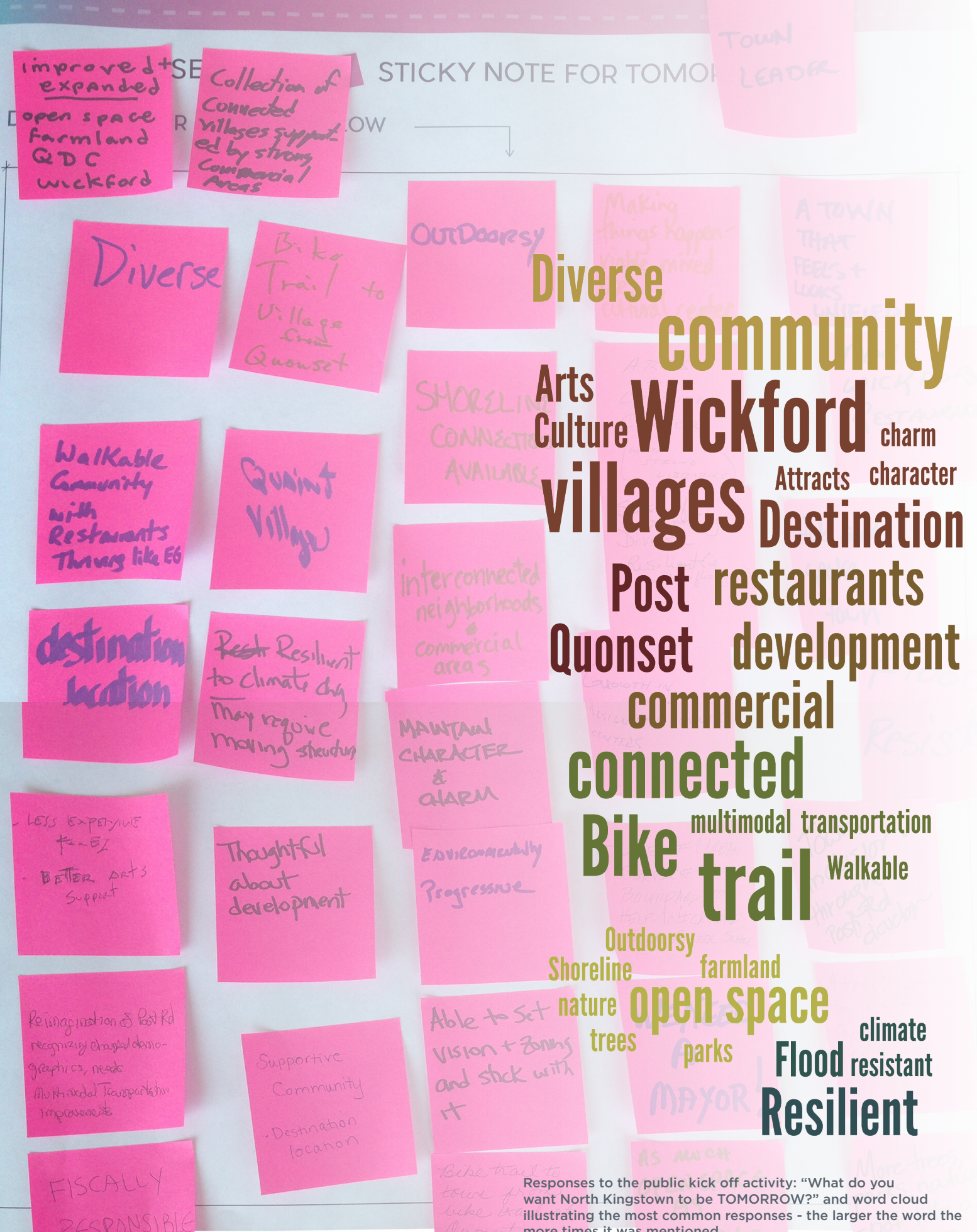


IMPORTANT LOCATIONS

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

BEACH ROSE CAFÉ

iv. plan elements



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

VISION FOR THE FUTURE

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

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

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

North Kingstown is...

A VIBRANT TOWN
ELEMENT 1: Economic development

A LIVABLE TOWN
ELEMENT 2: Housing and neighborhoods

A CONNECTED TOWN
ELEMENT 3: Circulation

A SUSTAINABLE TOWN
ELEMENT 4: Open space, recreation and the environment

A HISTORIC TOWN
ELEMENT 5: Historic and cultural resources

A CIVIC-MINDED TOWN
ELEMENT 6: Community services, facilities, and communication

A RESILIENT TOWN
ELEMENT 7: Natural hazards and climate adaptation

A FORWARD-THINKING TOWN
ELEMENT 8: Land use

OVERVIEW

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

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

A VIBRANT TOWN
ELEMENT 1: Economic development

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

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

A LIVABLE TOWN
ELEMENT 2: Housing and neighborhoods

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

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

A CONNECTED TOWN
ELEMENT 3: Circulation

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

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

A SUSTAINABLE TOWN
ELEMENT 4: Open space, recreation and the environment

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

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

A HISTORIC TOWN
ELEMENT 5: Historic and cultural resources

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

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

A CIVIC-MINDED TOWN
ELEMENT 6: Community services, facilities, and communication

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

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

A RESILIENT TOWN
ELEMENT 7: Natural hazards and climate adaptation

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

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

A FORWARD-THINKING TOWN
ELEMENT 8: Land use

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

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

PRIORITY GOALS AND ACTIONS

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

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

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

DO YOU SUPPORT THE PLAN'S GOALS?

76 PEOPLE PARTICIPATED IN PERSON AND ONLINE

80% of all responses were **in support of the goals**

GOALS RECEIVING THE STRONGEST SUPPORT

over **80%** vote YES!

1. ***HOUSING***
   Encourage sustainable residential development that reflects town character and is walkable
2. ***HISTORIC AND CULTURAL RESOURCES***
   Protect and promote the town's historic assets
3. ***OPEN SPACE AND THE ENVIRONMENT***
   Protect and preserve natural resources
4. ***ECONOMIC DEVELOPMENT***
   Encourage place-specific, resource-based businesses, such as agriculture and marine industries
5. ***OPEN SPACE/ENVIRONMENT***
   Enhance public access to active open space, recreation and the waterfront
6. ***COMMUNITY SERVICES, FACILITIES, AND COMMUNICATIONS***
   Ensure high quality services that provide for health, welfare, education and public safety
7. ***OPEN SPACE AND THE ENVIRONMENT***
   Increase public awareness on conservation and sustainability
8. ***HISTORIC/CULTURAL RESOURCES***
   Promote and foster local arts programs
9. ***ECONOMIC DEVELOPMENT***
   Leverage the success of Quonset as a job center for the benefit of the town as a whole
10. ***OPEN SPACE AND THE ENVIRONMENT***
    Promote sustainable water/energy measures to conserve resources and reduce greenhouse gas emissions

Figure 11. *Priority goals and actions summary*

Examples of Post Road development and redevelopment.

HOW SHOULD WE COMMIT OUR LIMITED RESOURCES?

TOP TEN ACTIONS

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

BREAKDOWN OF ALL VOTES BY TOPIC AREAS*

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

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

over **50%** of all votes

ELEMENT 1

A VIBRANT TOWN

A plan for ECONOMIC DEVELOPMENT

VISION

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

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

GOALS

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

OVERVIEW OF KEY ISSUES

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

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

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

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

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

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

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

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

Figure 12. *Job growth, 2008-2018* [1]

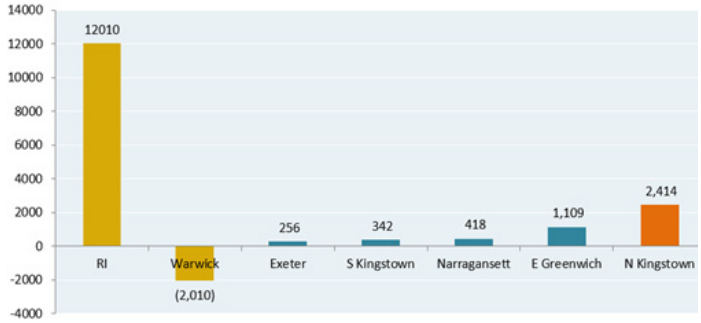
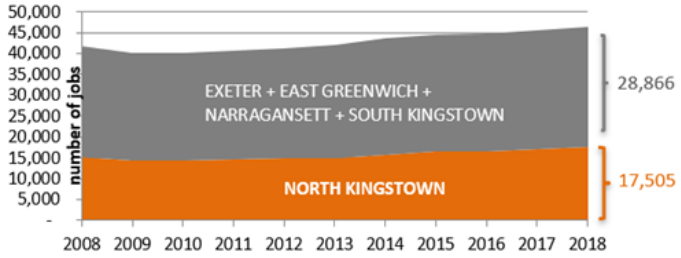
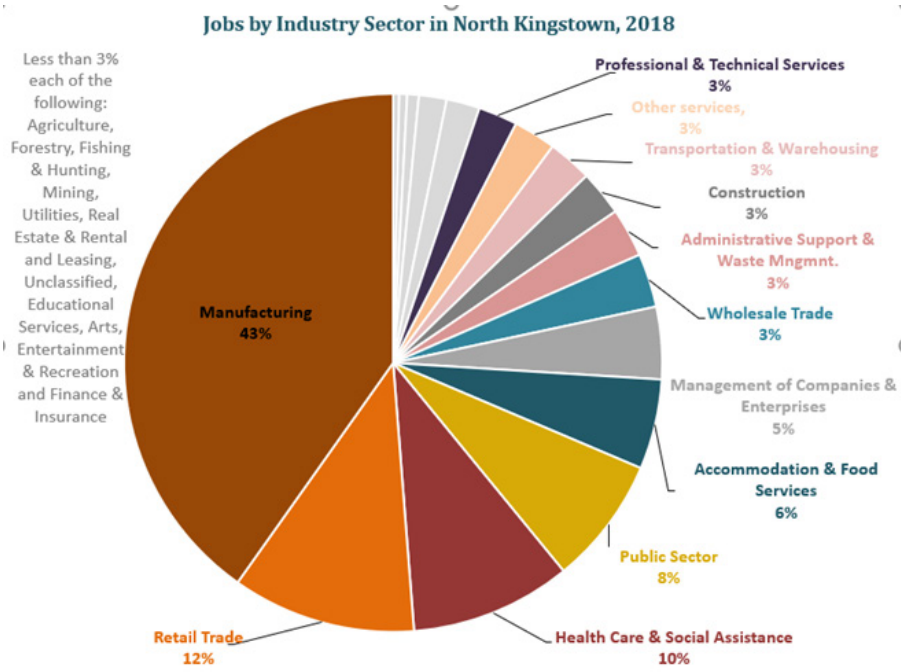


Figure 13. *Total jobs, 2008-2018* [1]



[1] Rhode Island Labor Market Information.

Figure 14. *Jobs by industry sector in North Kingstown 2018*[1]



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

Figure 15. *Jobs by industry sector in Rhode Island, 2018* [1]

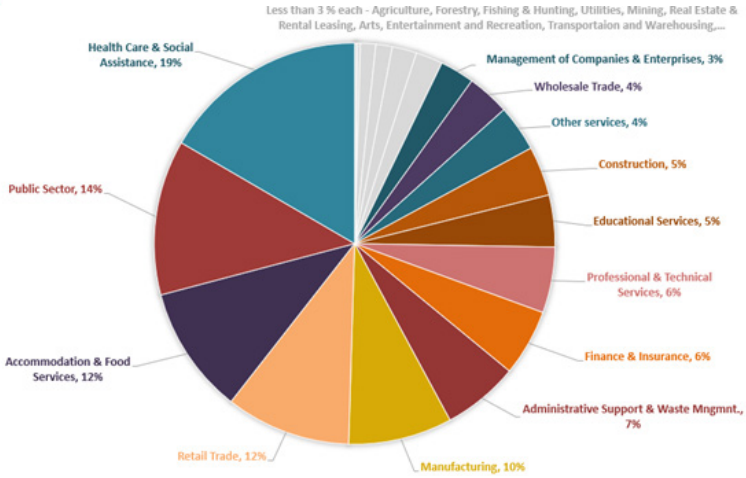
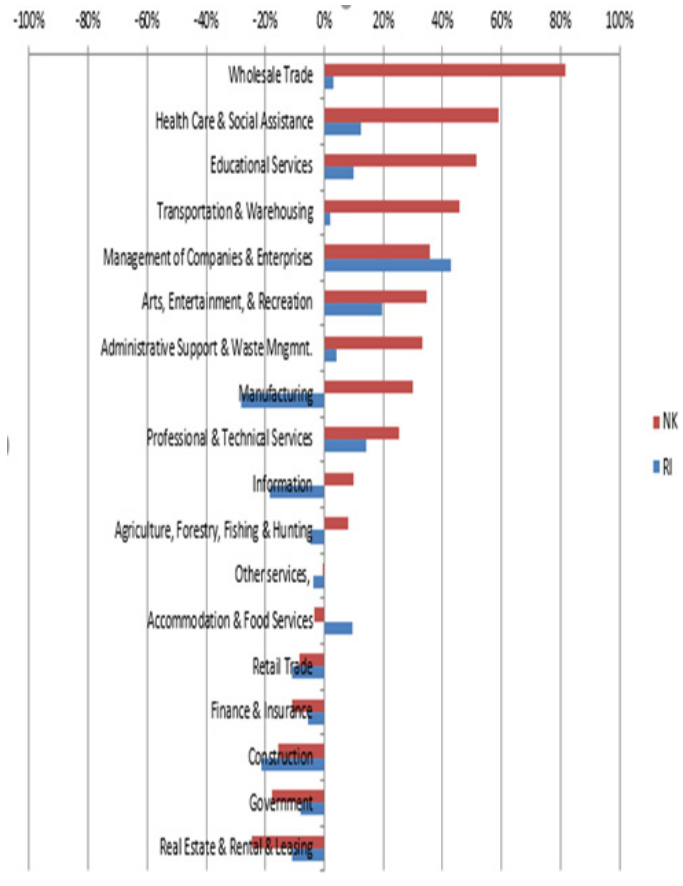


Figure 16. *Job change by industry sector in North Kingstown and Rhode Island, 2008-2018* [1]



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

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

[1] Rhode Island Labor Market Information.

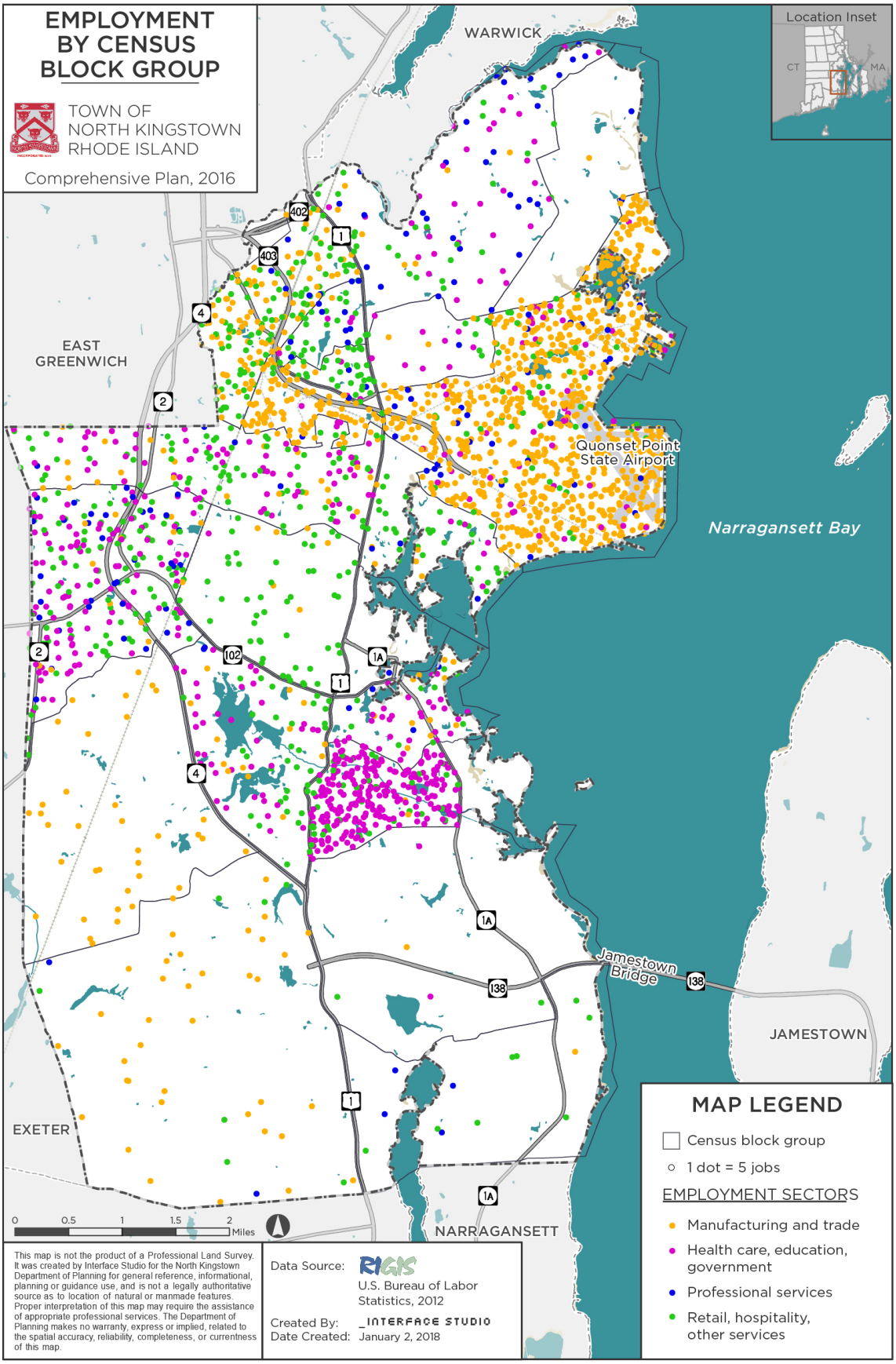


Figure 17. Employment by census block group, 2012.

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

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

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

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

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

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

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

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

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

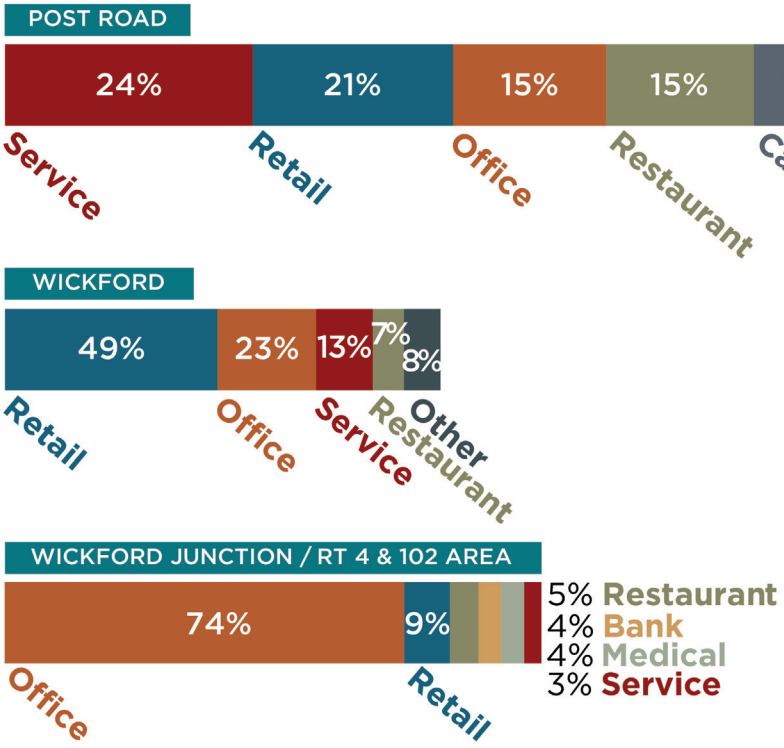
The 2014 market study shows little market demand for new retail and service, but finds potential for a **change in type and scale**:

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

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

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

Figure 18. Breakdown of business types, 2015.
Source: Interface Studio field survey, 2015.



TODAY
STRIP MALL CORRIDOR

TODAY
SPECIALTY RETAIL

TODAY
HIGHWAY SHOPPING CENTER

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

TOMORROW

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

POST ROAD

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

TOMORROW

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

WICKFORD

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

TOMORROW

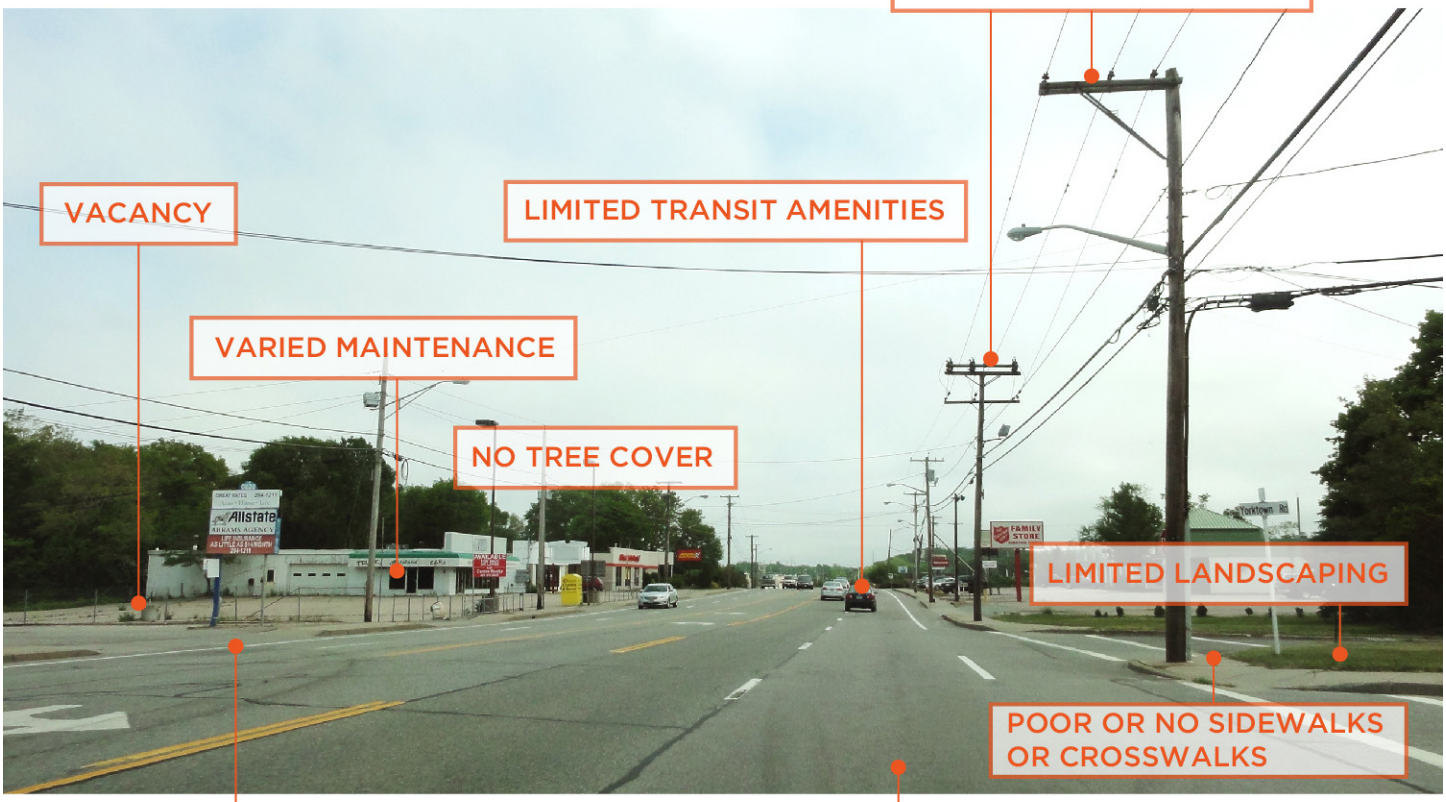
A new walkable mixed use center built around the rail and bus transit hub.

WICKFORD JUNCTION

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

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

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



Post Road conditions

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

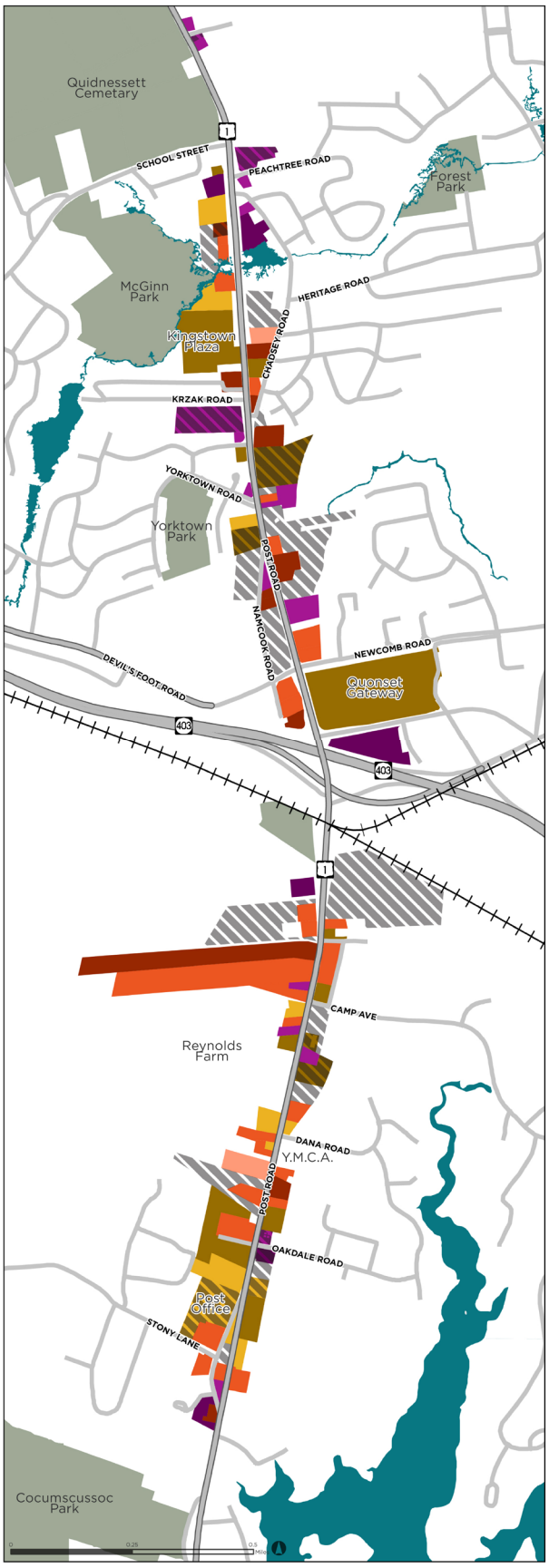
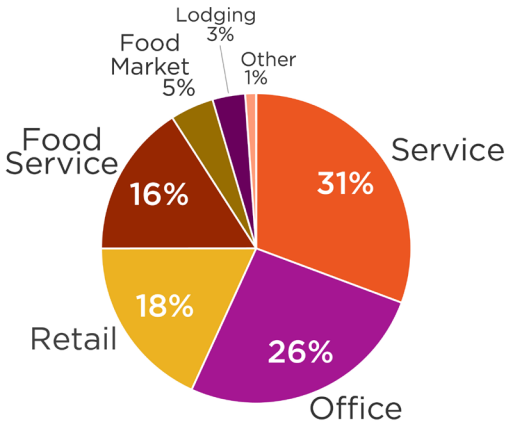


Figure 19. Post Road commercial properties map.

COMMERCIAL PROPERTIES: POST ROAD NORTH

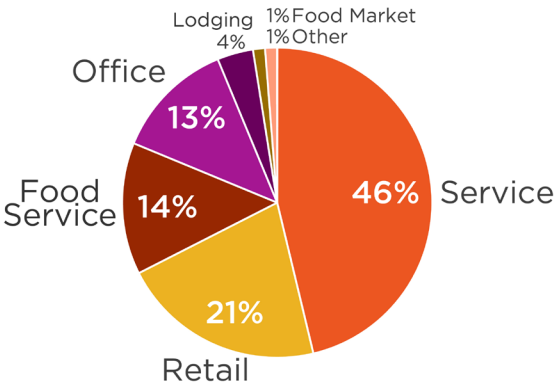
COMMERCIAL TYPE BY BUSINESS



*About **88** total businesses*

COMMERCIAL PROPERTIES: POST ROAD SOUTH

COMMERCIAL TYPE BY BUSINESS



*About **80** total businesses*

COMMERCIAL TYPE BY PARCEL

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

Source: Interface Studio field survey, 2015

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

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

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

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

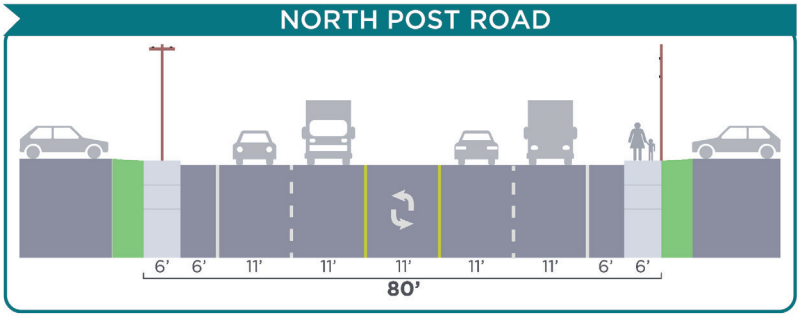
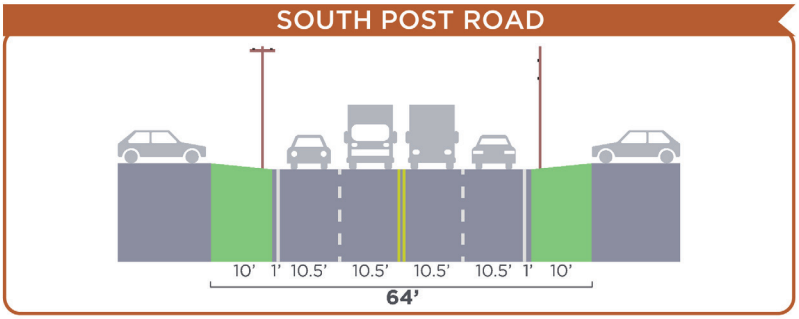
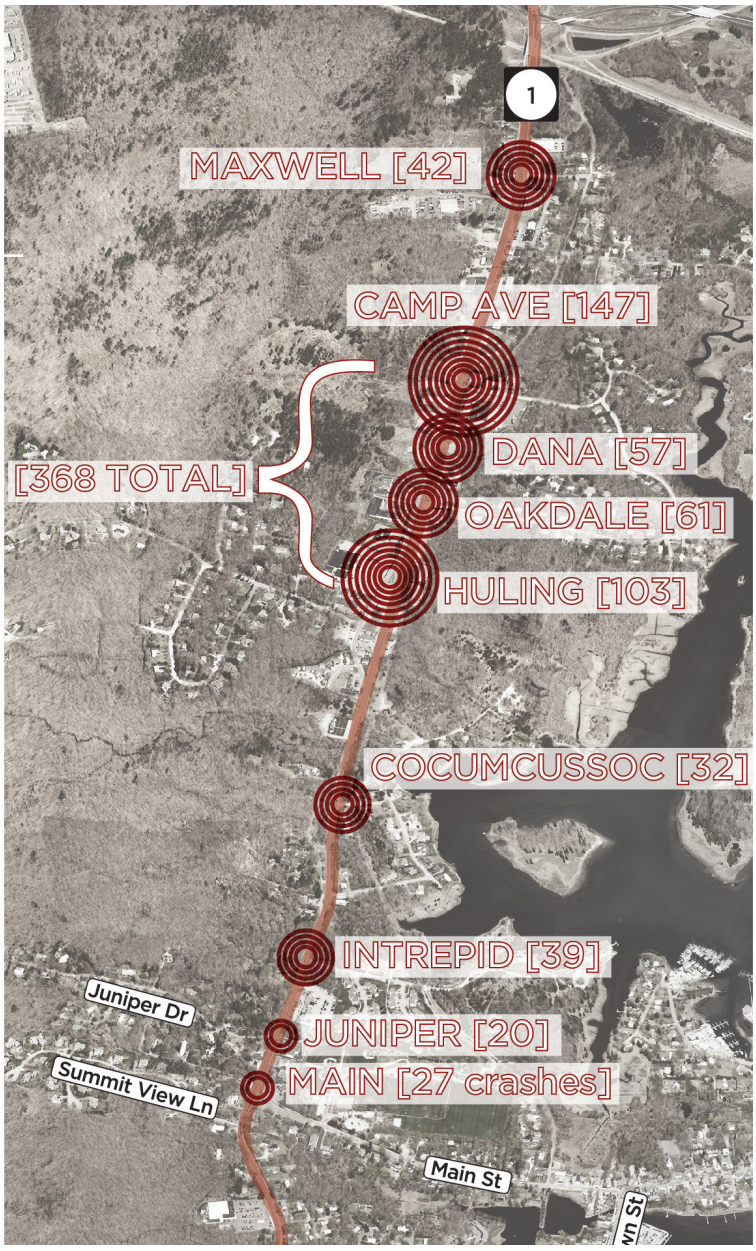


Figure 20. Post Road crash hot spots
Source: Rhode Island Department of Transportation (Jan. 2008-Sept. 2015)

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


SOUTH POST ROAD
10'
1'
10.5'
10.5'
10.5'
10.5'
1'
10'
64'


1
MAXWELL [42]
CAMP AVE [147]
[368 TOTAL]
DANA [57]
OAKDALE [61]
HULING [103]
COCUMCUSSOC [32]
INTREPID [39]
Juniper Dr
JUNIPER [20]
Summit View Ln
MAIN [27 crashes]
Main St

Port of Davisville in Quonset Business Park.

ACCOMPLISHMENTS

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

AGREEMENT

- Municipal services agreement with Quonset
- Sewer agreement

REGULATIONS

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

PLANS/STUDIES

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

INFRASTRUCTURE

- Water Service Area
- Post Road sewer installation

KEY PUBLIC INPUT

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

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

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

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

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

> People define North Kingstown by Wickford and Post Road.

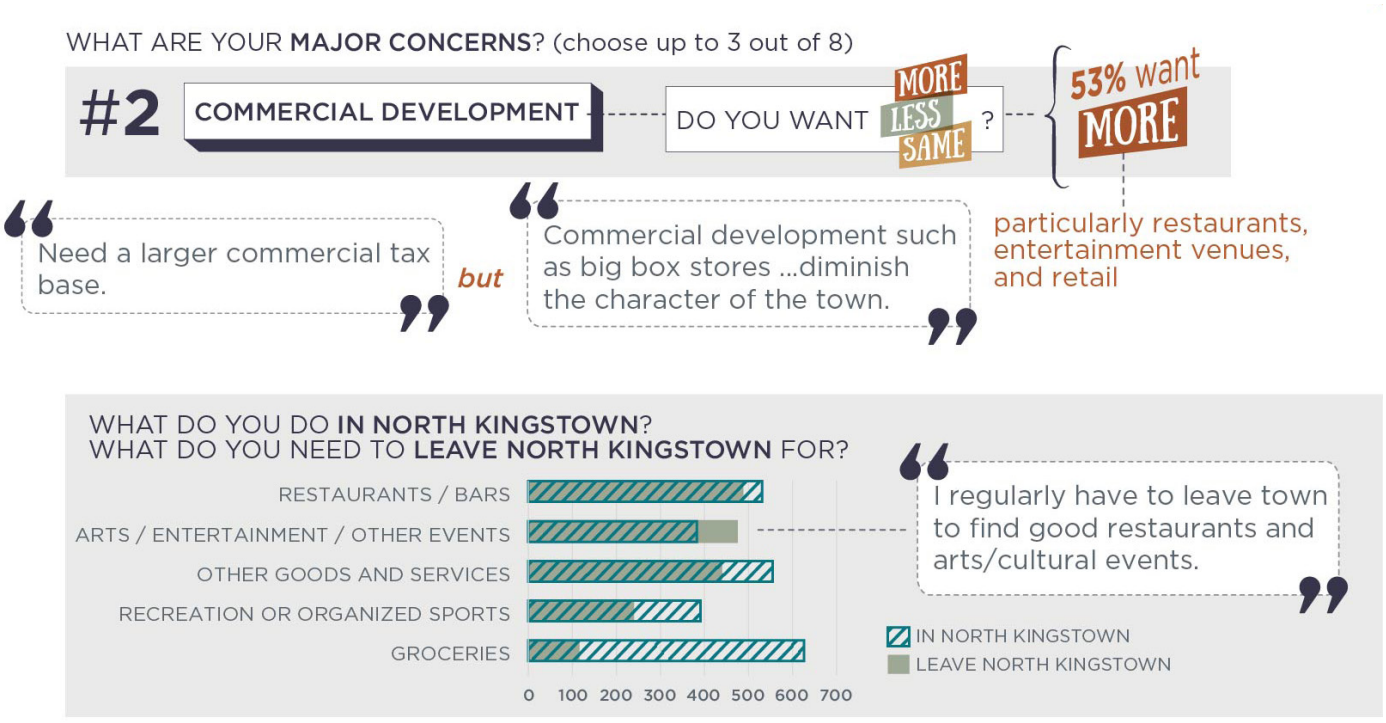
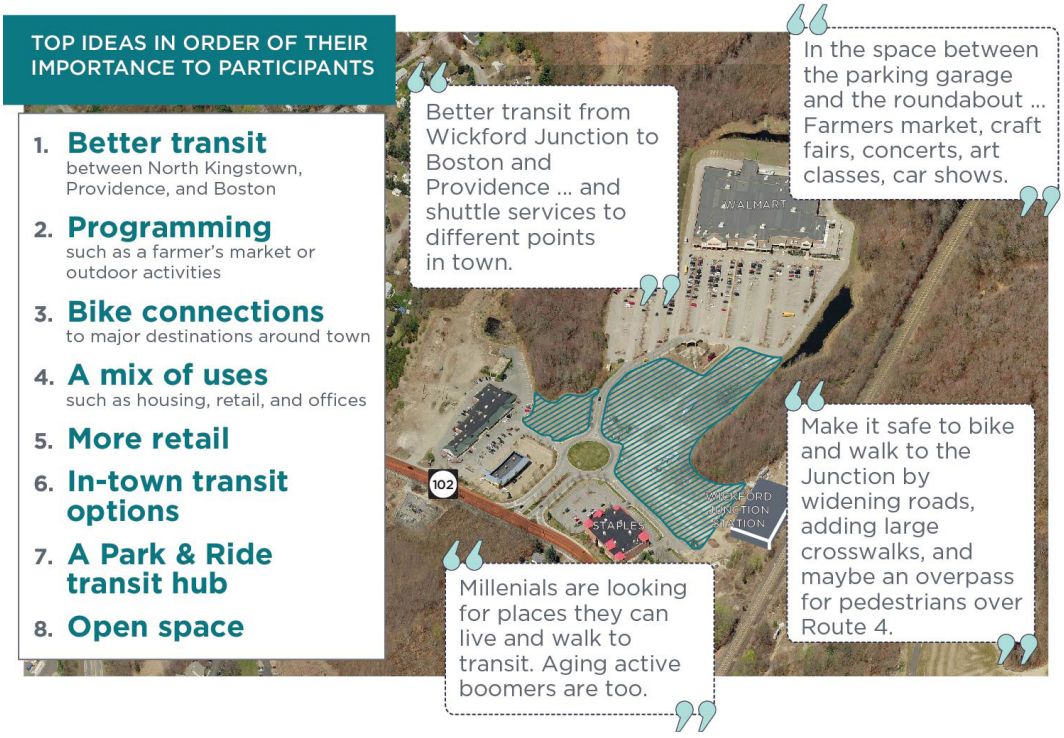


Figure 21. *Survey responses regarding commercial development.*

HOW COULD WE IMPROVE WICKFORD JUNCTION?



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

HOW COULD THE WATERFRONT AT WICKFORD BE BETTER?

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

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

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

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

23% said we need **DEVELOPMENT**

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

19% said we need **BETTER LANDSCAPING**

- Grassy areas for sitting
- Coastal perennial landscape

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

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

GOALS, POLICIES AND ACTIONS

GOAL 1:

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

POLICIES AND ACTIONS:

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

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

EDA=Economic Development Administrator

ECONOMIC REVITALIZATION/ DEVELOPMENT FUND

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

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

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

EDA=Economic Development Administrator, QDC=Quonset Development Corporation

GOAL 2:

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

POLICIES AND ACTIONS:

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

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

QDC=Quonset Development Corporation

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

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

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

Toray cogeneration facilities

INDUSTRIAL EFFICIENCY AND ZERO WASTE PRACTICES

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

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

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

RIAC=Rhode Island Airport Corporation

Midnight Sun
DRUMS PERFUME CRYSTALS SCARVES
CANDLES JEWELRY SALT LAMPS CELTIC DESIGNS
WINDCHIMES NECKLACES GHANA BASKETS
FEATURING
FAIRTRADE
PRODUCTS & CLOTHING
13
WEST MAIN ST MAIN ST
NO PARKING ANY TIME
WICKFORD

GOAL 3:

ENCOURAGE THE DEVELOPMENT AND REDEVELOPMENT OF EXISTING COMMERCIAL AND INDUSTRIAL AREAS

POLICIES AND ACTIONS:

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

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

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

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

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

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

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

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

1.8 Improve the safety of Post Road.

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

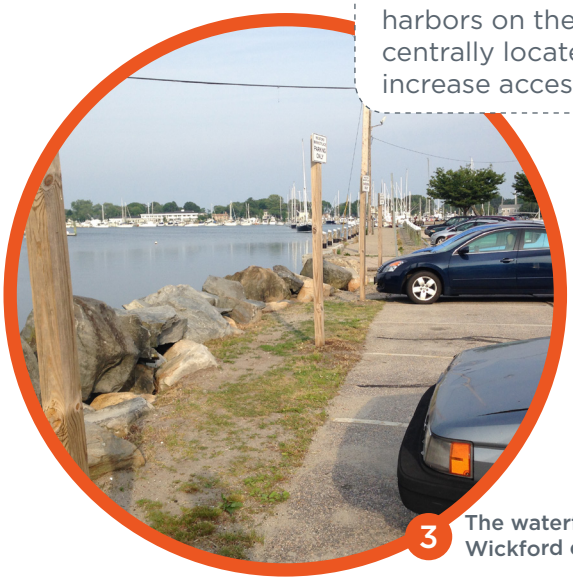
RIDOT=Rhode Island Department of Transportation

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

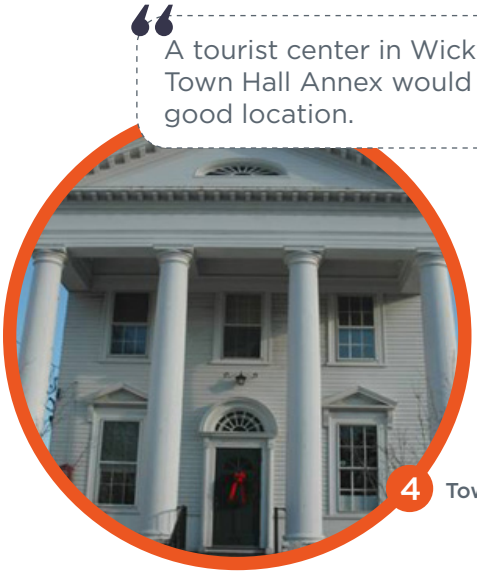
1.9 Enhance Wickford Village as a waterfront destination for restaurant, retail, harbor activity, and recreation.

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
★	1.9.a	Pursue the development of diverse and destination businesses in Wickford that generate activity at different times of the day and different times of the year.	EDA	1 to 3 years	staff time
		o Encourage businesses to stay open later especially during events.	EDA	1 to 3 years	Wickford Merchants Association
		o Encourage expansion of Wickford farmer's market and consider year-round location.	EDA	1 to 3 years	Staff time, Wickford Merchants Association, Farmer's Market and Local Food Promotion Program (USDA)
		o Support the development of Wickford Village as a boater destination.	EDA	5 to 7 years	staff time
★	1.9.b	Develop flood resistant programming and public space on the Wickford parking lot to improve waterfront access.	Planning Department	1 to 3 years	staff time, RIEMA
	1.9.c	Improve connections throughout Wickford.	Planning Department	3 to 5 years	Staff time, RIDOT
		o Develop a connected waterfront walkway.	Planning Department	7 to 10 years	Town budget, RIDEM, other grants
		o Improve visibility and access to Wickford commercial properties that do not have street frontage.	EDA	5 to 7 years	Wickford Merchants Association
		o Open and identify public access points to the waterfront.	Planning Department	3 to 5 years	staff time
★	1.9.d	Manage parking in Wickford Village during events and conduct a parking study to identify alternate parking locations such as Wilson Park, Wickford Middle School, Wickford Elementary and the Library.	Planning Department	1 to 3 years	Wickford Merchants Association, NKPD, staff time, town budget

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



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



4 Town Hall Annex

√ RELOCATED PARKING
√ SEWERS
√ GATEWAY SIGNAGE
√ BETTER CONNECTIONS
√ WATERFRONT WALKWAY
√ DIVERSE ACTIVITIES & BUSINESSES

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

Gateway Signage
Improved Connection

OPPORTUNITY SITES
1 Wickford Elementary
2 Wickford Market Place
3 Parking Lot
4 Town Hall Annex
5 Wilsons
6 Town Hall
7 Community Center

Figure 24. *Wickford Village opportunity sites and proposed improvements connect destinations.*
Proposed improvements in Wickford Village aim to enhance its waterfront location and connect destinations, while adapting to sea level rise.

Figure 25. *Proposedshort-termandlong-term public space improvements to Wickford waterfront incorporating flood resistance*

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

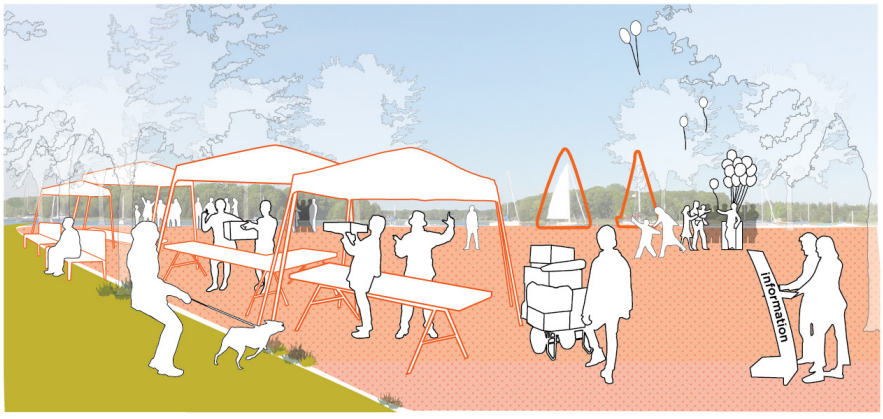


Figure 26. *Proposed public space improvements to Wickford parking lot*

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

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

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

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

1.11 Encourage more activity and better connections at Wickford Junction.

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

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

Crosswalks and signals

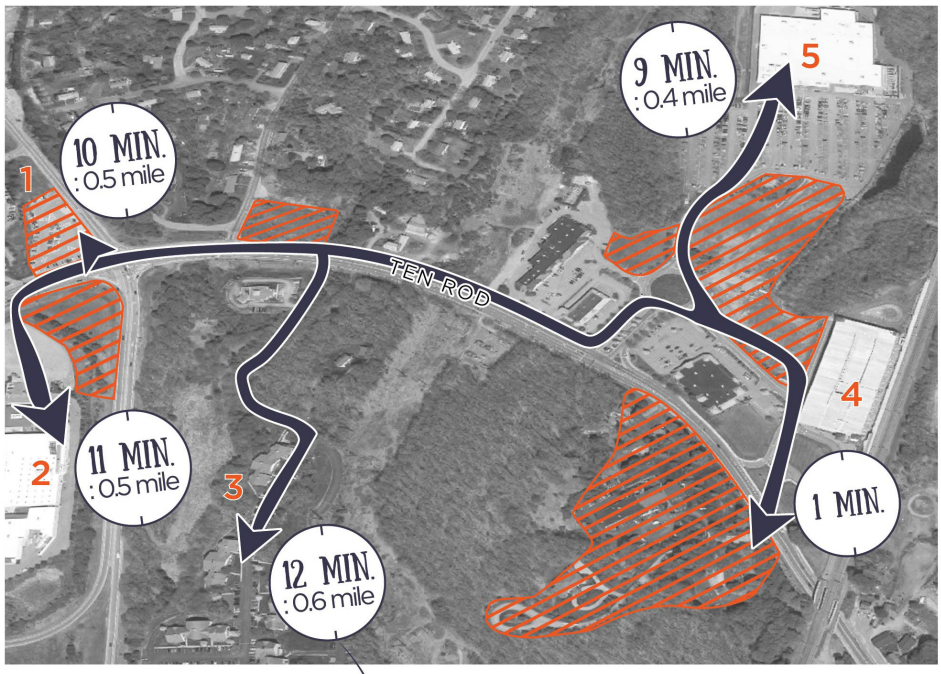
Pedestrian refuge

Bike lanes

Median

WHAT ARE COMPLETE STREETS?

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



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

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

√ INFRASTRUCTURE

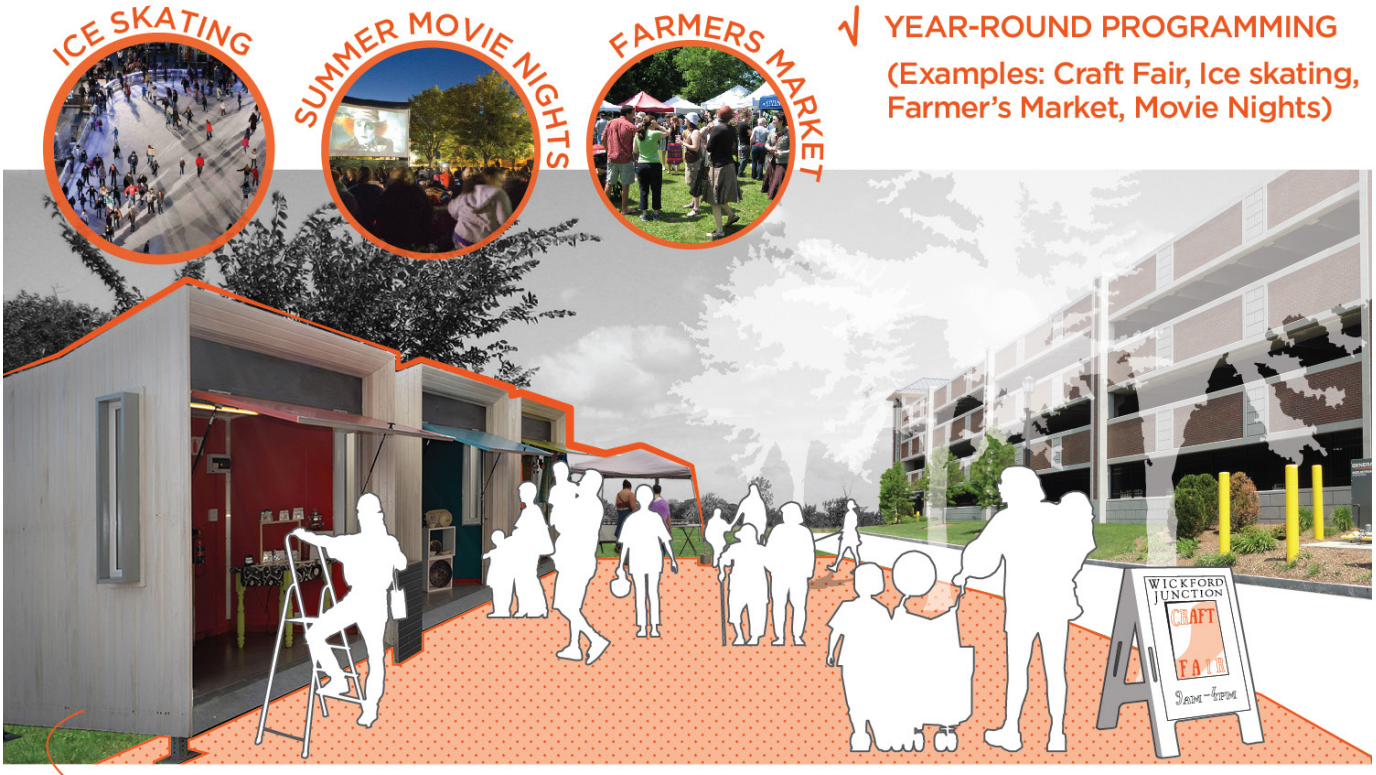
√ BETTER BIKE AND PEDESTRIAN CONNECTIONS

√ TRANSIT-ORIENTED DEVELOPMENT

√ MIXED-USE DEVELOPMENT

- Bike & Pedestrian Connections
- Opportunity Site

1 Park & Ride
2 Stop & Shop
3 Meadows Professional Office Park
4 Wickford Junction Transit Center
5 Walmart



√ YEAR-ROUND PROGRAMMING

(Examples: Craft Fair, Ice skating, Farmer's Market, Movie Nights)

Temporary structure to accommodate diverse programming

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

GOAL 4:

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

POLICIES AND ACTIONS:

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

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

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

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

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

A LIVABLE TOWN

A plan for HOUSING and NEIGHBORHOODS

ELEMENT 2

VISION

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

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

GOALS

1. Provide a range of housing choices

2. Encourage residential development away from environmentally constrained and sensitive areas, and that reflects town character and supports walkable neighborhoods

OVERVIEW OF KEY ISSUES

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

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

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

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

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

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

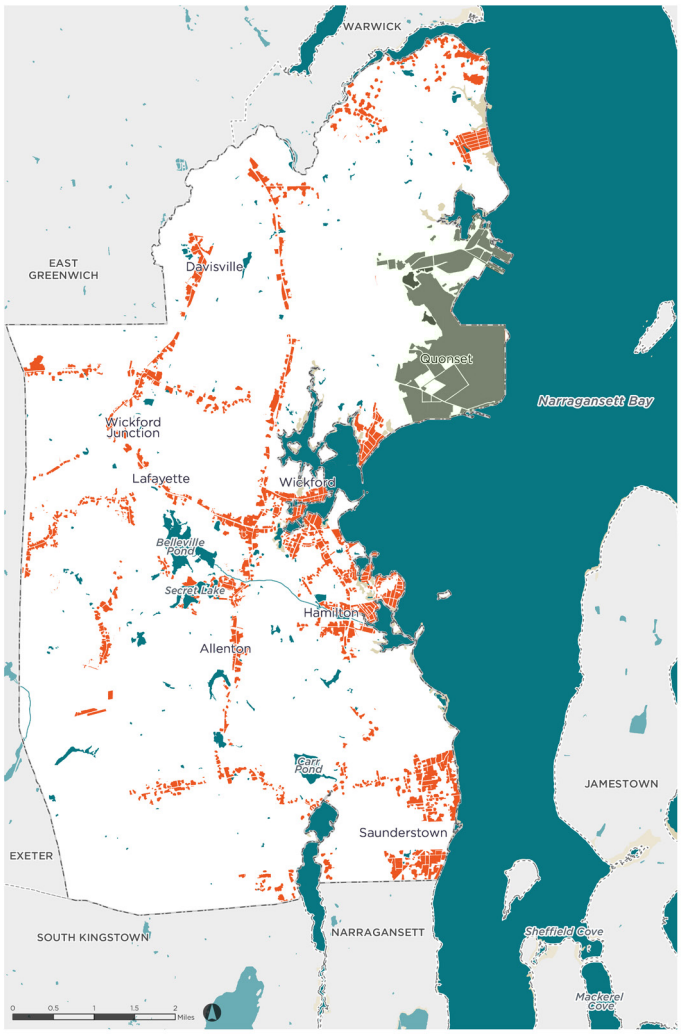
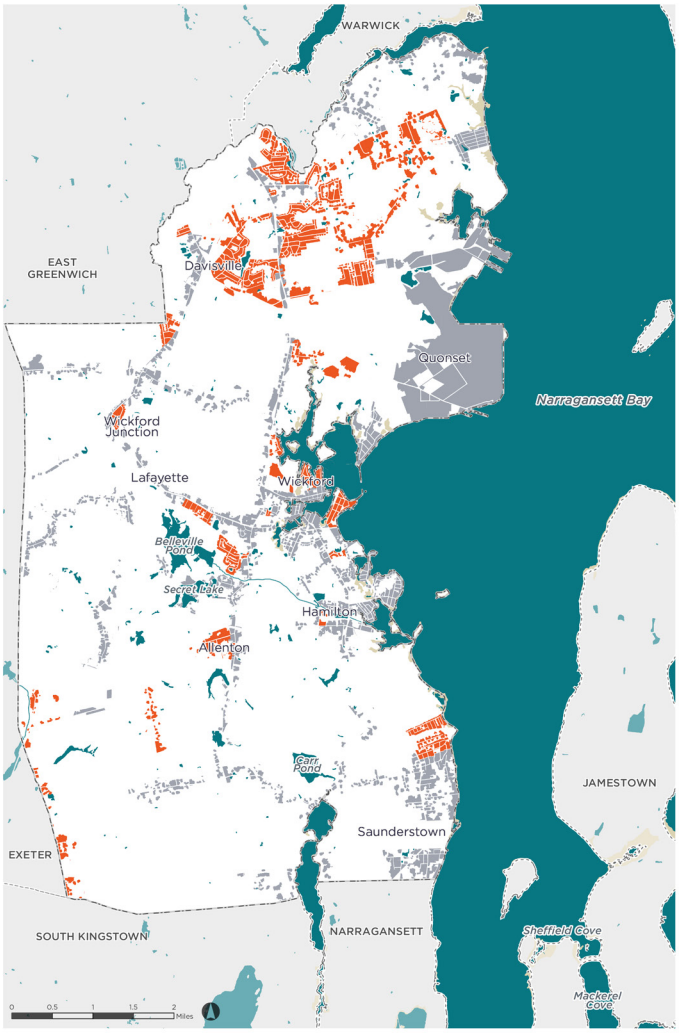


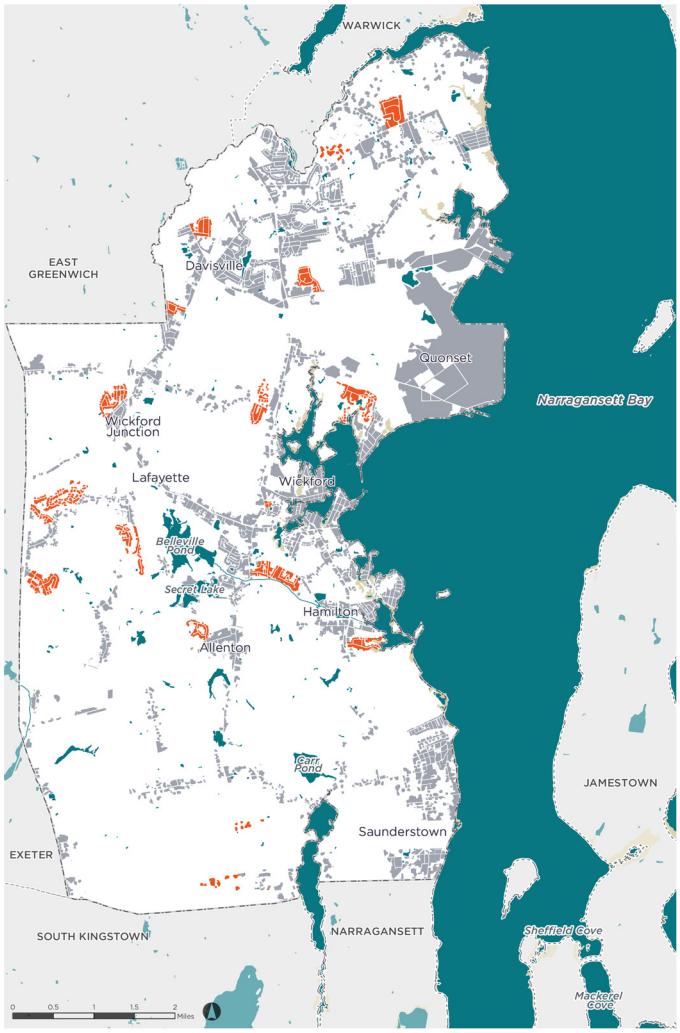
Figure 28. ***Development over time, pre-1950s-2010s***

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

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



1950s-1960s

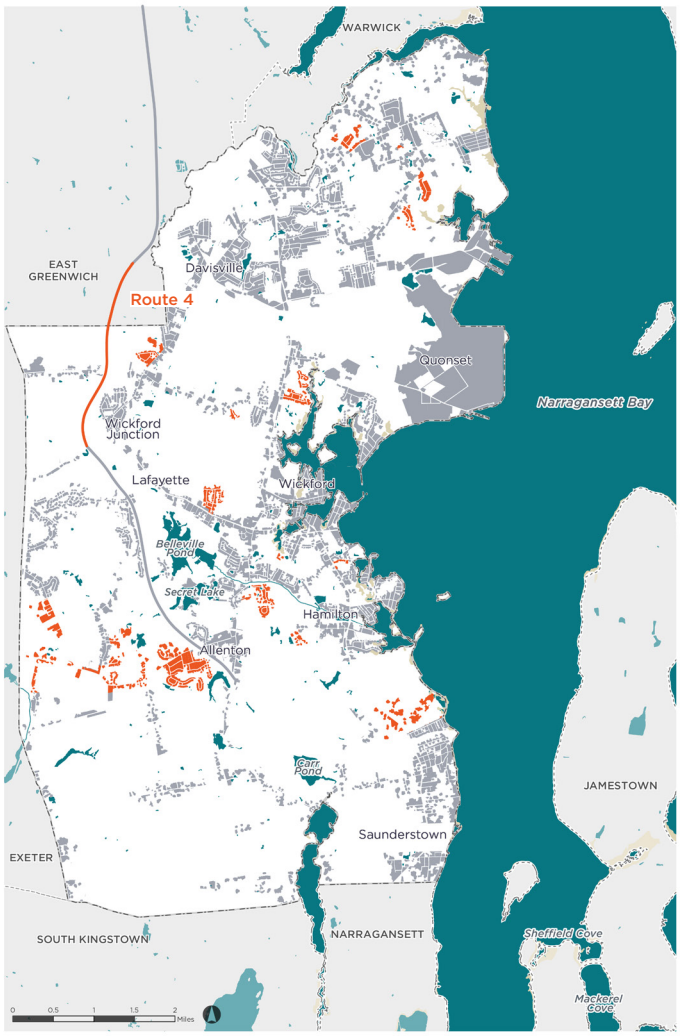


1970s

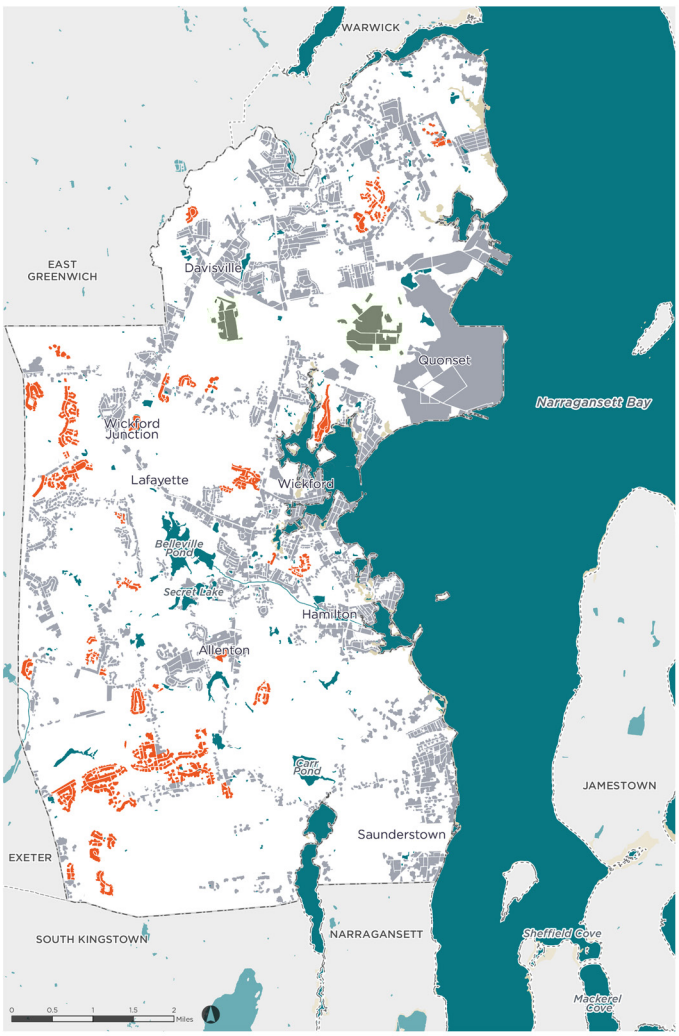
- Residential development
- Other development
- Development in progress

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

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


WARWICK
EAST GREENWICH
Davisville
Route 4
Quonset
Narragansett Bay
Wickford Junction
Lafayette
Wickford
Belleville Pond
Secret Lake
Hamilton
Allenton
Carr Pond
JAMESTOWN
Saunderstown
EXETER
SOUTH KINGSTOWN
NARRAGANSETT
Sheffield Cove
Mackerel Cove
0 0.5 1 1.5 2 Miles

1980s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Wickford
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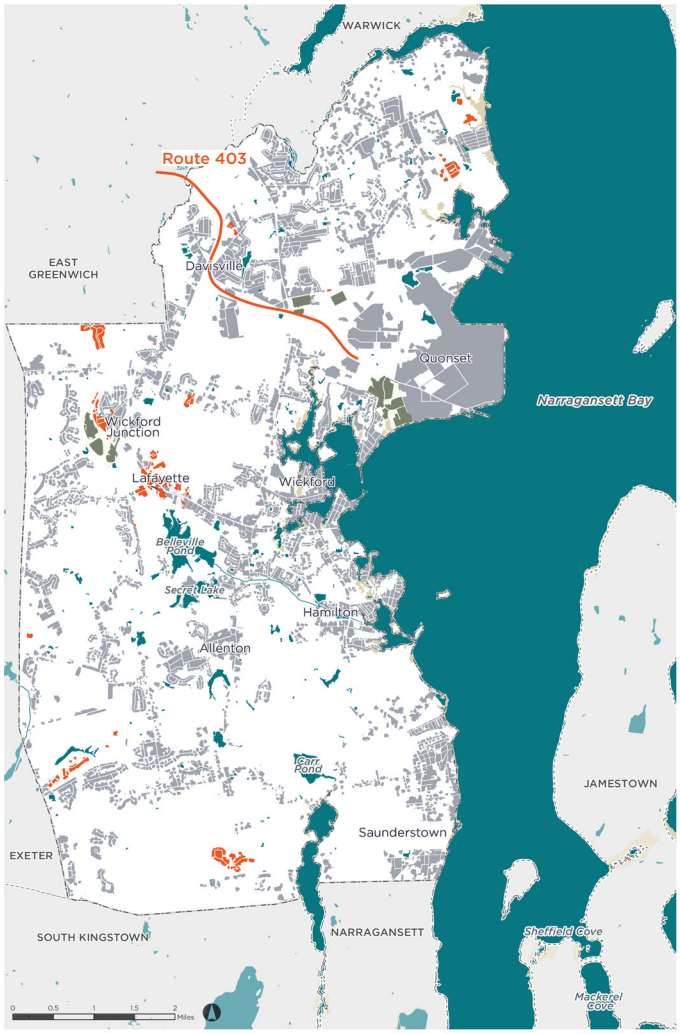
Secret Lake
Hamilton
Allenton
Carr Pond
JAMESTOWN
Saunderstown
EXETER
SOUTH KINGSTOWN
NARRAGANSETT
Sheffield Cove
Mackerel Cove
0 0.5 1 1.5 2 Miles

1990s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Wickford Junction
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Wickford
Belleville Pond
Secret Lake
Hamilton
Allenton
Carr Pond
JAMESTOWN
Saunderstown
EXETER
SOUTH KINGSTOWN
NARRAGANSETT
Sheffield Cove
Mackerel Cove
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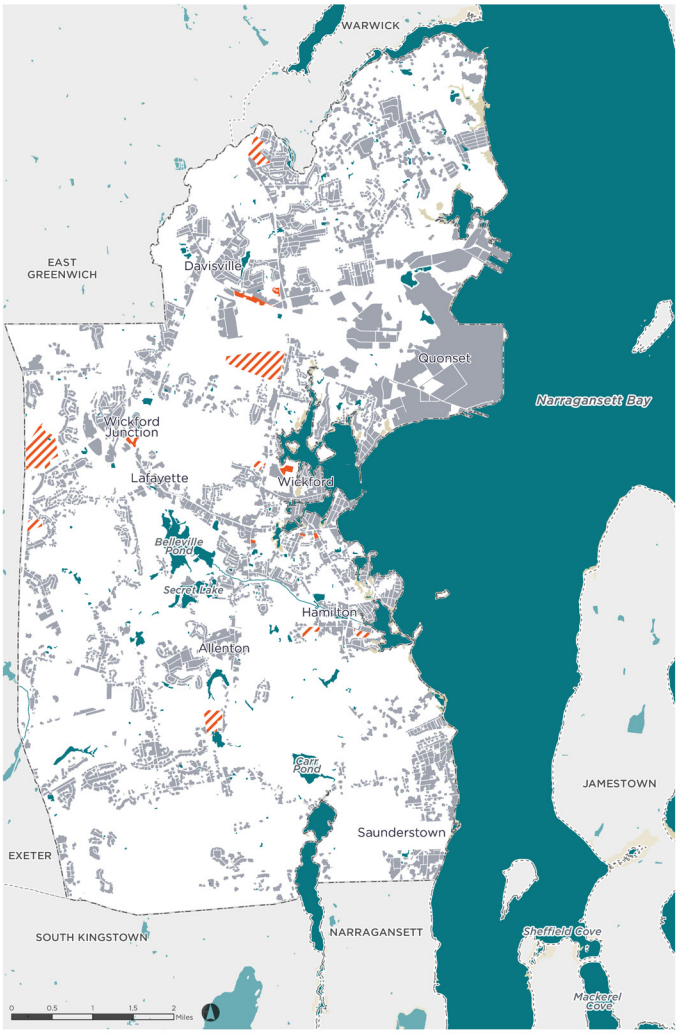
2000s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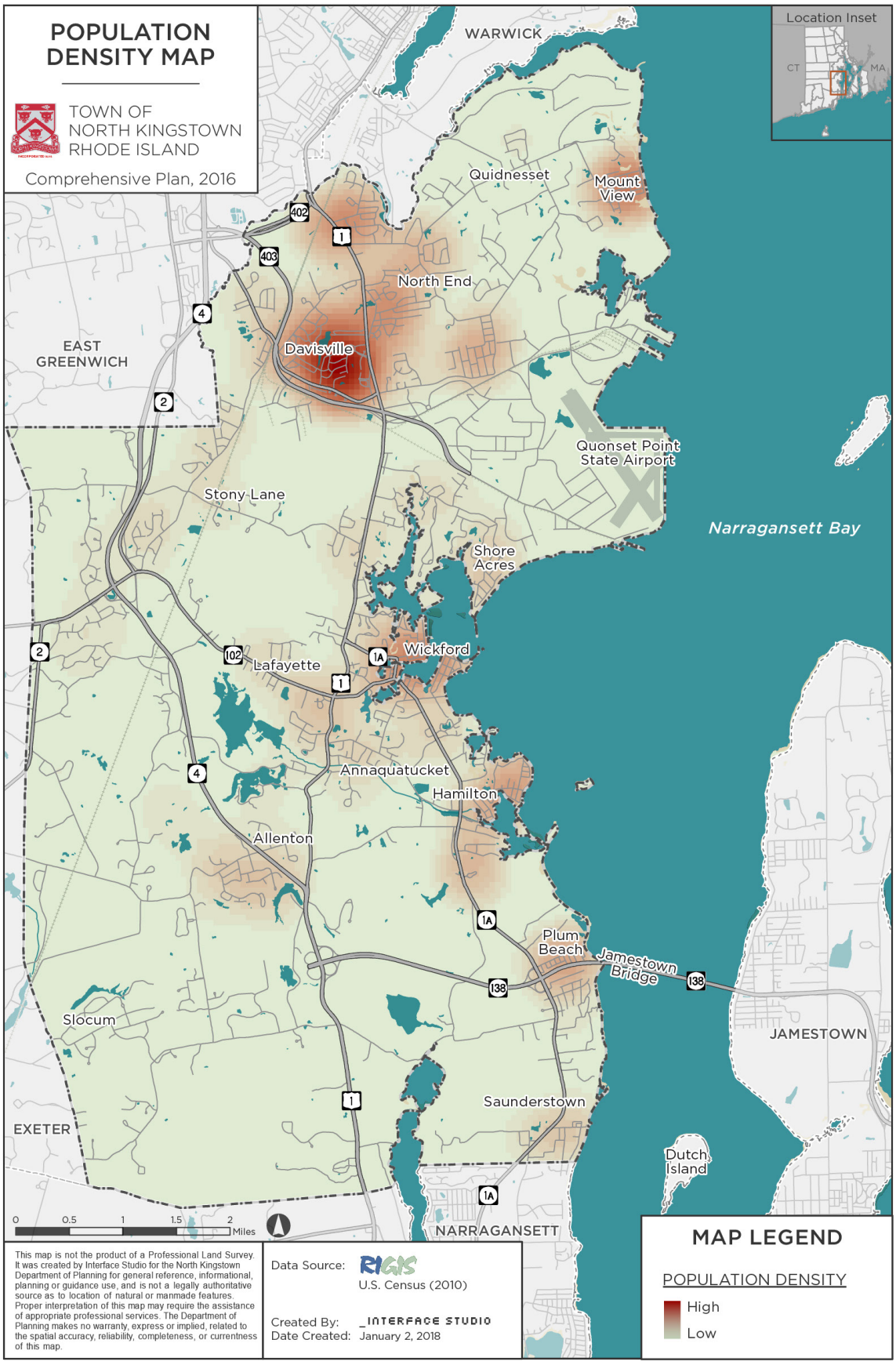
Carr Pond
JAMESTOWN
Saunderstown
EXETER
SOUTH KINGSTOWN
NARRAGANSETT
Sheffield Cove
Mackerel Cove
0 0.5 1 1.5 2 Miles

2010s



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

Figure 29. *Population density map.*

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

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

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

Figure 30. *Household types and change, 2000-2010* [1]

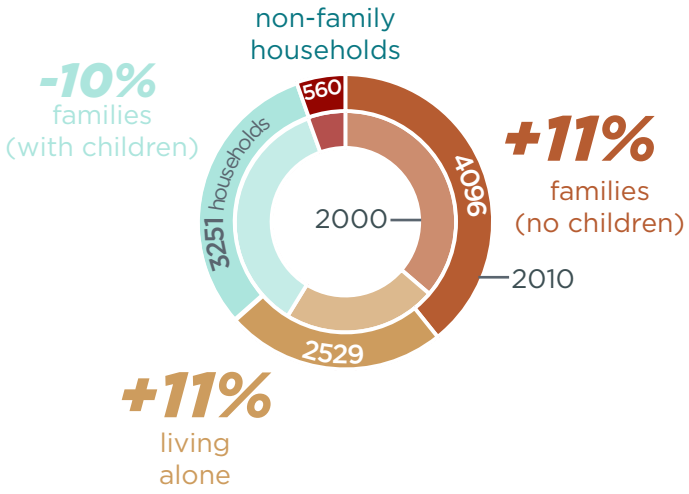
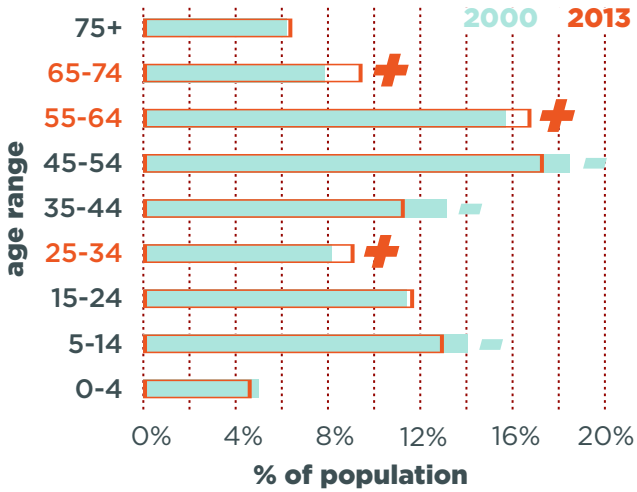


Figure 31. *Age distribution and change, 2000-2013* [2]



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

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

75% of the housing stock is **single-family** compared with 59% in the Providence MSA, and **75%** of all housing stock is owner occupied.[1]

Between 2000 and 2013, there has been a **4% increase** in housing units over all (+483 units), but a decline in structures with **5 or more units** (-95 units).[2]

Since the 2008 update, housing production has tapered off. Between 2010 and 2014, 174 new residential units were permitted: **138 single-family structures** and **36 units in 2-4 family structures**.[3]

Figure 32. *Housing type, 2013* [2]

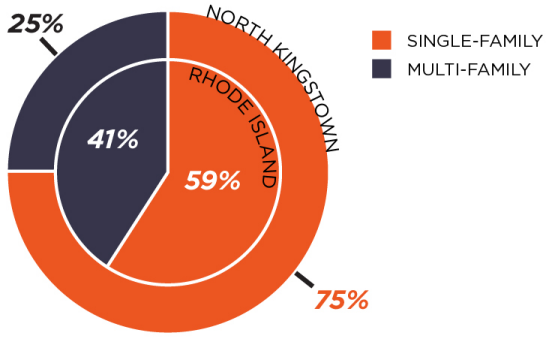


Figure 33. *Housing production, 2000-2014* [3]

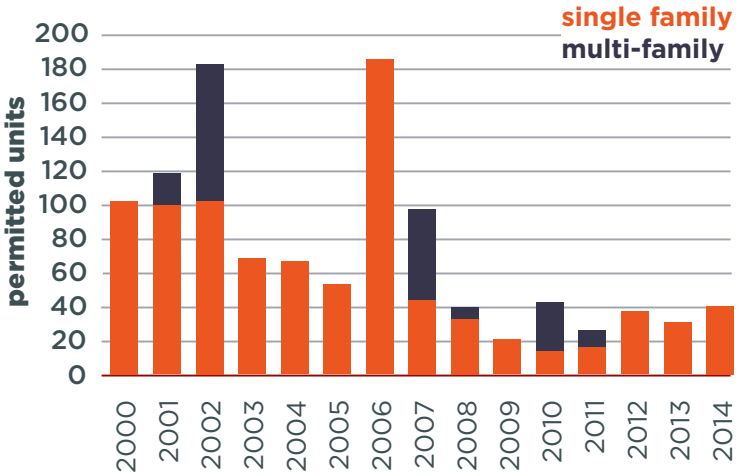
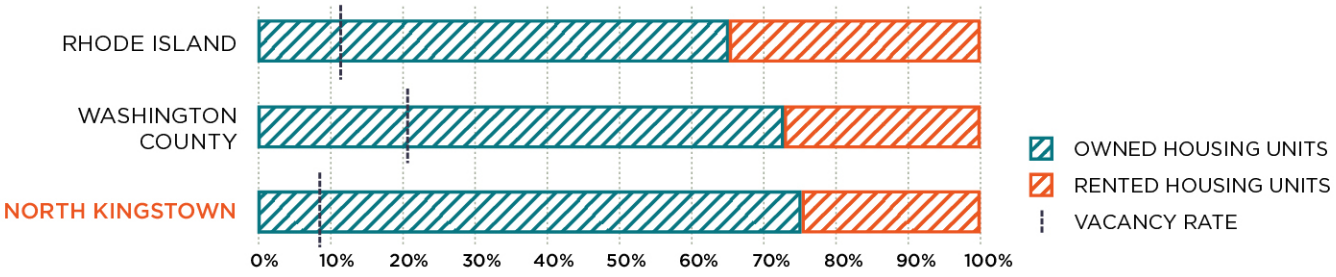


Figure 34. *Housing tenure, 2013* [2]



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

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

32% of all households are **cost-burdened** and **66%** of all low- and moderate- income (LMI) households are **cost-burdened**.[4]

Cost-burdened households spend more than a **third** of their income on housing costs

A household must earn at least **$98,066/ year** to purchase a median priced home,[5] while the median household income was **$80,530/year** in 2013.[6]

Rents have fluctuated over the last 10 years but average **10% higher** than State rents.[7]

Figure 35. *Median sale price trend for single family home, 2003-2015* [7]

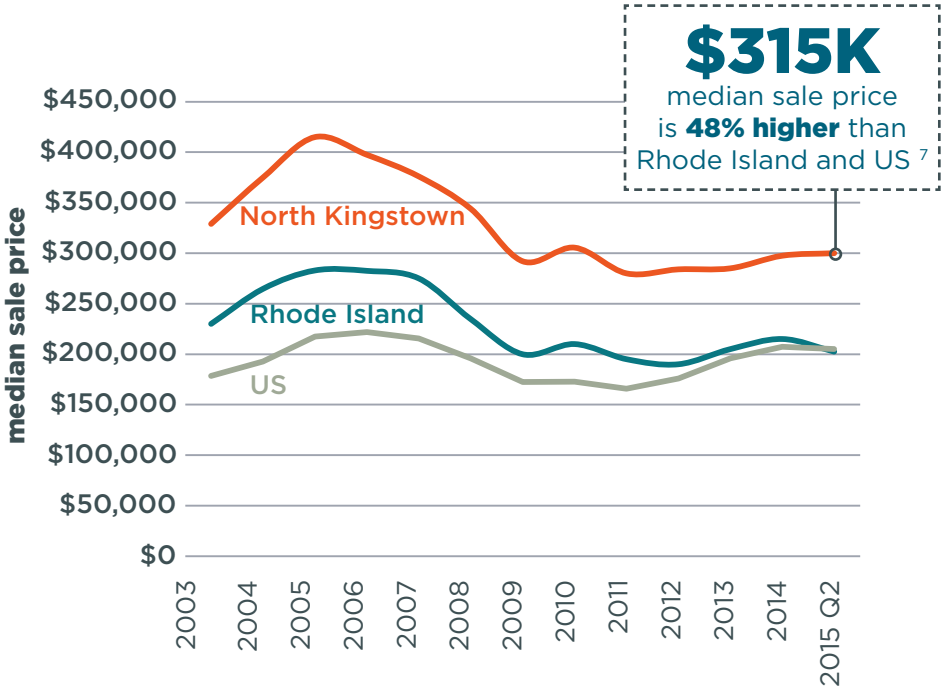
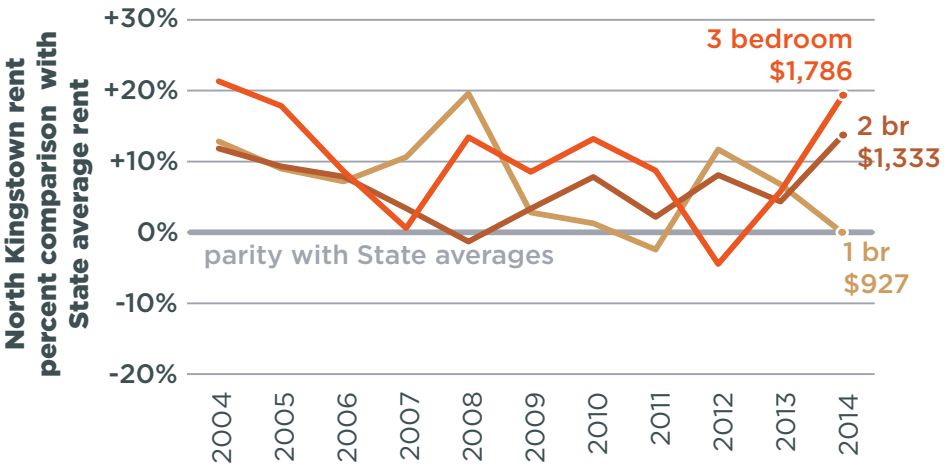


Figure 36. *North Kingstown average rent, 2004-2014* [7]



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

North Kingstown's affordable housing strategies

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

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

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

In the Post Road district, a developer is required to include 10% affordable housing if proposing four units per acre or under. If a developer proposes a density of 10 units per acre, they are required to include 20% affordable housing. If a developer proposes 30 units per acre, they are required to use TDRs and 15% affordable housing. North Kingstown has not yet seen any affordable housing produced in conjunction with the transfer and purchase of development rights.

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

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

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

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

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

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

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

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

Belleville House

Reynolds Farm

North Cove Landing

ACCOMPLISHMENTS

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

AFFORDABLE HOUSING

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

OTHER AFFORDABLE BELOW $300,000

- 4, 172 single family homes under $300,000
- 476 residential condos under $300,000
- 250 mobile homes with average value of $17,336

REGULATIONS

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

PLANS/STUDIES

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

INFRASTRUCTURE

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

OTHER

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

KEY PUBLIC INPUT

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

Nevertheless, public input gathered through the forums, online activities and interviews indicates that public sentiment is more nuanced and that changing demographics should be considered to develop different types of housing products and programs that address the needs of the local workforce, millennials and seniors. Participants reviewing the plan goals, policies, and actions at the final public forum and online chose transit-oriented, walkable housing, senior housing and workforce housing as a top ten priority.

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

Figure 37. *Survey responses regarding housing.*

GOALS, POLICIES AND ACTIONS

GOAL 1:

PROVIDE A RANGE OF HOUSING CHOICES

POLICIES AND ACTIONS:

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

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

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

WHAT IS TRANSIT ORIENTED DEVELOPMENT?

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

Rockville, MD

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

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

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

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

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

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

WHAT IS A HOUSING TRUST FUND?

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

Barrington, RI

2.3 Maintain and improve existing town housing stock.

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

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

GOAL 2:

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

POLICIES AND ACTIONS:

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

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

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

WHAT IS CONSERVATION DEVELOPMENT?

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

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

North Cove Landing, North Kingstown

Rain garden

Green roof

Rain barrel

Permeable pavement

WHAT IS LOW IMPACT DEVELOPMENT?

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

FOR LEASE

A CONNECTED TOWN

A plan for CIRCULATION

ELEMENT 3

VISION

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

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

GOALS

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

OVERVIEW OF KEY ISSUES

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

Transit

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

Ridership at the train station has been low but has been growing slowly with approximately 517 trips to and from Wickford Junction per day with 131,191 annual trips to and from Wickford Junction in FY2019. Original projections call for 1,500 riders by 2020.[1] However, recent initiatives and future plans are expected to help increase ridership at Wickford Junction. In December of 2015, the Rhode Island Public Transit Authority (RIPTA) consolidated bus service at an improved multimodal Wickford Junction Transit Center that places bus and train service together and triples service levels while reducing operating costs.

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

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

Transit

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

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

Quonset

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

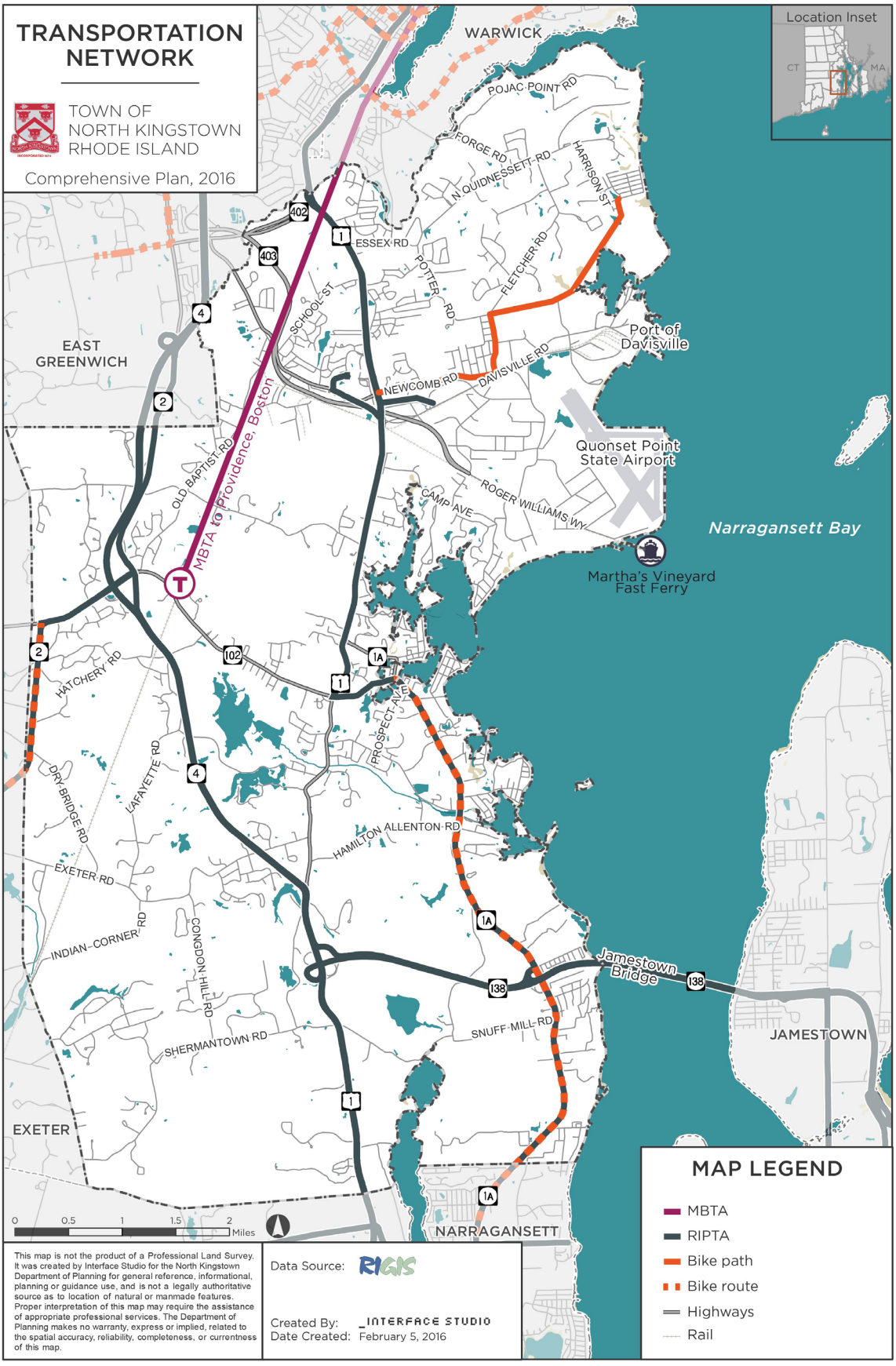
Quonset State Airport - a public use facility that connects with port, road, and rail systems in the industrial park.

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

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

Freight

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



This maps shows North Kingstown's transportation network, including transit and bike facilities.

Figure 38. Transportation network map

Community connections

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

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

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

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

> "It just doesn't connect."

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

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

86% of workers commute to work by **driving alone** but the use of **public transportation** has **increased** from **1%** in 2000 to **2%** in 2013. Biking and walking has **decreased** from **2%** in 2000 to **1%** in 2013.[3]

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

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

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

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

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

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

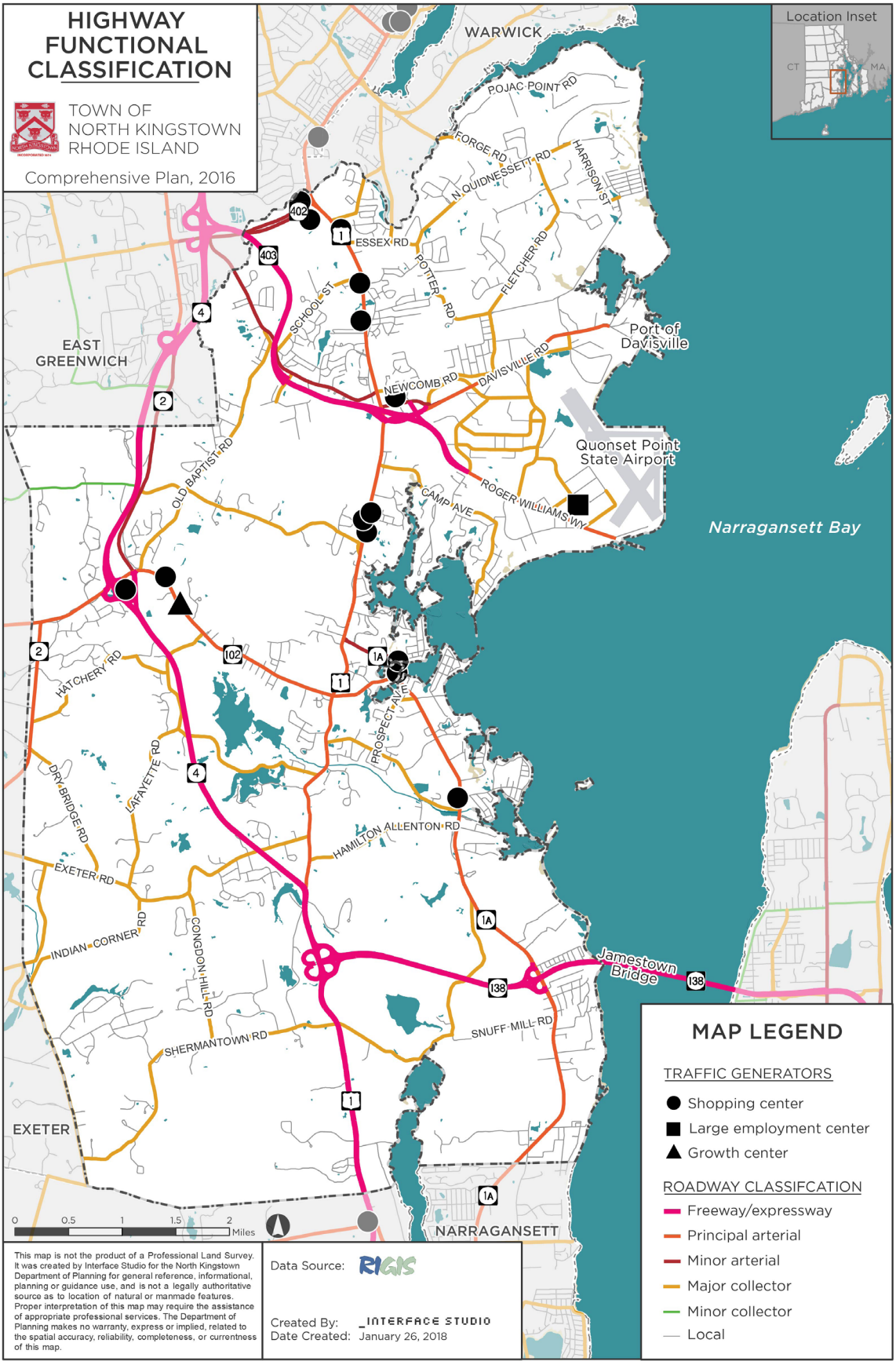
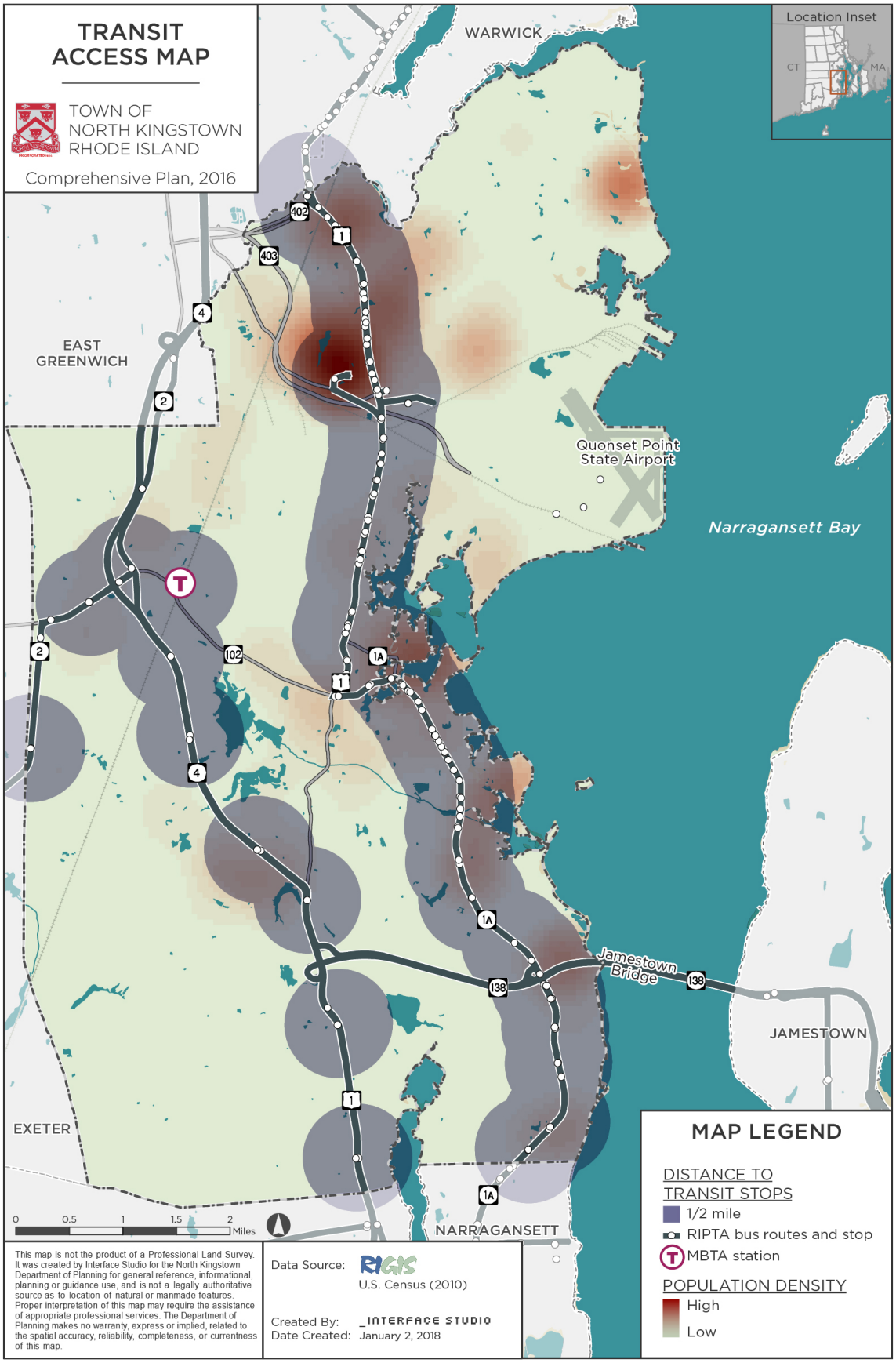


Figure 39. Highway functional classification map

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



Areas within the dark blue buffers are within 1/2 mile, or a 10-minute walk, from a transit stop.

Figure 40. Transit access map

ACCOMPLISHMENTS | KEY PUBLIC INPUT

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

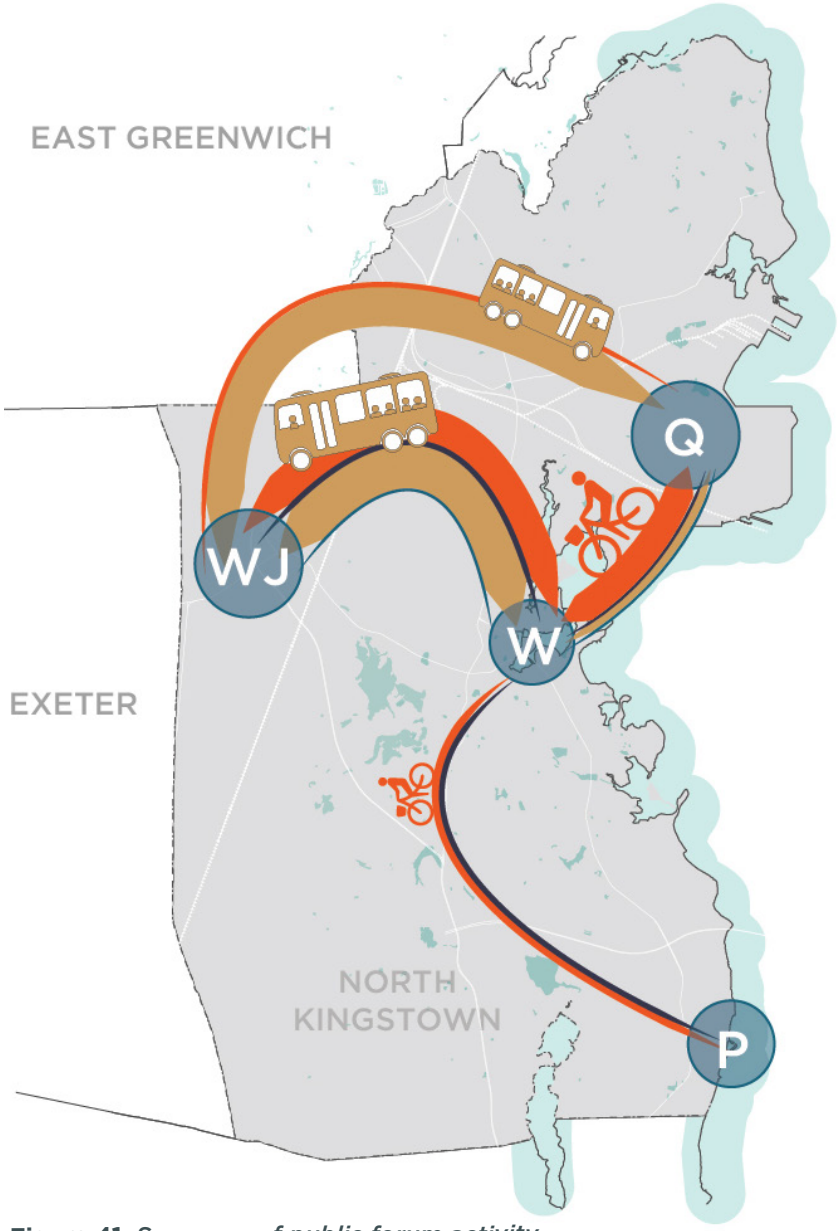
- Wickford Junction Transit Center
- Route 403
- Quonset Bike Path
- RIPTA market study for Quonset service improvements
- Pilot road diet for Post Road
- Wickford Junction train station

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

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

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

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



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

TOP THREE MISSING CONNECTIONS ARE...

52% Wickford & Wickford Jct

27% Wickford Jct & Quonset

25% Wickford & Quonset

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

BIKE
WALK
TRANSIT
SIGNAGE
WJ WICKFORD JUNCTION
Q QUONSET
W WICKFORD
P PLUM BEACH POINT

Figure 41. *Summary of public forum activity.*

> Make it easier to get around WITHOUT using a car. We need more bike paths and walking paths that connect key parts of the community.

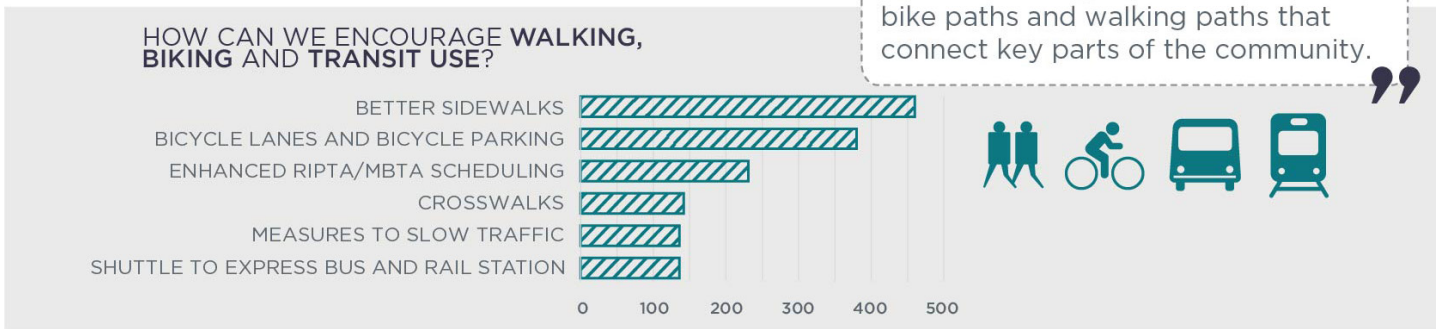


Figure 42. *Survey responses regarding circulation.*

GOALS, POLICIES AND ACTIONS

GOAL 1:

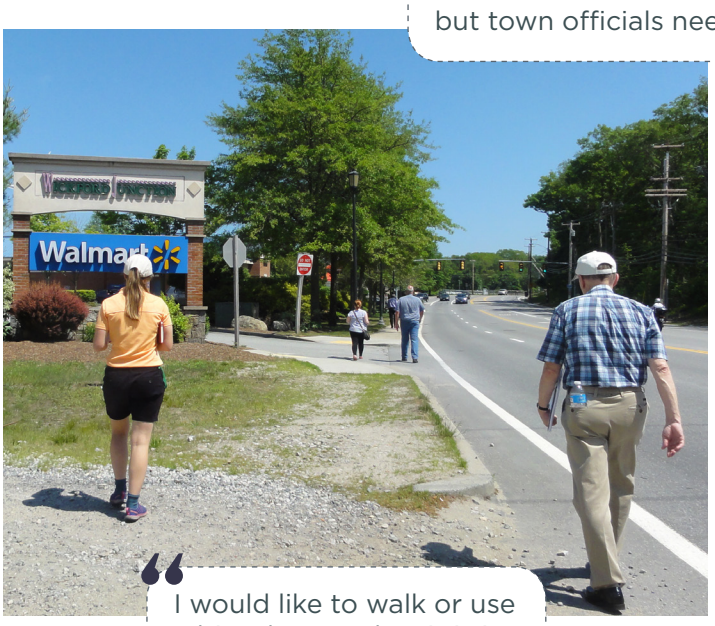
DESIGN SAFER AND MORE ATTRACTIVE ROADWAYS FOR ALL USERS

POLICIES AND ACTIONS:

3.1 Improve the safety and experience of North Kingstown roadways.

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

> Connections could be made between commercial areas that don't require a car but town officials need to prioritize it...



Walking tours of Ten Rod Road near Wickford Junction and Post Road highlighted the pedestrian conditions along these commercial corridors.

> I would like to walk or use a bicycle more but it is just extremely dangerous now.

EXAMPLES OF SIDEWALK ALTERNATIVES

At-grade curb separated walkway

Stamped asphalt

Stormwater management

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

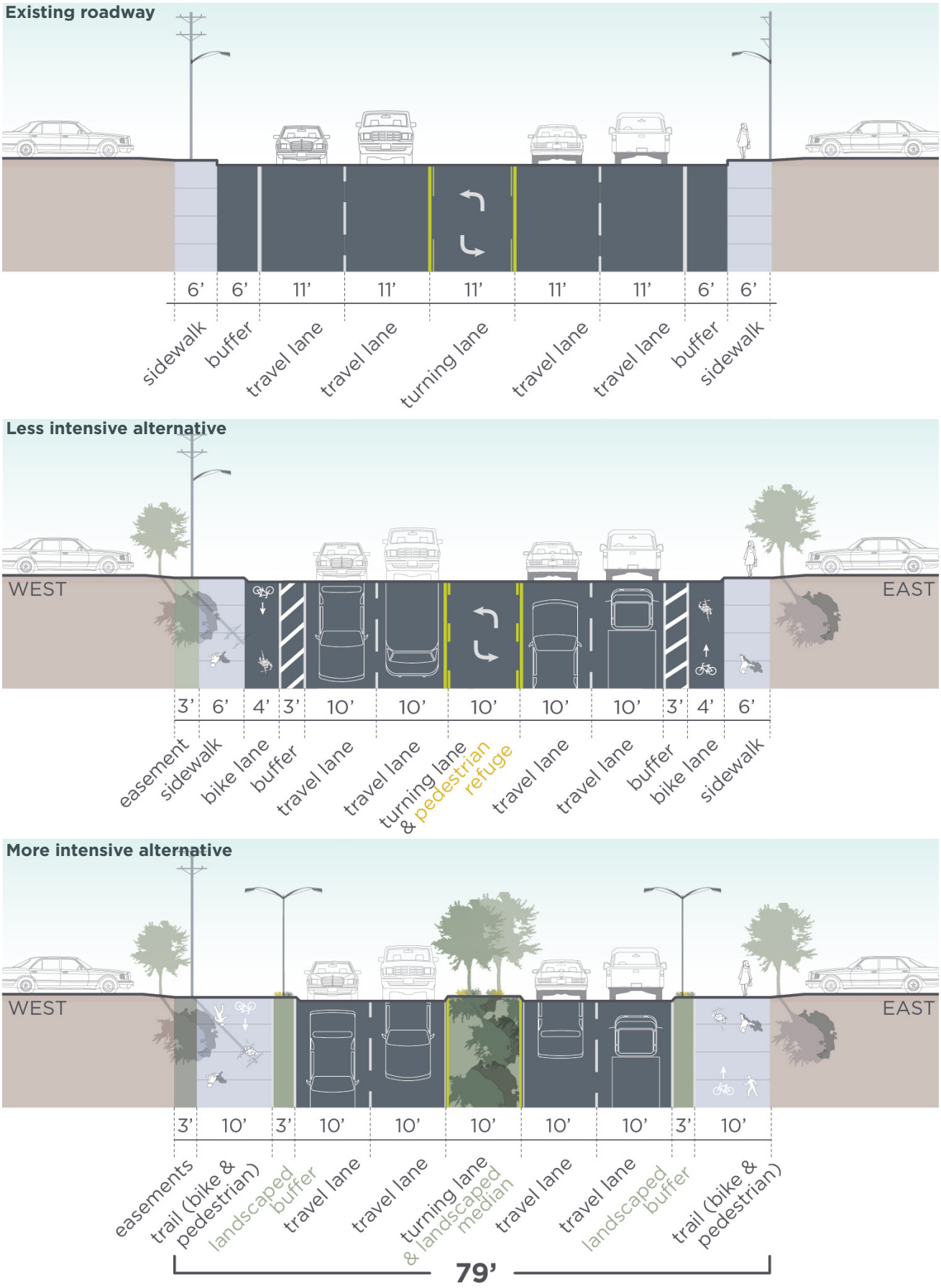
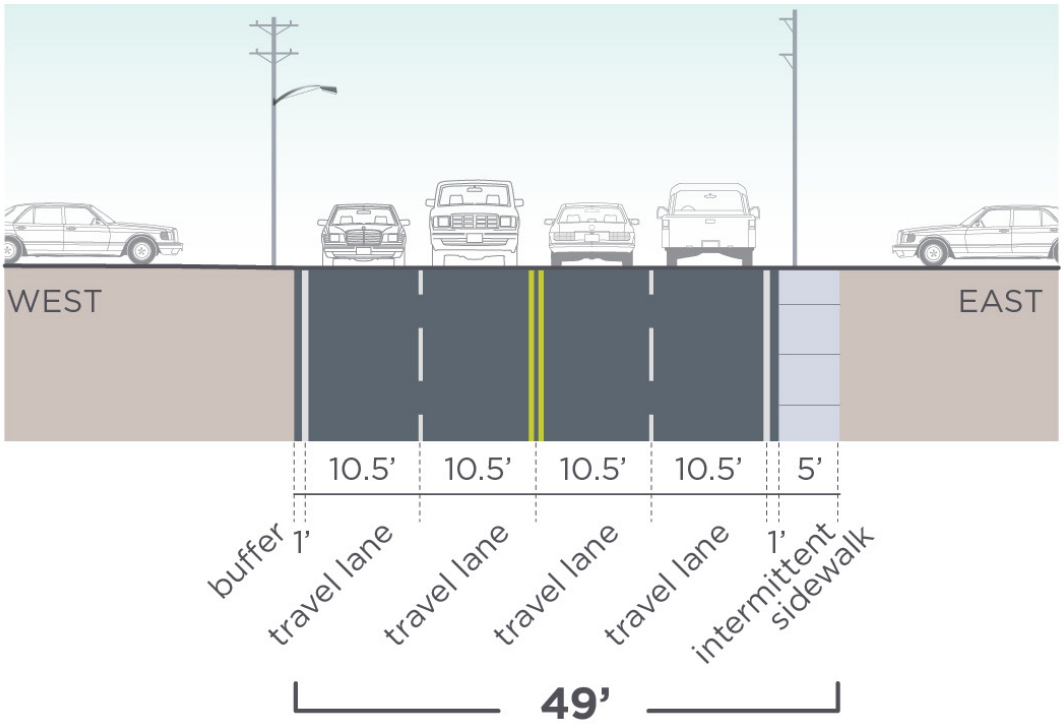


Figure 43. Proposed redesign of north Post Road.

Existing roadway



Proposed roadway

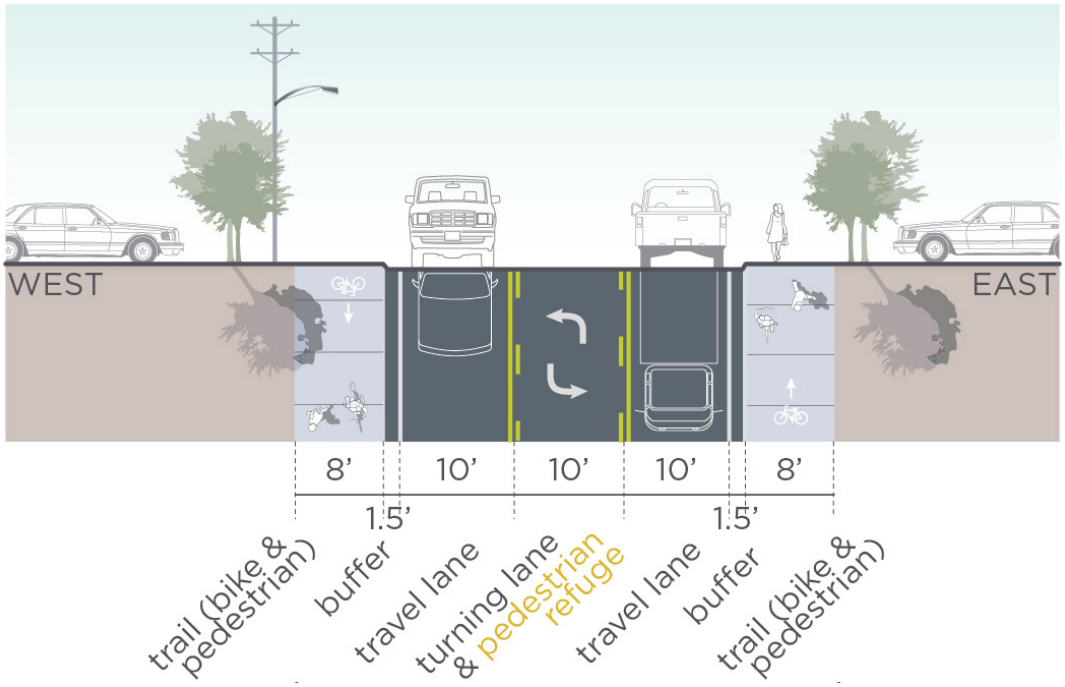
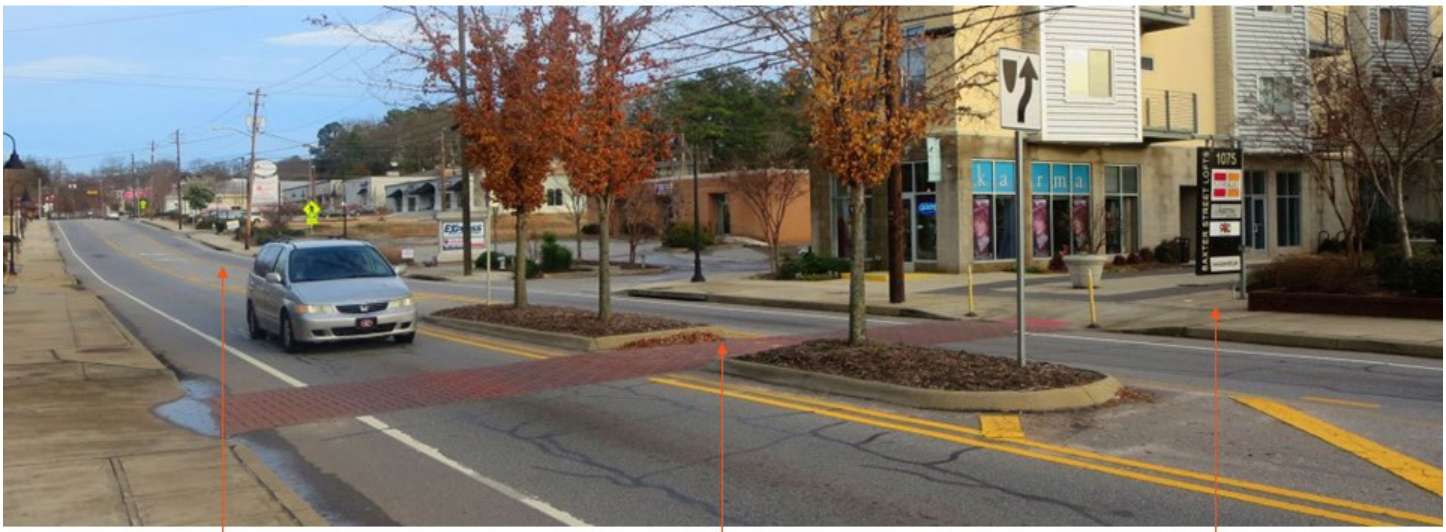


Figure 44. Proposed road diet and redesign of south Post Road.

Complete Streets are good for business

safer, more attractive, more vibrant

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



LEFT TURN LANE

↓

BETTER ACCESS TO BUSINESSES

MORE EFFICIENT FLOW

REDUCE COLLISION

PEDESTRIAN REFUGE

+

CROSSWALK

↓

SAFER CROSSING

BETTER ACCESS TO BUSINESSES

SIDEWALKS

↓

INCREASED FOOT TRAFFIC

GOAL 2:

PROMOTE ALTERNATIVE TRANSPORTATION OPTIONS FOR BETTER LOCAL AND REGIONAL CONNECTIONS

POLICIES AND ACTIONS:

3.2 Improve and expand existing transportation options.

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

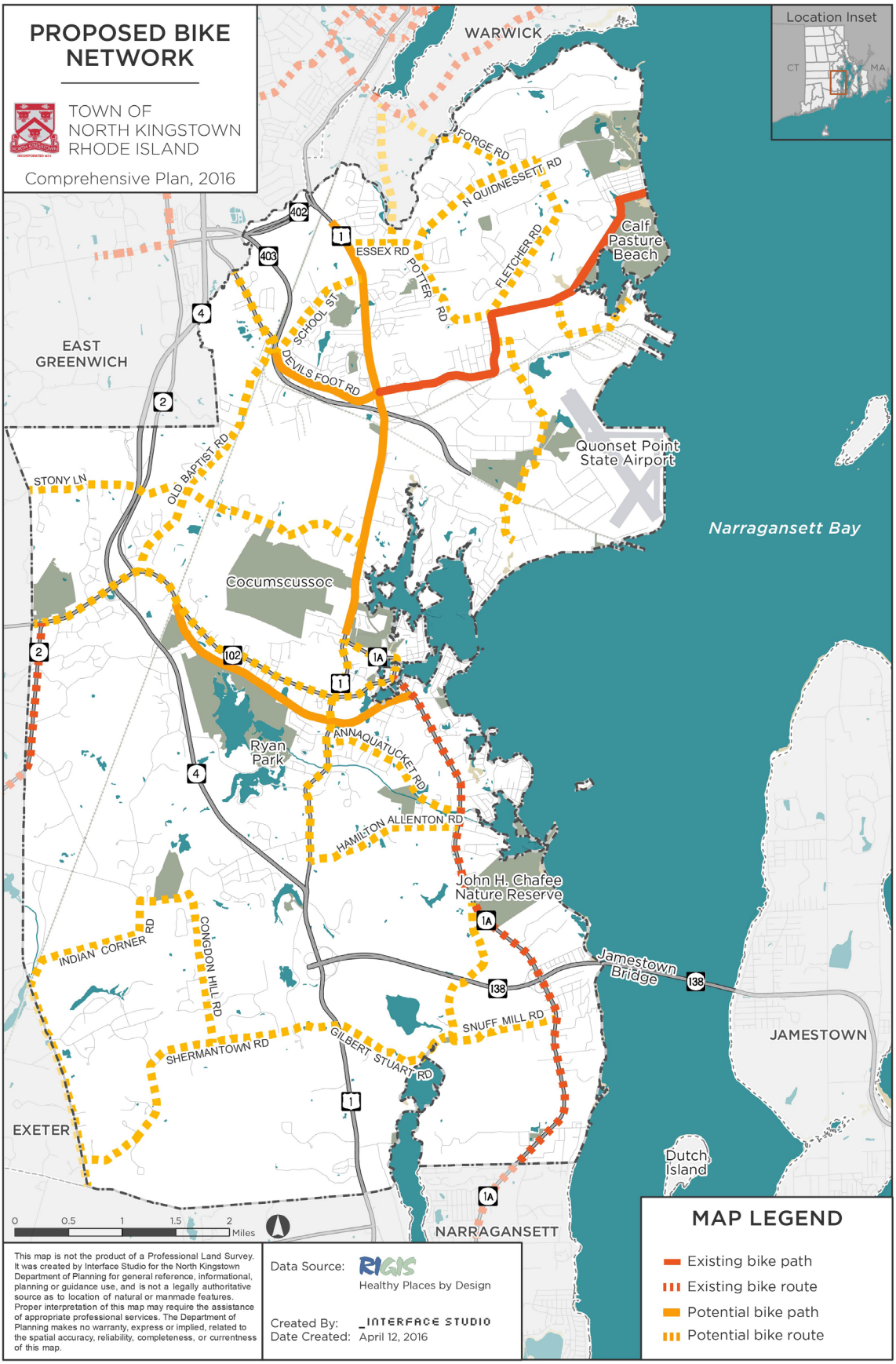
EXAMPLES OF BIKE FACILITIES

Buffered bike lane

Protected bike lane

Multi-use path

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



Existing and proposed bike infrastructure system.

Figure 45. Proposed bike network map

3.3 Support alternative transportation use.

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

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

WHAT IS THE SAFE ROUTES TO SCHOOL PROGRAM?

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

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

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

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

GOAL 3:

UPGRADE AND MAINTAIN TRANSPORTATION INFRASTRUCTURE

POLICIES AND ACTIONS:

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

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

TIP= Transportation Improvement Program

3.5 Increase pedestrian and traffic safety.

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

A SUSTAINABLE TOWN

ELEMENT 4

A plan for OPEN SPACE, RECREATION AND THE ENVIRONMENT

VISION

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

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

GOALS

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

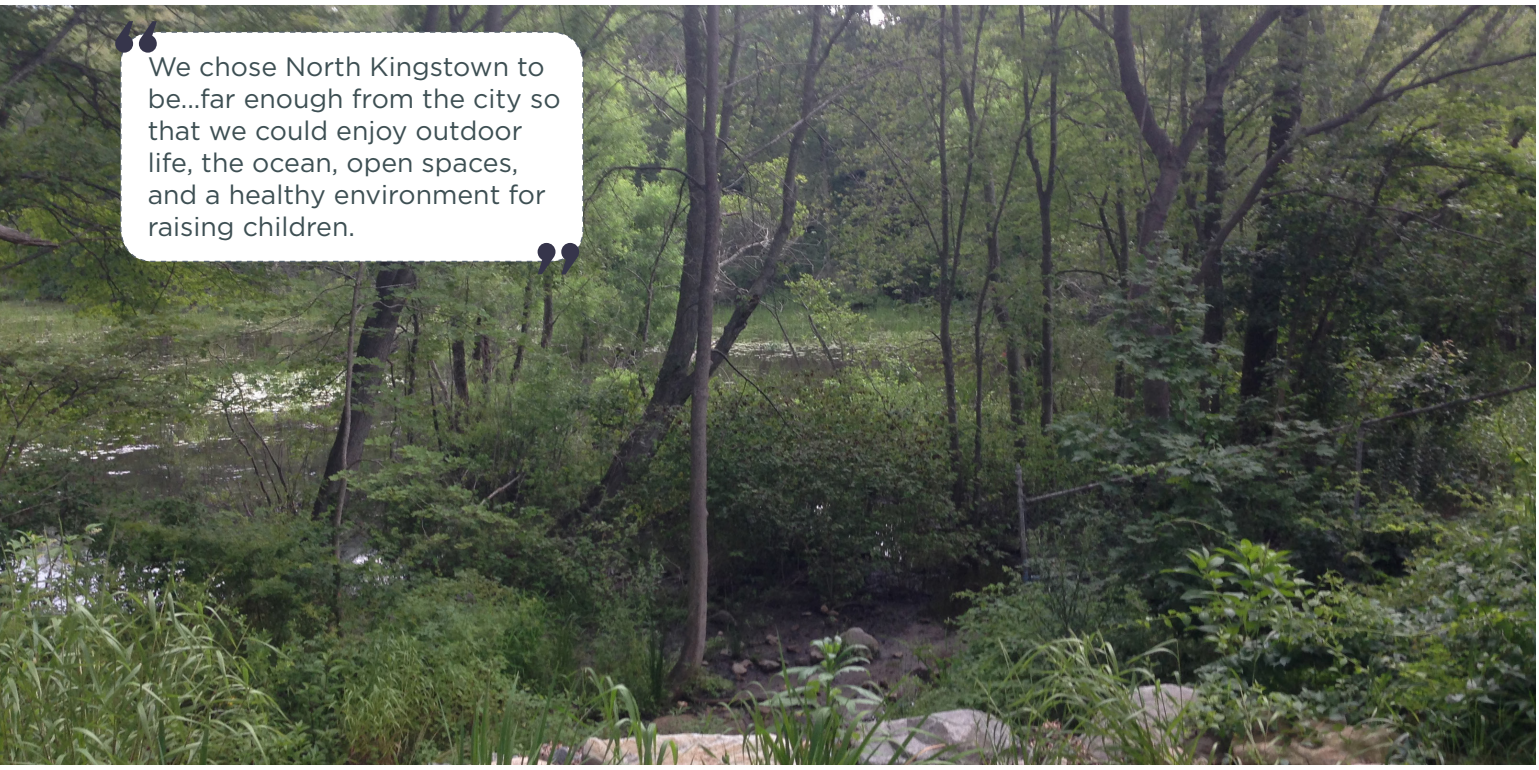
OVERVIEW OF KEY ISSUES

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

Open space conservation and natural resource protection

A healthy ecosystem needs biodiversity and is essential to our clean air, water, and food supply. North Kingstown's natural resources include forests, wetlands and salt marshes, surface and groundwater bodies, and wildlife all of which play a key role in providing ecosystem services such as pollination, decomposition, water purification, erosion and flood control, and carbon storage and climate regulation.

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



Saw Mill Pond

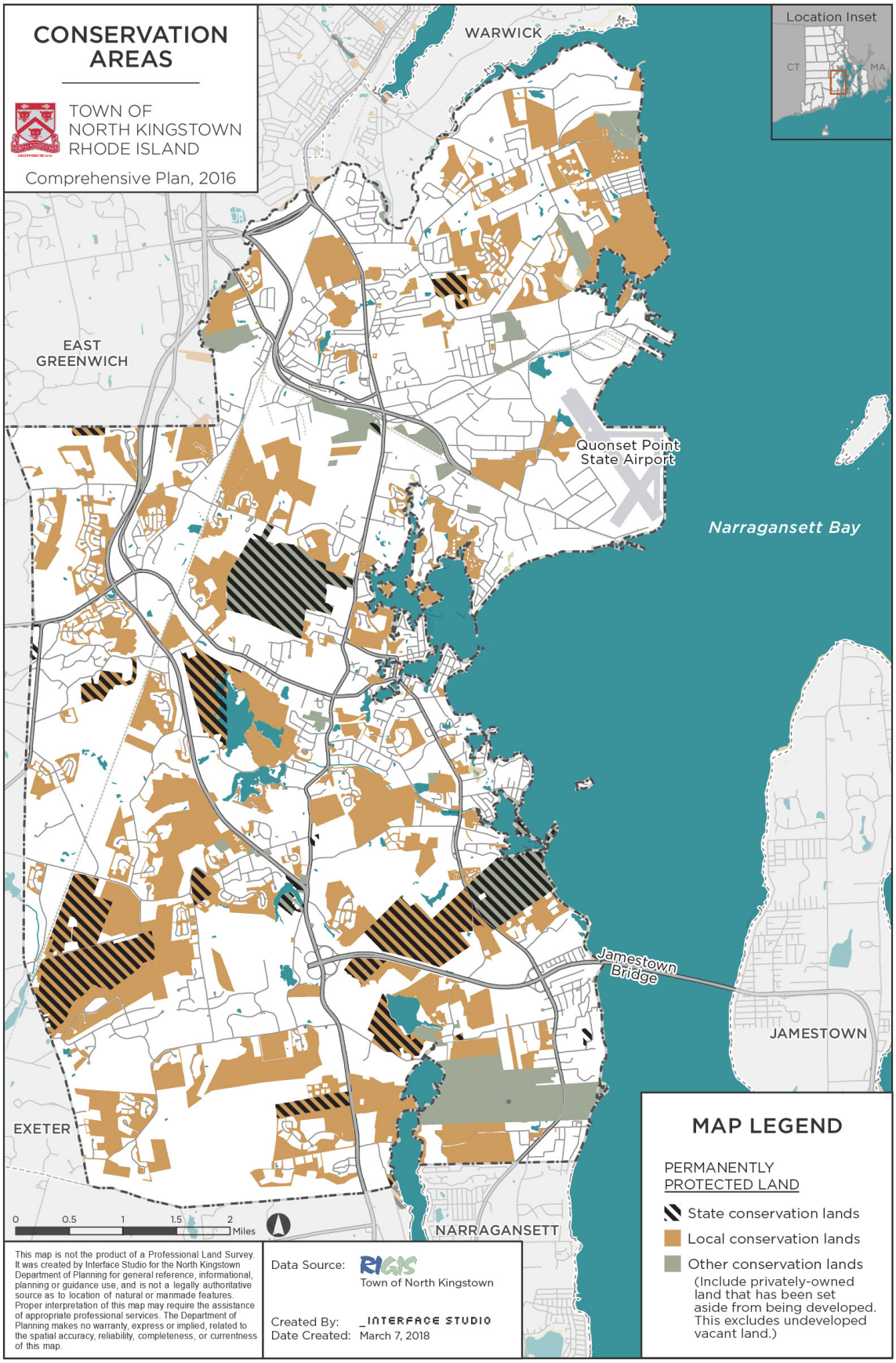


Figure 46. Conservation areas map

This map shows permanently protected conservation areas by ownership.

*Casey Farm is owned by Society for the Preservation of New England Antiquities.

RIDEM Groundwater Classifications

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

a. The state's major stratified drift aquifers that are capable of serving as a significant source for a public water supply ("groundwater reservoirs") and the critical portion of their recharge area as delineated by DEM;

b. The wellhead protection area for each public water system community water supply well. Community water supply wells are those that serve resident populations and have at least 15 service connections or serve at least 25 individuals, e.g., municipal wells and wells serving nursing homes, condominiums, mobile home parks, etc.; and

c. Groundwater dependent areas that are physically isolated from reasonable alternative water supplies and where the existing groundwater warrants the highest level of protection. At present, only Block Island has been designated as meeting this criterion.

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

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

Groundwater classified GB is located beneath the following:

d. Highly urbanized areas of the state, primarily those areas with dense concentrations of industrial and commercial activity, that have been identified from land use information;

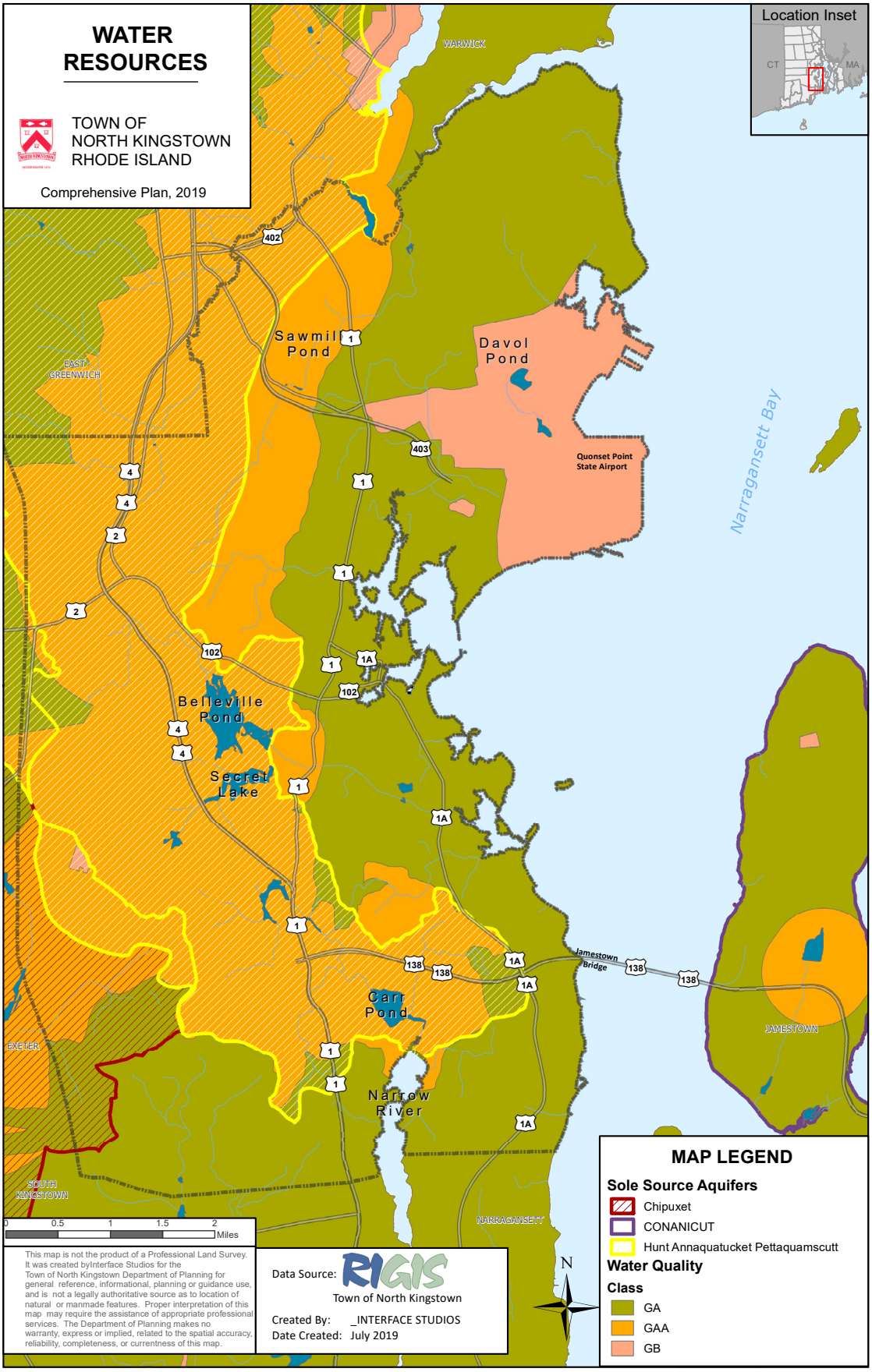
e. The permanent waste disposal area as approved by DEM at the sites of historically permitted or approved inactive landfills and inactive land disposal sites for solid waste, hazardous waste, or sewage sludge;

f. Active sites that are permitted for the land disposal of sewage sludge, unless such disposal site is associated with a licensed solid waste landfill; and

g. The area immediately surrounding the specific waste sites above where DEM has determined that the groundwater is not suitable for public or private drinking water use.

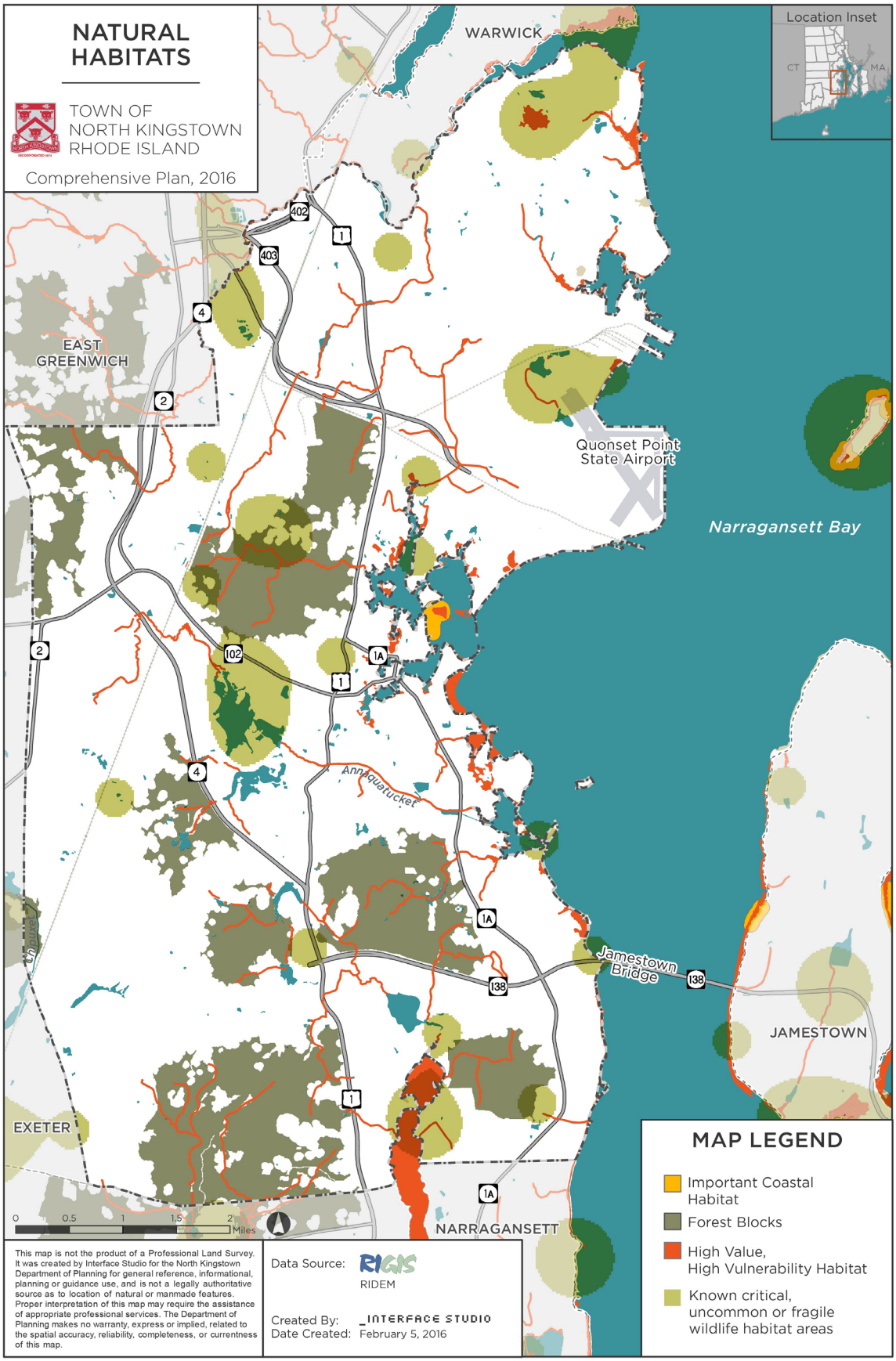
As technology continues to improve and the latest data available demonstrates a better understanding and shift in the size and location of our wellhead protection areas; RIDEM is in the process of re-mapping our groundwater and has proposed a new wellhead protection map which is going thru the approval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

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



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

Figure 47. Water resources map



This map identifies important and vulnerable natural habitats in North Kingstown.

Figure 48. Natural habitats map

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

Energy Conservation

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

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

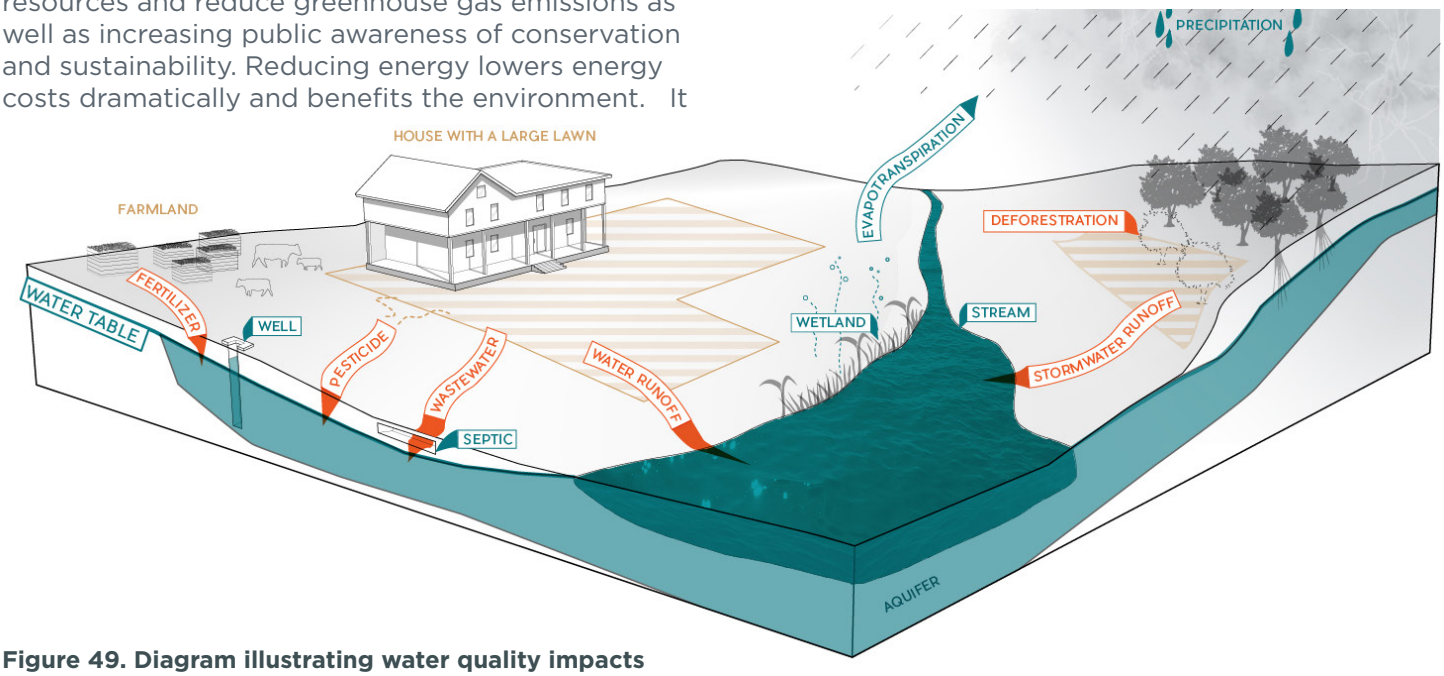


Figure 49. Diagram illustrating water quality impacts

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

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

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

Recreational opportunities

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

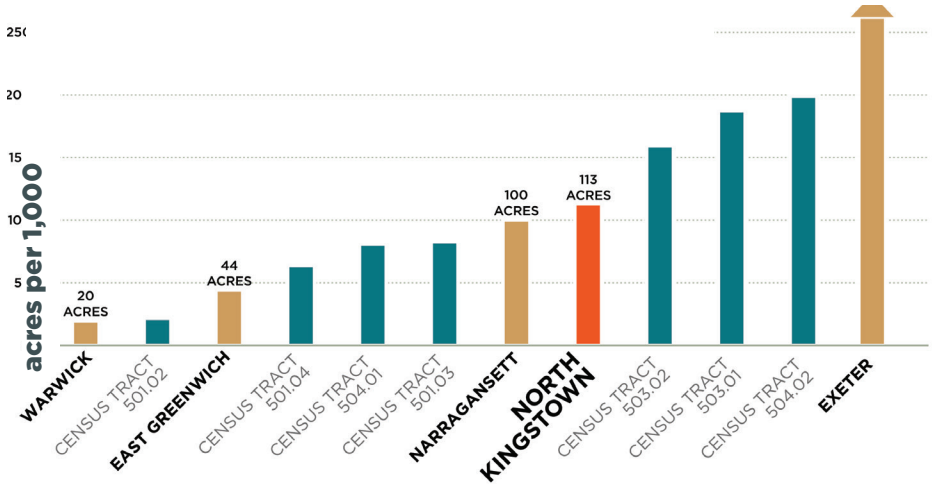
Public parks are distributed throughout town and most of the densely populated areas are within a mile of a park or recreational space [see figure 51]. Some areas, particularly in the western and southern parts of town, remain far from recreational opportunities, but these are also less densely populated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

North Kingstown offers over 50 recreational areas and sites for fishing, boating, hiking, outdoor sports and other outdoor and indoor recreation [see figure 52]. The adequacy of existing recreational opportunities is limited by facilities in need of upgrades and improvements, little room for expansion at any of the town facilities, and access. Upgrades and improvement are needed at all facilities. The Cold Spring Community Center is in need of extensive upgrade: the building itself is in need of repair and the existing heating/cooling system is very expensive to run and needs to be replaced. A new indoor recreation facility is being considered to serve as the town's main indoor activity center and is included in the 2018 Capital Improvement Plan dependent on private funding. A new community center at Signal Rock Park is also included in the 2018 Capital Improvement Plan.

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

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

Figure 50. ***Comparison of publicly accessible open space*** [1]



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

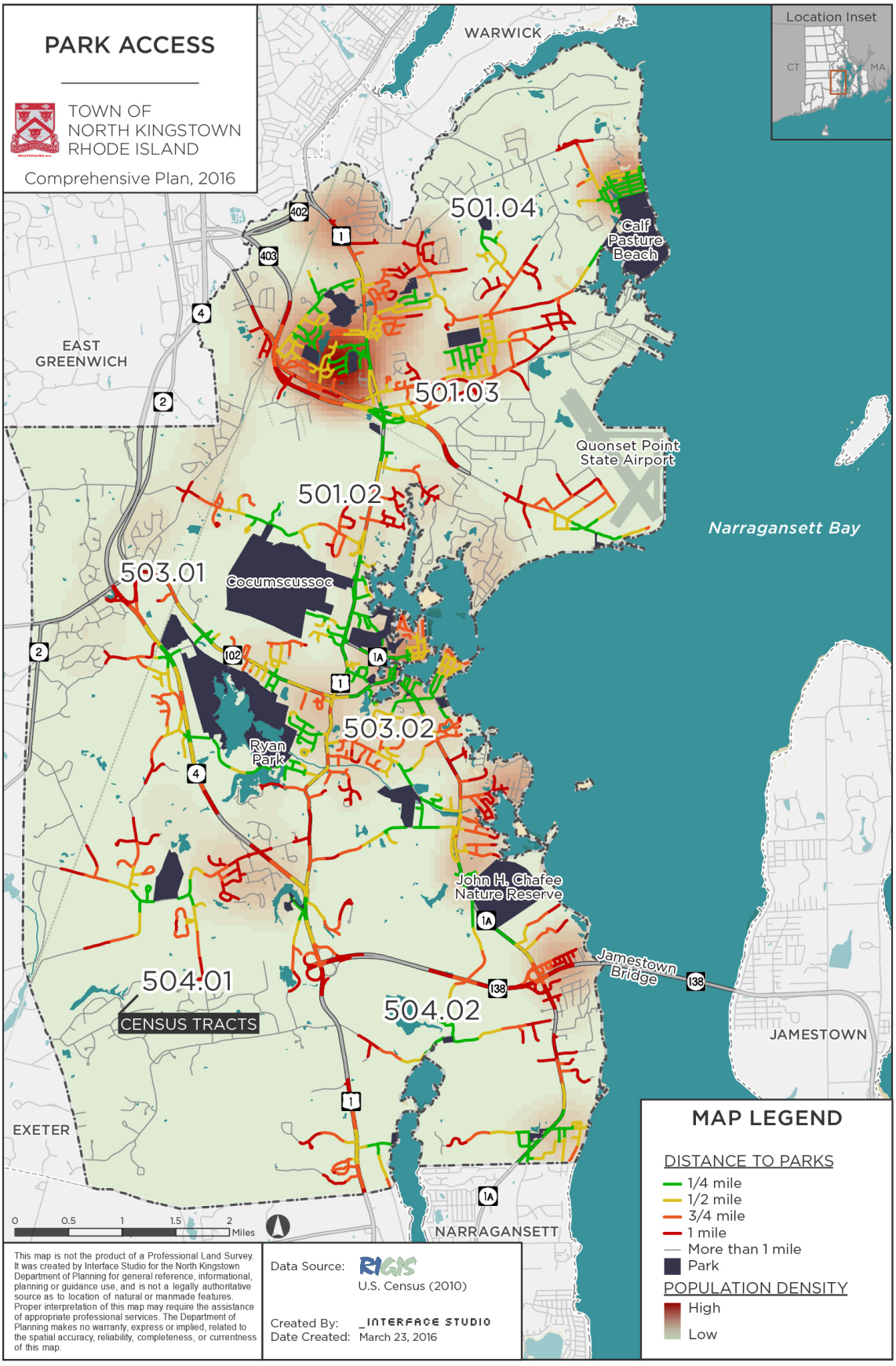
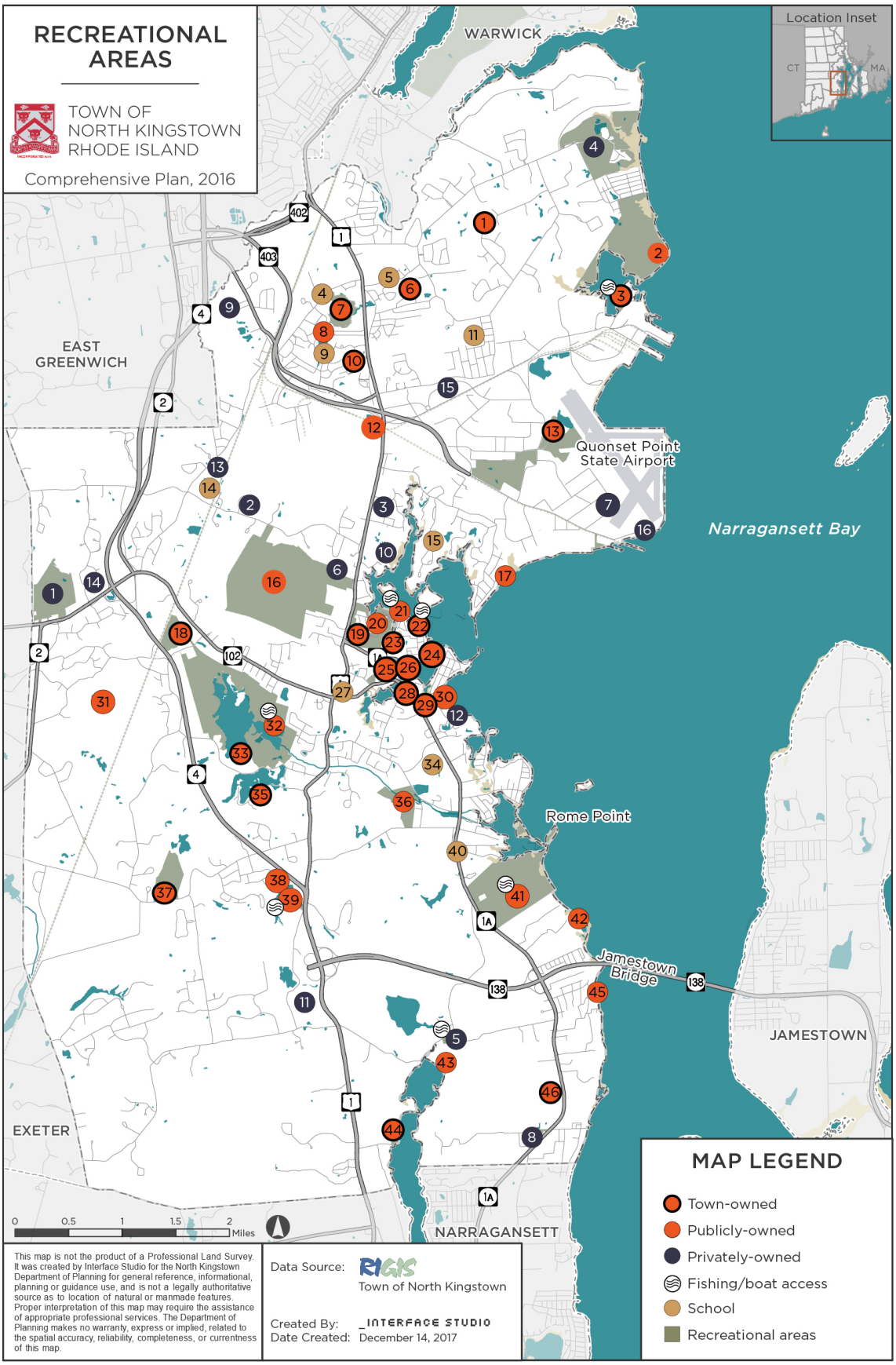


Figure 51. Park access map

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



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:

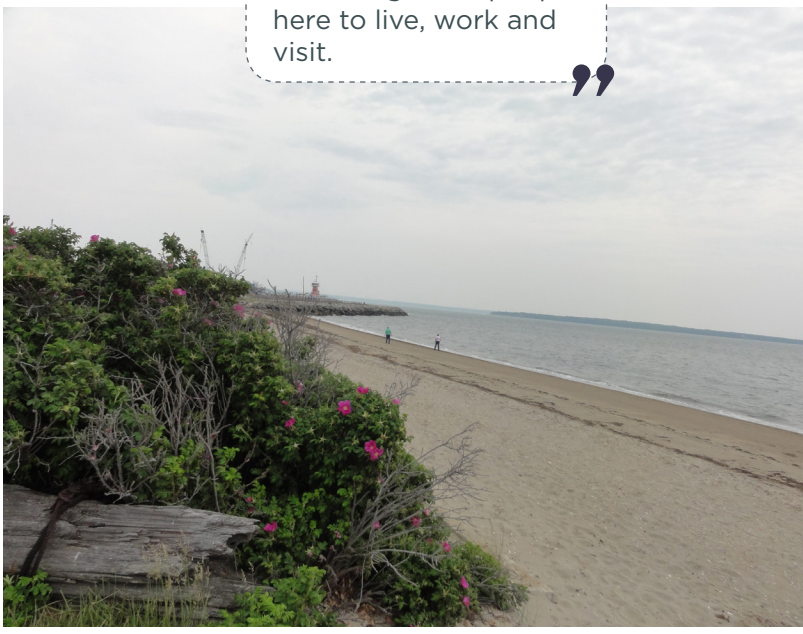
- town character was ranked #1,
- the Narragansett Bay was ranked #3,
- the physical environment and natural resources was ranked #6.

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 pubic 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.

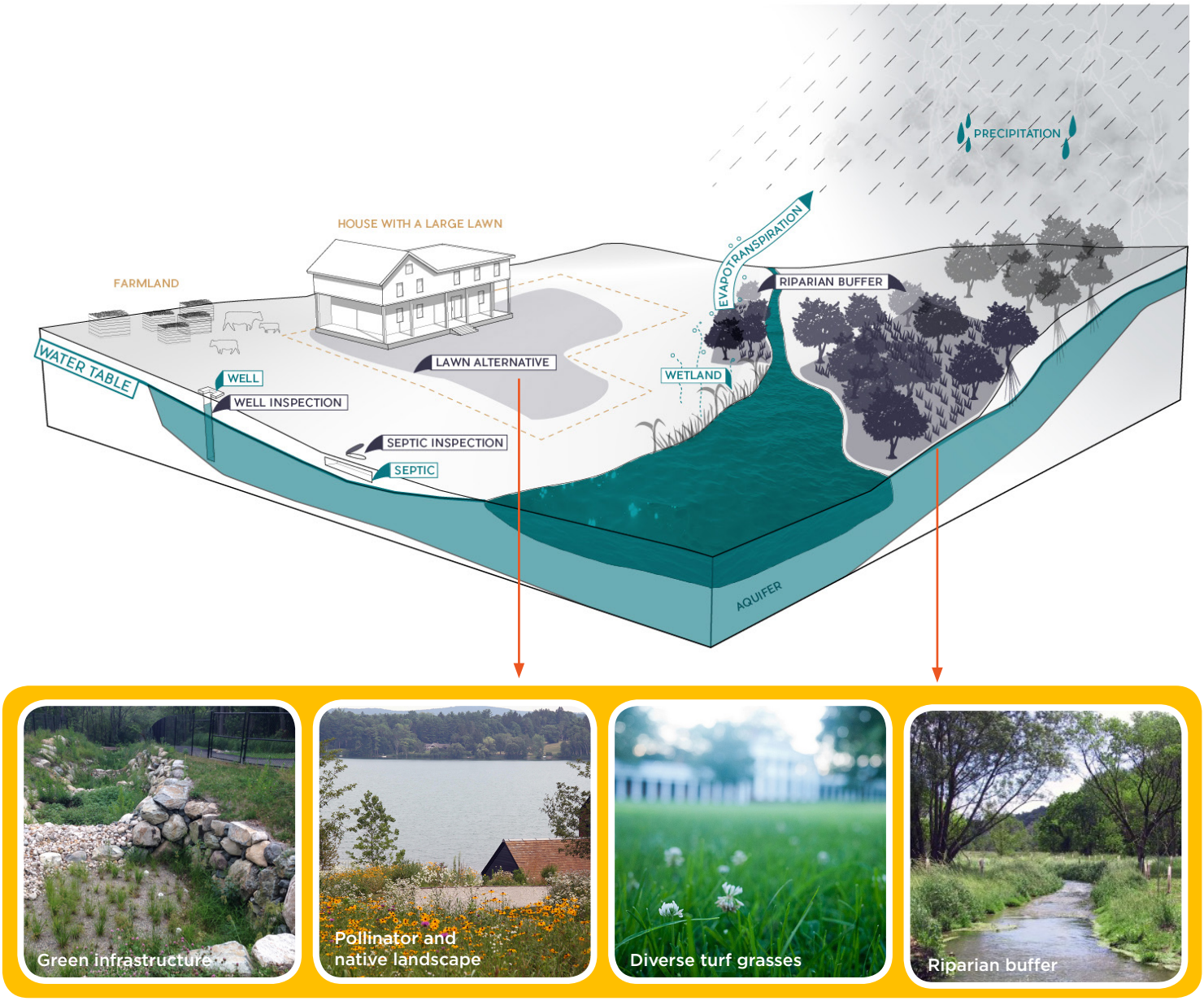


Figure 53. Diagram illustrating measures to protect water quality
This diagram and accompanying photos illustrate several measures that can help protect water systems by keeping pollutants out and assisting with filtration.

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 incompliance 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

Industrial stormwater park

Green school roof

Roadway bioswale

Permeable pavement parking lot

WHAT IS GREEN INFRASTRUCTURE?

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

4.2 Preserve biodiversity and ecosystem services.

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

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

WHAT IS A POLLINATOR HABITAT?

Residential landscape

Roadside landscape

Agricultural landscape

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

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

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

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

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

GOAL 2:

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

POLICIES AND ACTIONS:

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

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

4.5 Encourage energy efficiency and alternative energy solutions.

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

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

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

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

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

EXAMPLES OF WATER CONSERVATION

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

Greywater irrigation at golf course in Jamestown, RI

Rainwater harvesting using a rain barrel

GOAL 3:

INCREASE PUBLIC AWARENESS OF CONSERVATION AND SUSTAINABILITY

POLICIES AND ACTIONS:

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

PRIORITY	ACTION #	ACTIONS	RESPONSIBLE PARTY	TIMEFRAME	PARTNER AGENCIES
	4.7.a	Explore expansion of town-wide environmental education programs for residents and businesses and partnerships with schools.	Water Department	1 to 3 years	Staff time, RIDOH, RI Schools, local 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.

Interpretative 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

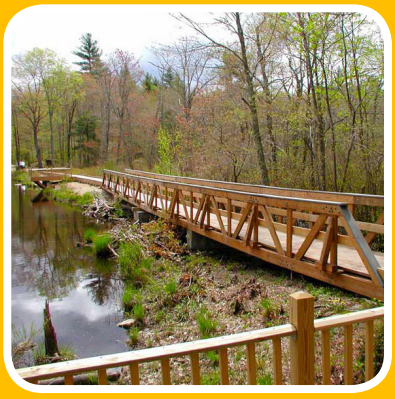
POLICIES AND ACTIONS:

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

ELEMENT 5

A HISTORIC TOWN

A plan for HISTORIC and CULTURAL RESOURCES

VISION

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

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

GOALS

1. Identify, protect and promote the town's historic assets

2. Promote and foster local arts programs

OVERVIEW OF KEY ISSUES

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

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

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

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

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

National Register Historic Districts[1]

CAMP ENDICOTT HISTORIC DISTRICT
The Camp Endicott Historic District was located at Davisville Construction Battalion Center. The district used to accommodate military training camp facilities. The grouping of 17 Quonset huts, which measured 40-by-100-foot, have been documented and the huts, due to their state of deterioration, were demolished. The district area is bounded by B Street to the north, 10th Street to the east, and 7th Street to the west.

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

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

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

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

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

[1] http://www.preservation.ri.gov/register/riproperties.php

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

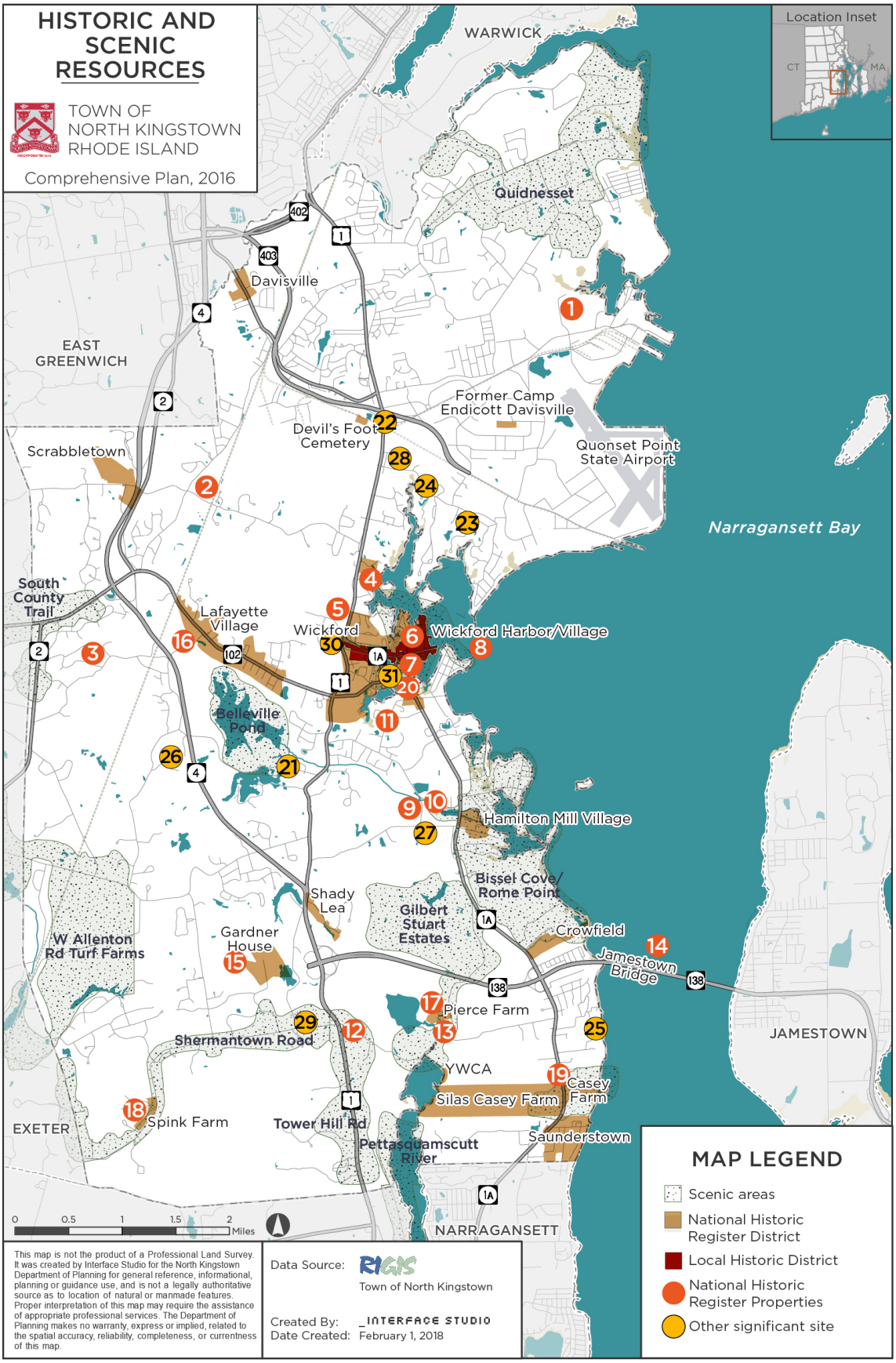
Source: North Kingstown Free Library

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

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.



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.

Figure 54. Historic and scenic resources map

National Historic Register Properties

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

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

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

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

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

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

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

8. POPLAR POINT LIGHTHOUSE
The Poplar Point Lighthouse is located at 1 Poplar Avenue on a 1.5-acre site at the southern tip of the Wickford Harbor entrance. Built in 1831, it is the oldest lighthouse remaining on its original site in Rhode Island. The building is a good example of an integral lighthouse, which combines the tower with the keeper's dwelling unit.

9. NORTHRUP HOUSE > STEPHEN NORTHRUP HOUSE
Located at 99 Featherbed Lane, Northrup House displays different construction styles from late 17th century to mid 19th century. The house is near the 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 REGISTER[2]

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

Shady Lea

Photo: Rhode Island State Council on the Arts

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North Kingstown
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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 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.

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

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

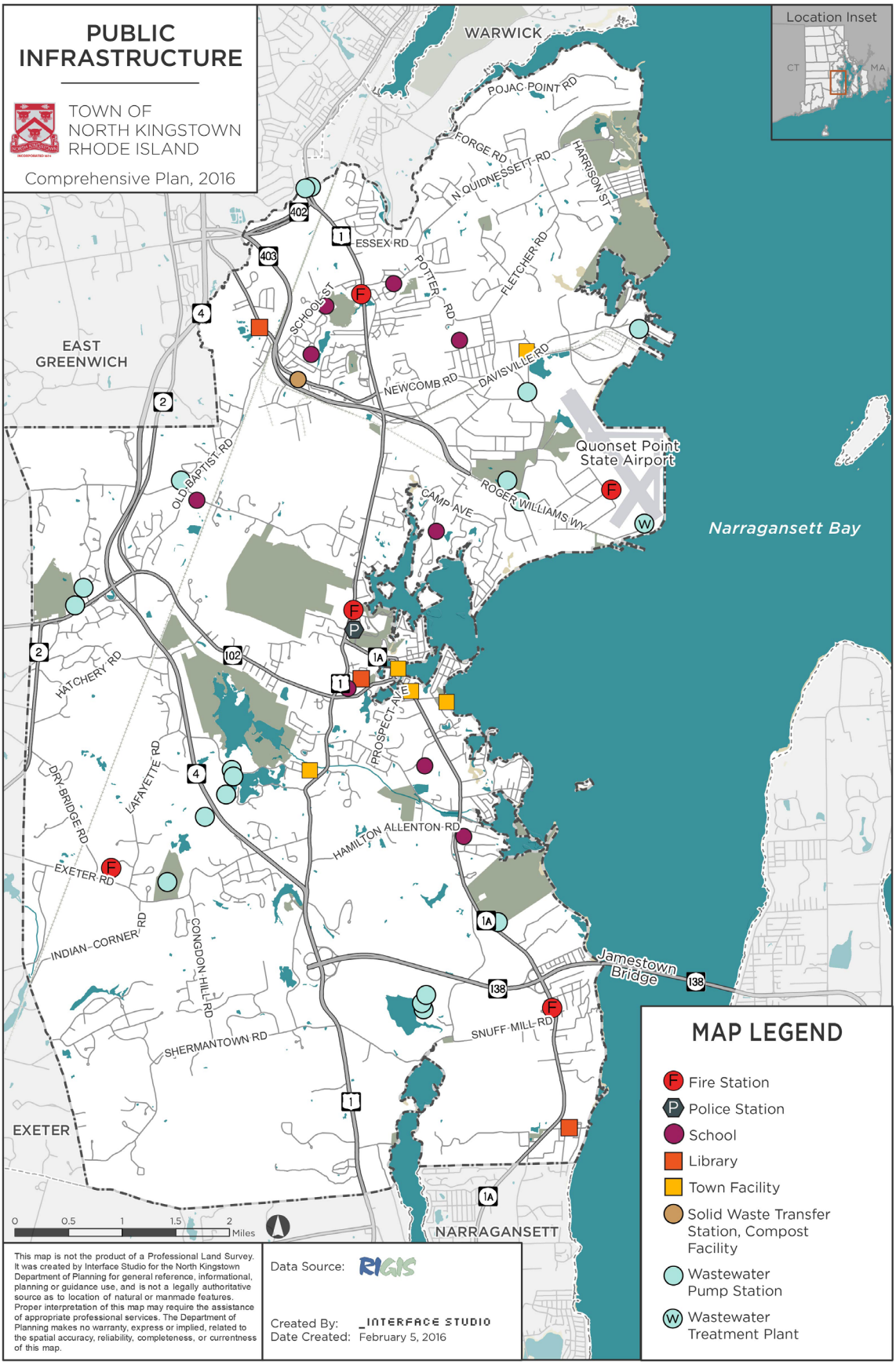


Figure 55. Public infrastructure map

This map shows existing public services and infrastructure in North Kingstown.

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 Centers[1] of Post Road and Wickford Junction TOD; Rural Gateway[1]; commercial areas of Quaker Lane; and the industrial area of Dry Bridge Road.

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

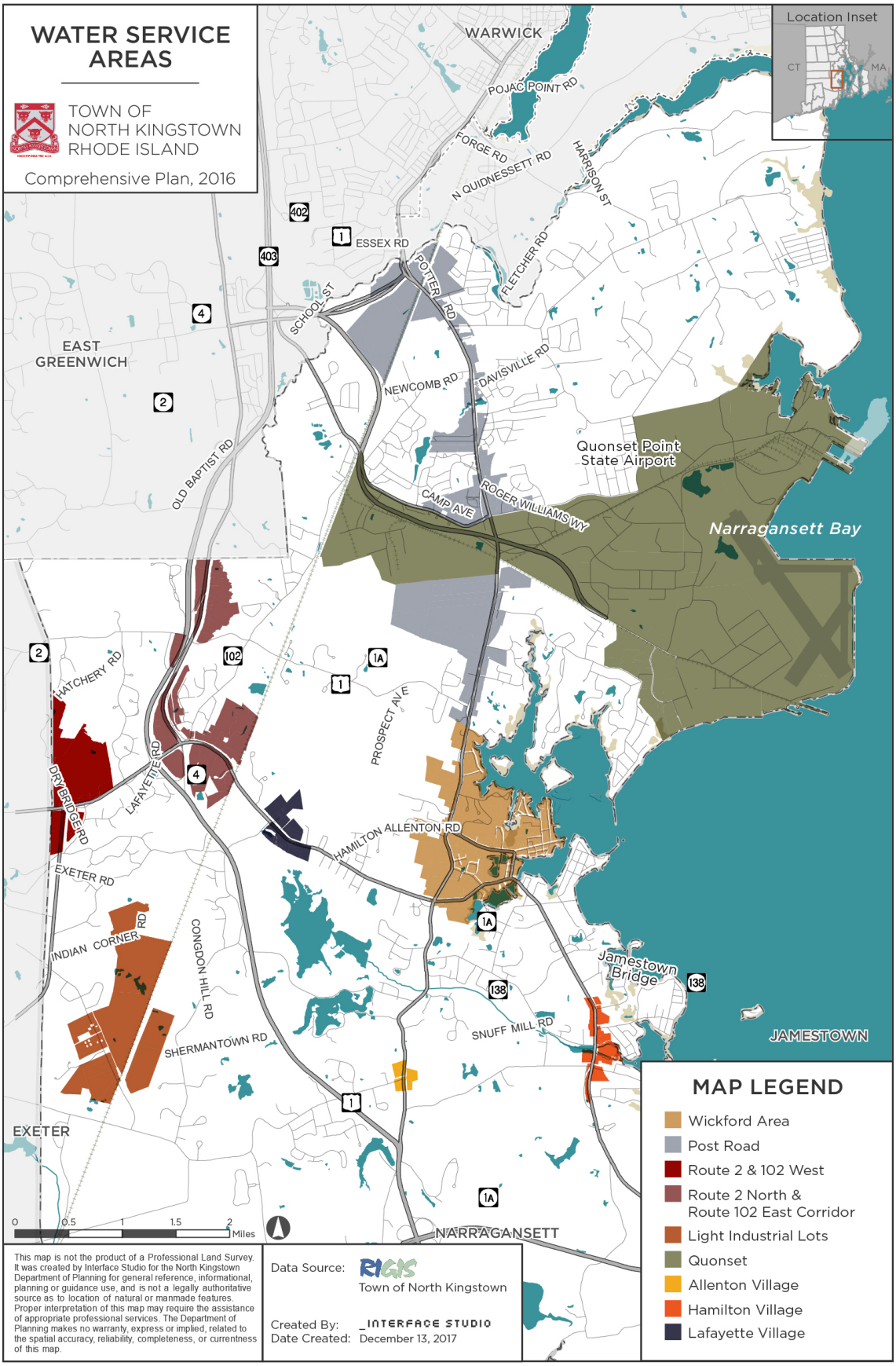


Figure 56. Water service area map

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

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

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

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

[2] Horsley Witten Group, 2012.

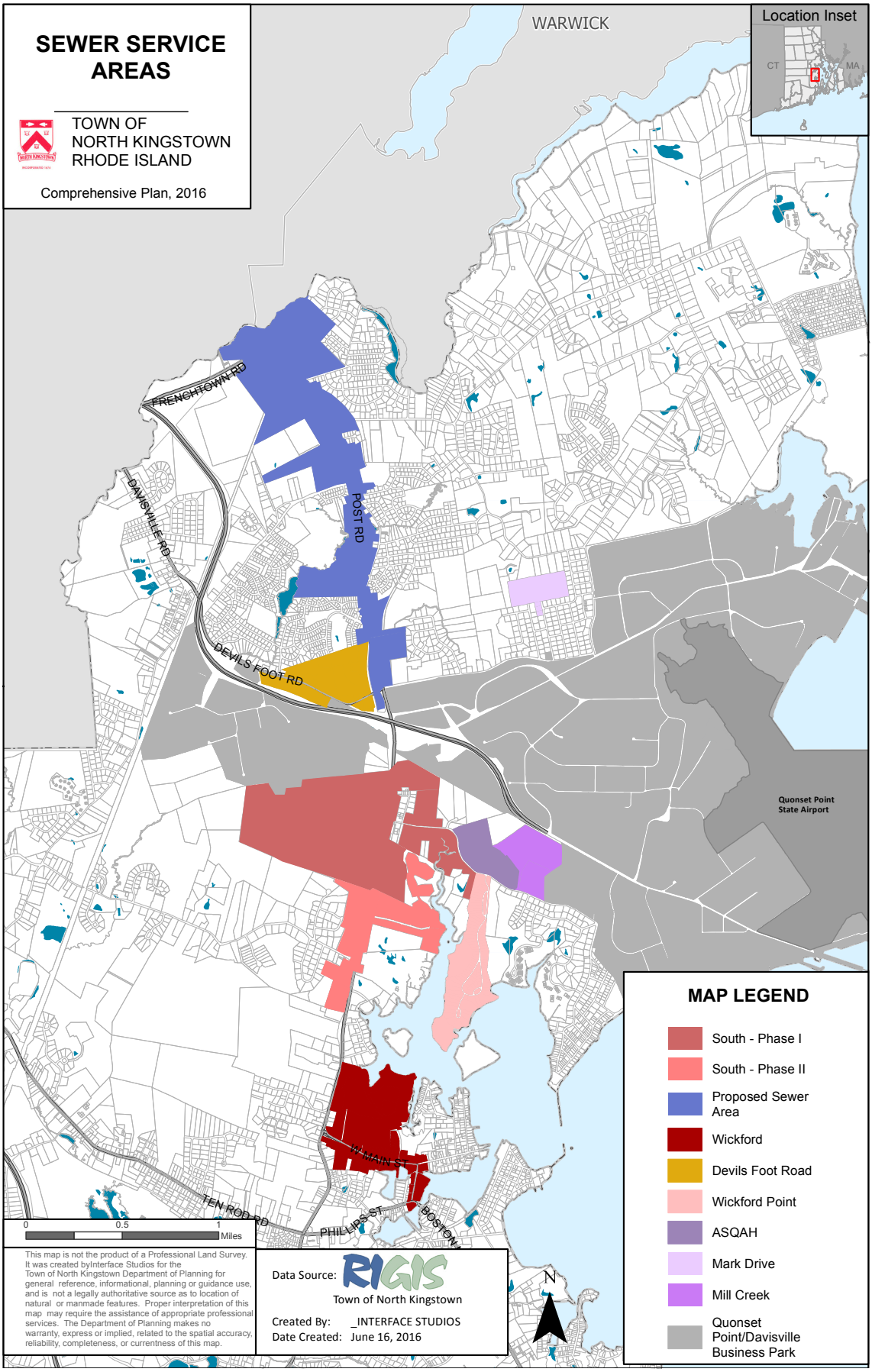


Figure 57. Sewer service area map

This map shows existing and proposed sewer service areas.

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 rate[3] 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 rate[4] of 47% is slightly below the state minimum of 50% but the town works to offer as many ways as possible for residents to divert items from the solid waste-stream.

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

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

Public Safety

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

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

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

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

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

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

Facilities

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

ACCOMPLISHMENTS

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

KEY PUBLIC INPUT

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

ELEMENT 7

A RESILIENT TOWN

A plan for NATURAL HAZARDS and CLIMATE ADAPTATION

VISION

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

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

GOALS

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

OVERVIEW OF KEY ISSUES

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

a. **High winds** from coastal storms, including hurricanes, tropical storms, and extratropical storms (nor'easters)

b. **Coastal flooding** from episodic storm surge and predicted annual extreme high tides

c. **Snow, ice, and extreme cold** from east-moving winter storms, and extratropical storms, (nor'easters)

d. **Riverine flooding** from episodic heavy inland precipitation events

e. **Drought** from reduced seasonal and long-term precipitation

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

In 2011, North Kingstown worked collaboratively with the University of Rhode Island to document risk from future sea level rise conditions[1], as projected using data from the National Oceanic and Atmospheric Administration (NOAA), and supported within Rhode 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]

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

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 2014[3] 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.

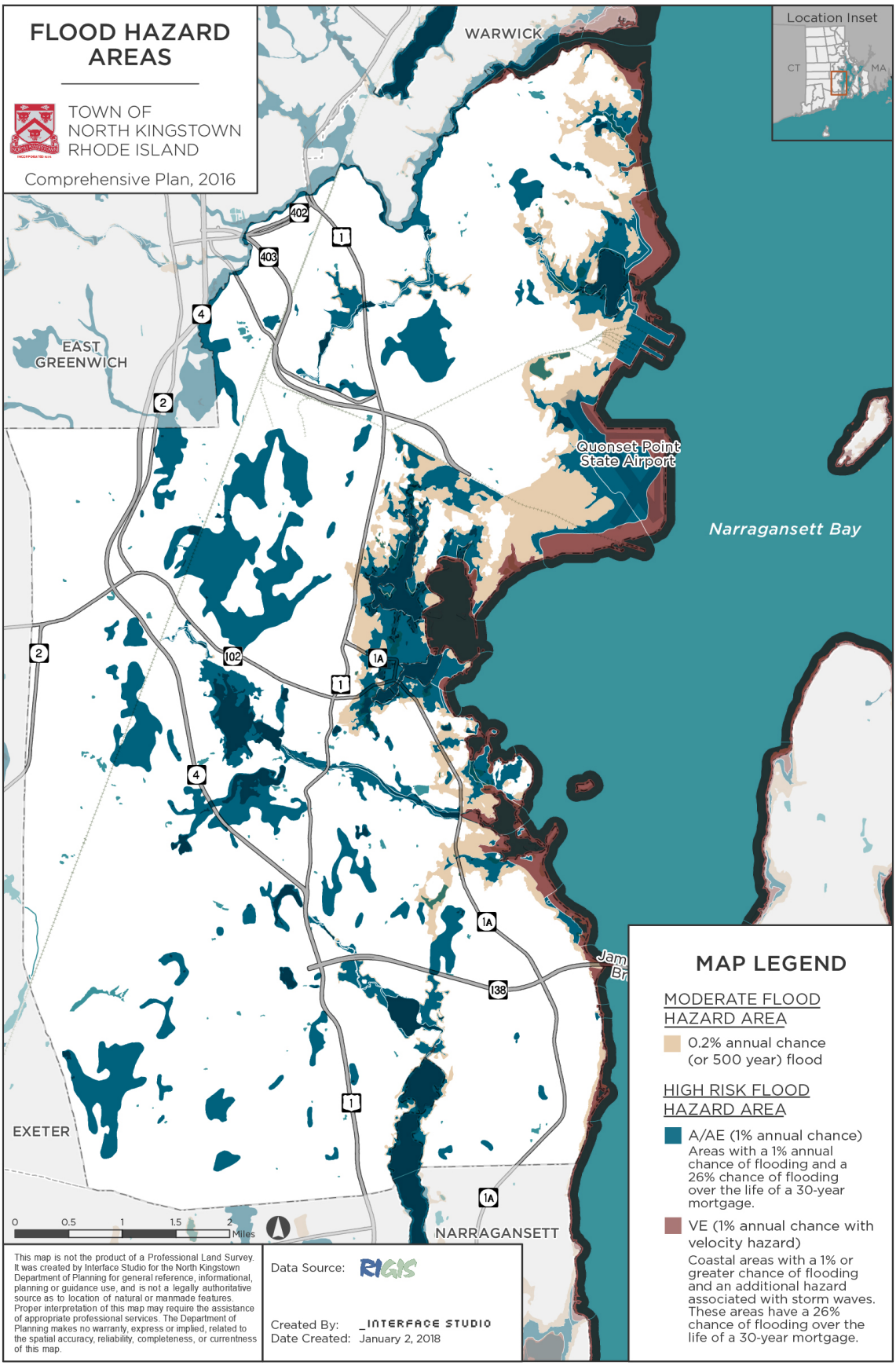


Figure 58. Flood hazard areas map

This map illustrates flood hazard areas by risk level.

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.

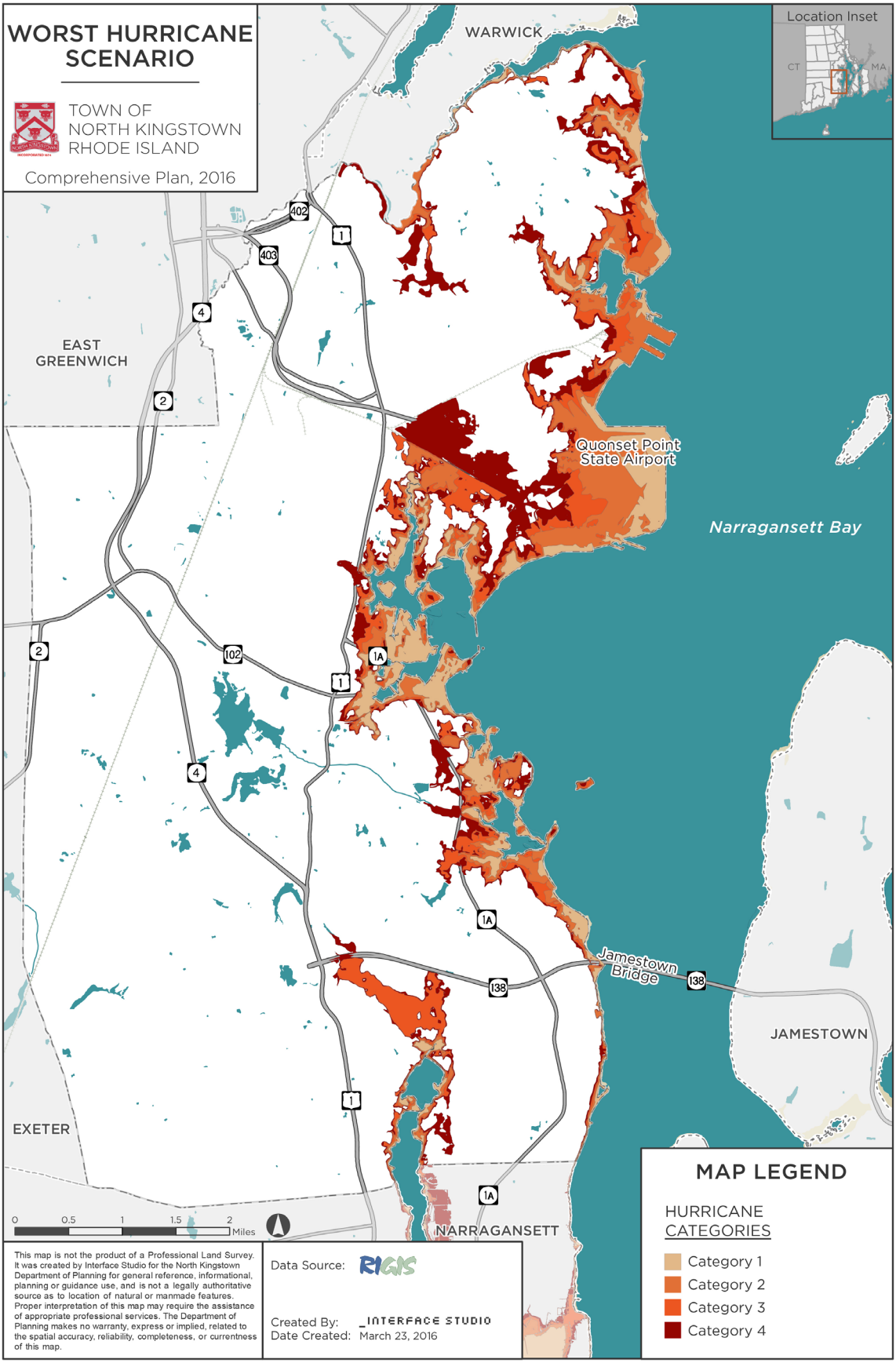
Since 2009, when the SLOSH model maps were completed to assist emergency management professionals for preparedness and operations, the RI CRMC has undertaken a separate multi-year effort to map and model all 400-miles of Rhode Island's coastline for storm surge, coastal erosion, and projected future 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

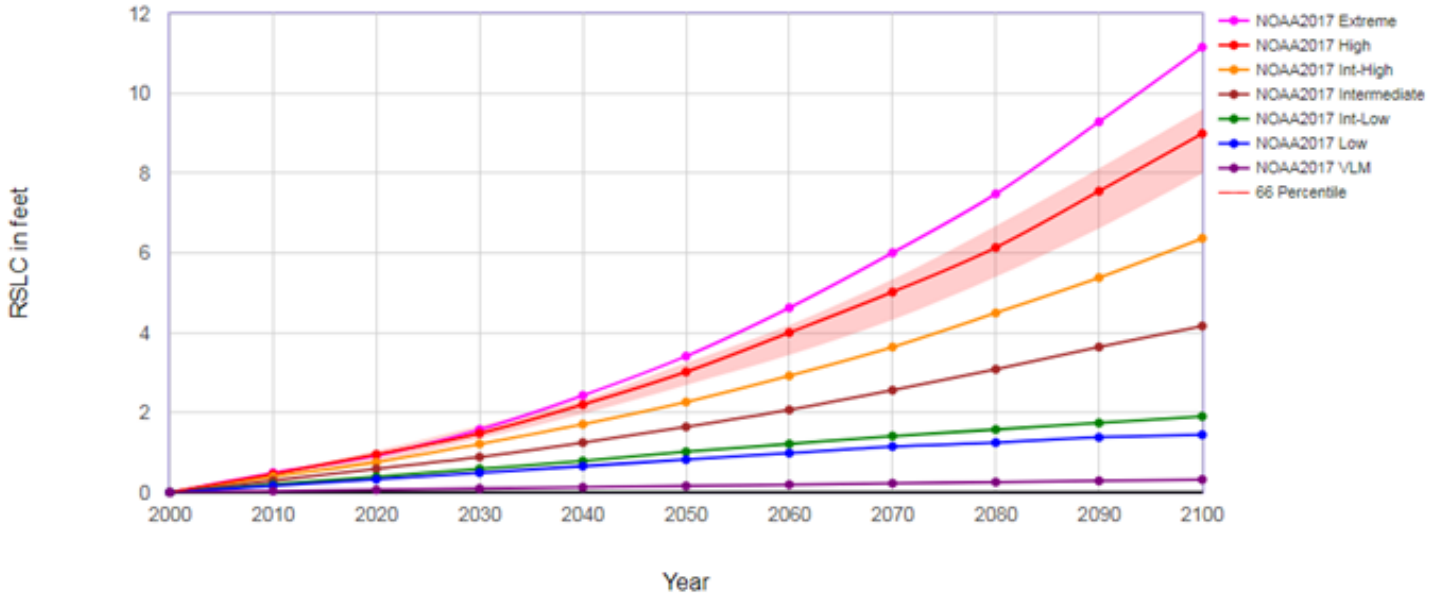


Figure 60. Historic and projected sea level rise
Source: NOAA 2017 "High Curve" for Newport Tide Gauge. (http://www.corpsclimate.us/ccaceslcurves.cfm)

[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.

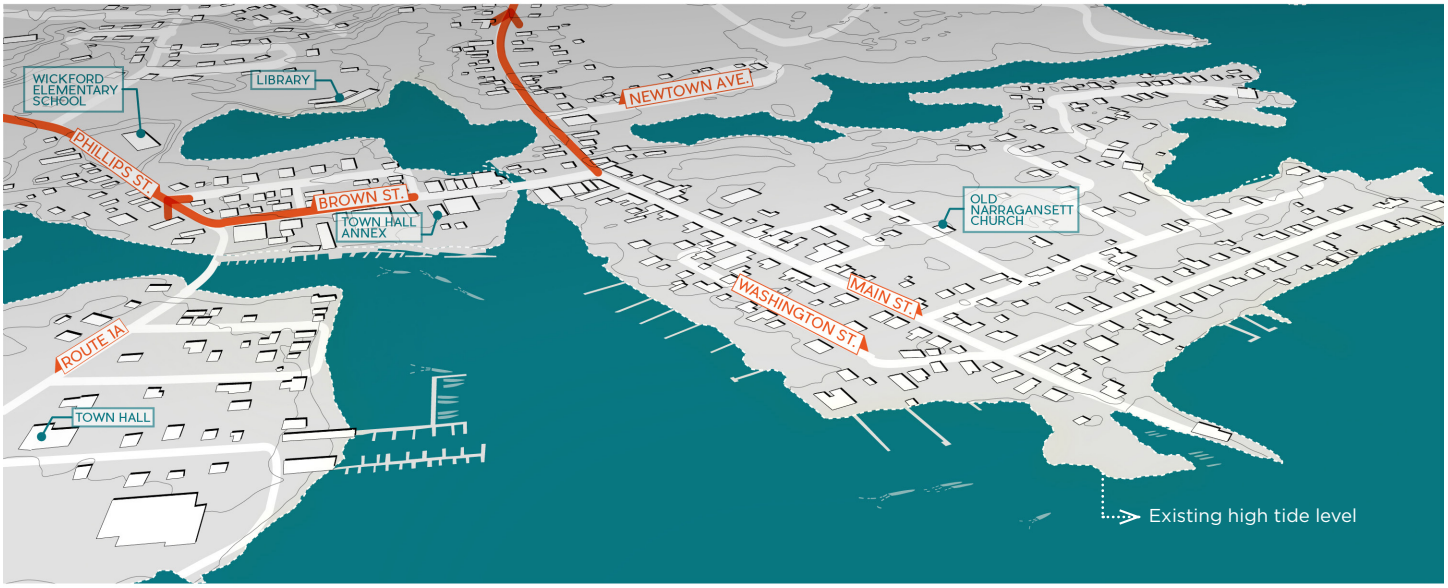
Wickford Village is illustrated as an example in the following figures because, of the 12 neighborhood study areas identified in the 2015 report by the URI Coastal Resources Center, Wickford's commercial business district and its historic district were determined to have the most exposed assets when 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



EXISTING EVACUATION ROUTE

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			

EXISTING EVACUATION ROUTE

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

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

EXPOSURE IN NORTH KINGSTOWN

PARCELS	VALUE	ROAD (FT)	STRUCTURE
768	692 M	4,900	18
87% DEVELOPED		0.95 MILES	

EXISTING EVACUATION ROUTE

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

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

EXPOSURE IN NORTH KINGSTOWN

PARCELS	VALUE	ROAD (FT)	STRUCTURE
1,011	850 M	24,800	116
88% DEVELOPED		4.7 MILES	

EXISTING EVACUATION ROUTE

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

ACCOMPLISHMENTS | KEY PUBLIC INPUT

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

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

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.

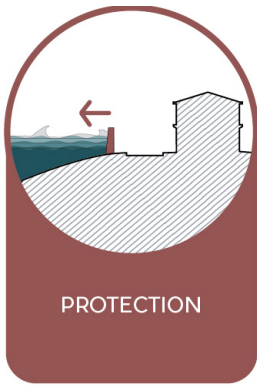
In the final public forum activities, preserving open space for natural resource protection and climate adaptation was fifth among the top ten priority actions.

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.



DESIGN

[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.

DESIGN

FLOATING BRIDGE AND HOUSE.

CREATE DUNE SYSTEM.

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

ELEVATE BUILT STRUCTURES ABOVE EXPECTED SEA LEVEL RISE HEIGHT

.

UPGRADE SEWER AND PUMPING FACILITIES.

DESIGN

IDENTIFY THE HISTORICAL STRCUTURES WITHIN THE AREA VULNERABLE TO SEA LEVE 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?

Hurricane straps

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.

Newport, RI

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.

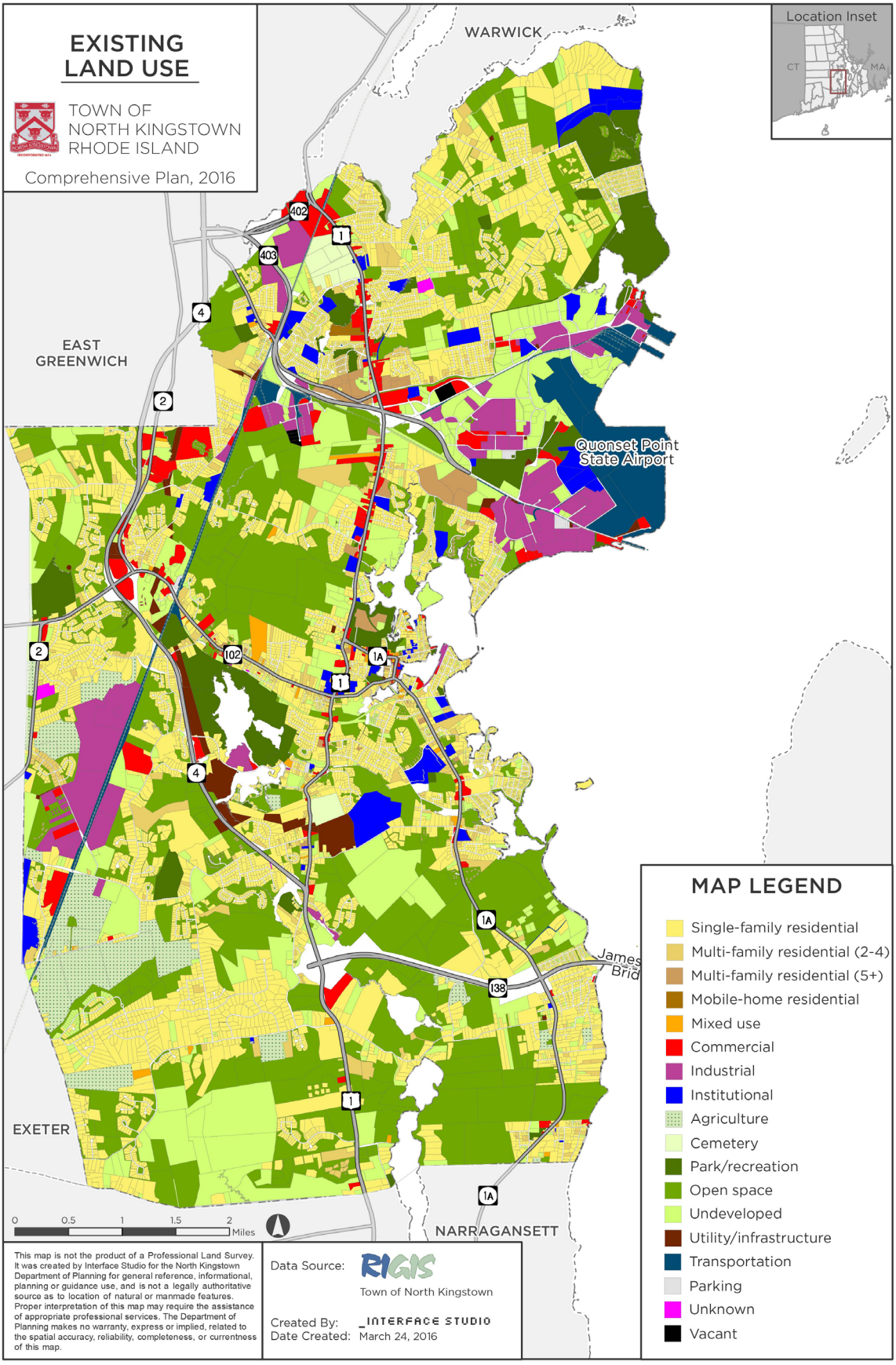
Wickford Village is the historic center of town, however it is found that blighted and substandard conditions exist at the Town-owned property formerly used as Wickford Elementary School, which is bound by Phillips Street to the south, Boone Street to the west, Academy Cove and the North Kingstown Free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



This map illustrates current land uses in North Kingstown.

Figure 66. Existing land use map

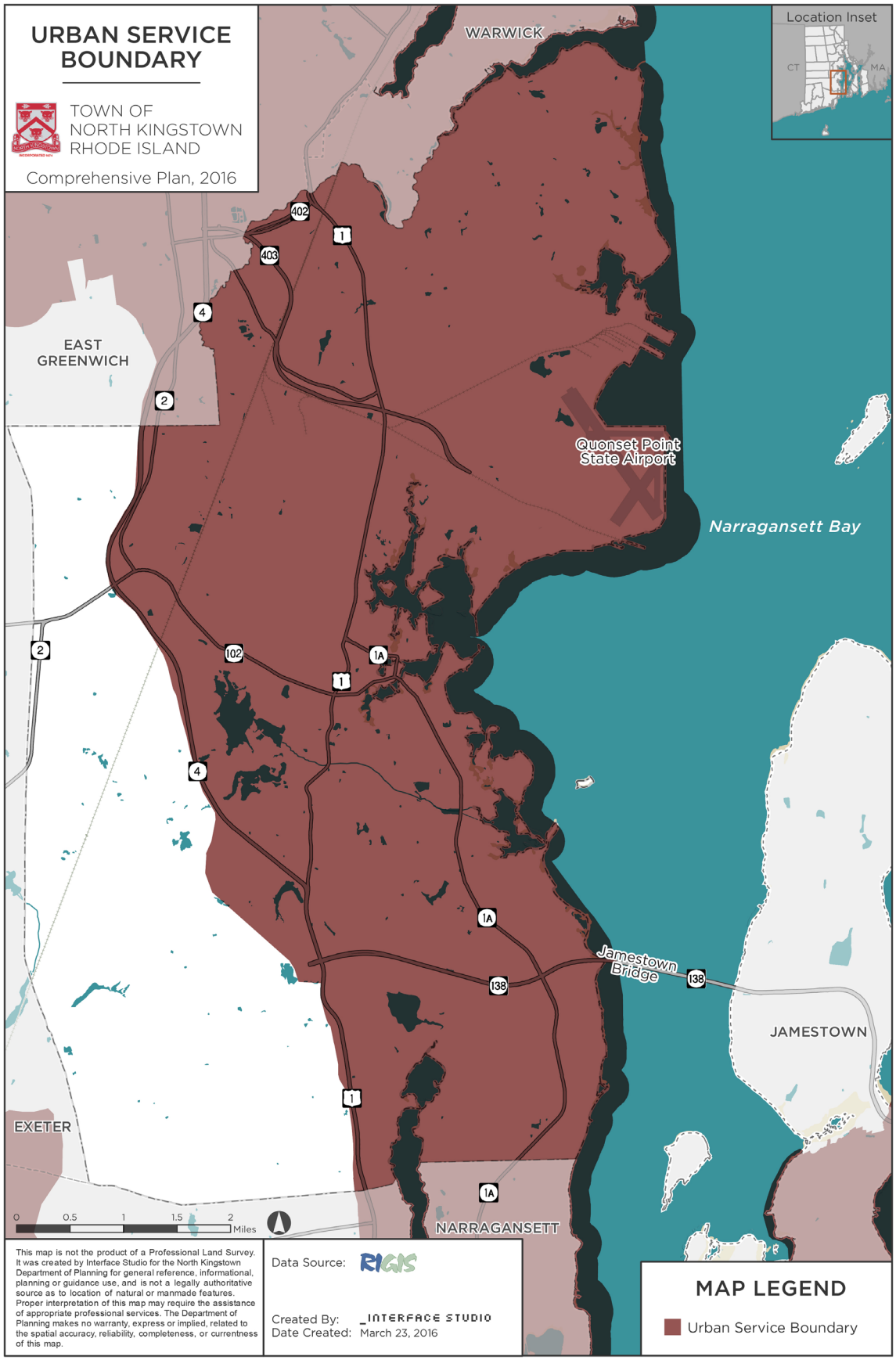
State of Rhode Island Land Use Planning Initiatives

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 .

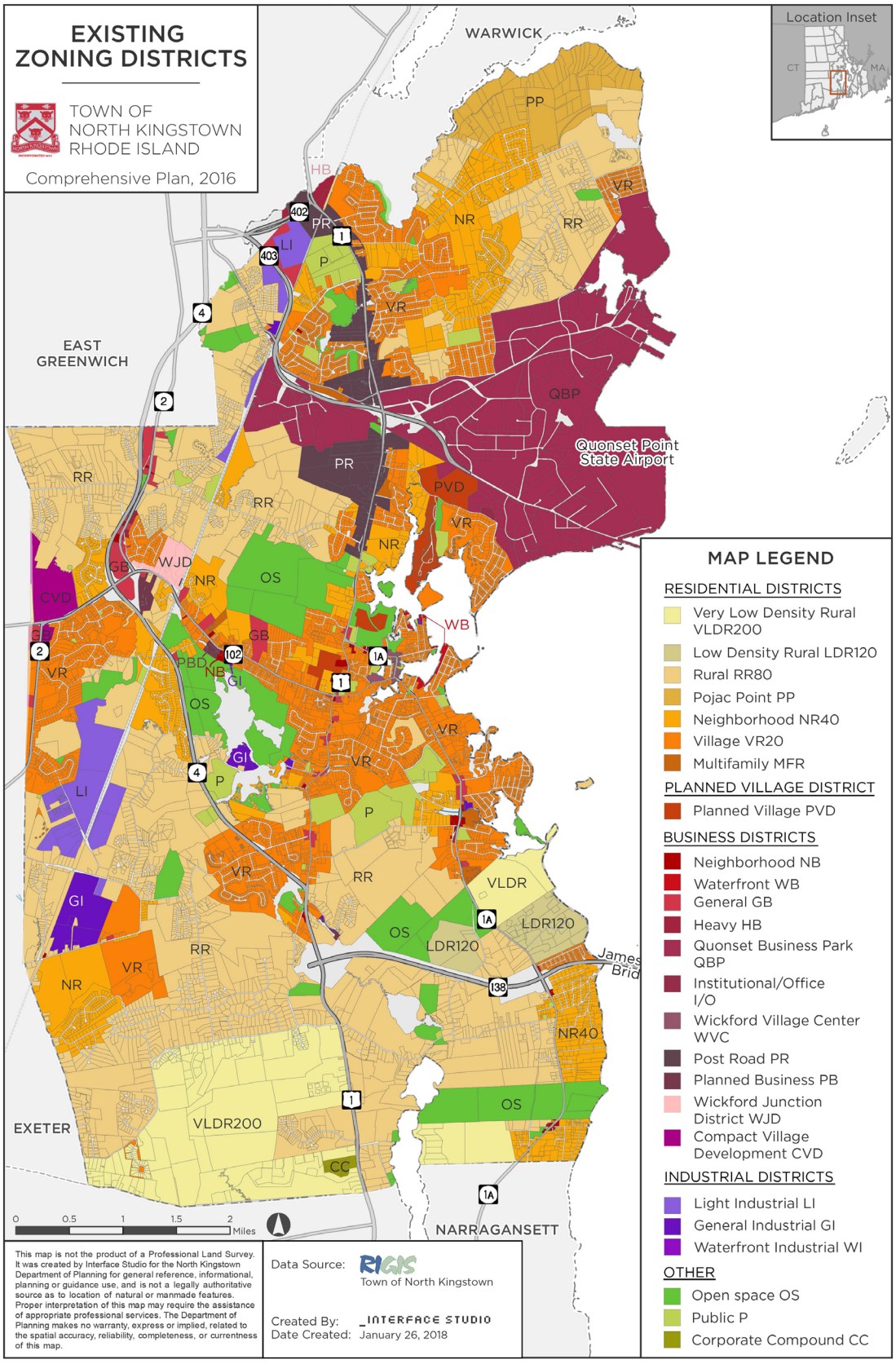
Sec. 21-112. - General industrial district.
(a) The purpose of the general industrial district is to provide opportunities for a wide range of industrial activities. The intent is to concentrate industrial activities in areas where minimal infringement upon the character of established residential areas 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.

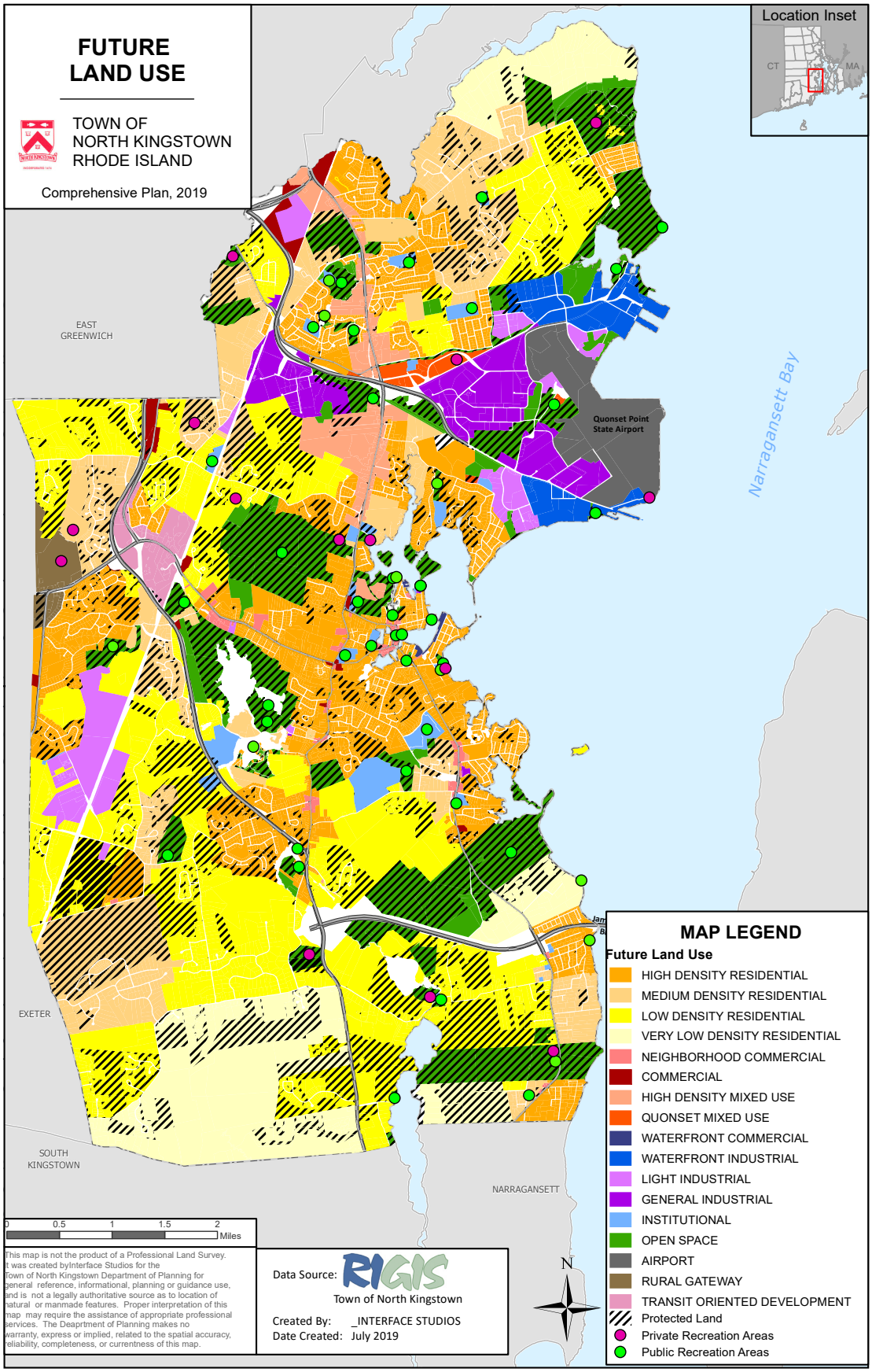
Airport (AIR)
The Airport land use designation identifies the area dedicated to the Quonset State Airport. This area is designed for the landing and taking off of aircraft and is to be utilized in the interest of the public for those purposes.

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.

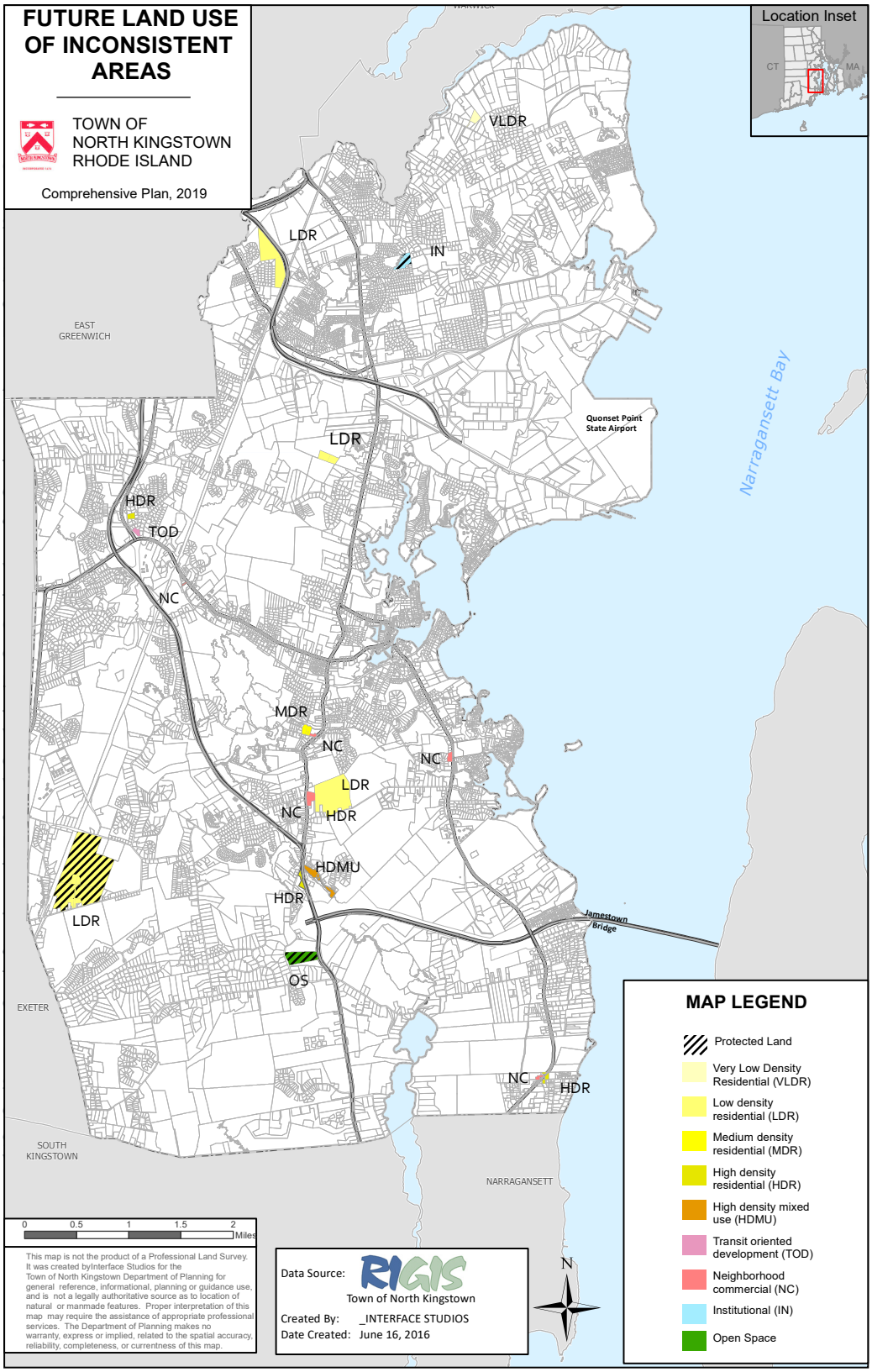
Figure 70, Future Land Use of Inconsistent Areas, identifies a number of discrepancies between the FLUM and the existing zoning districts.

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



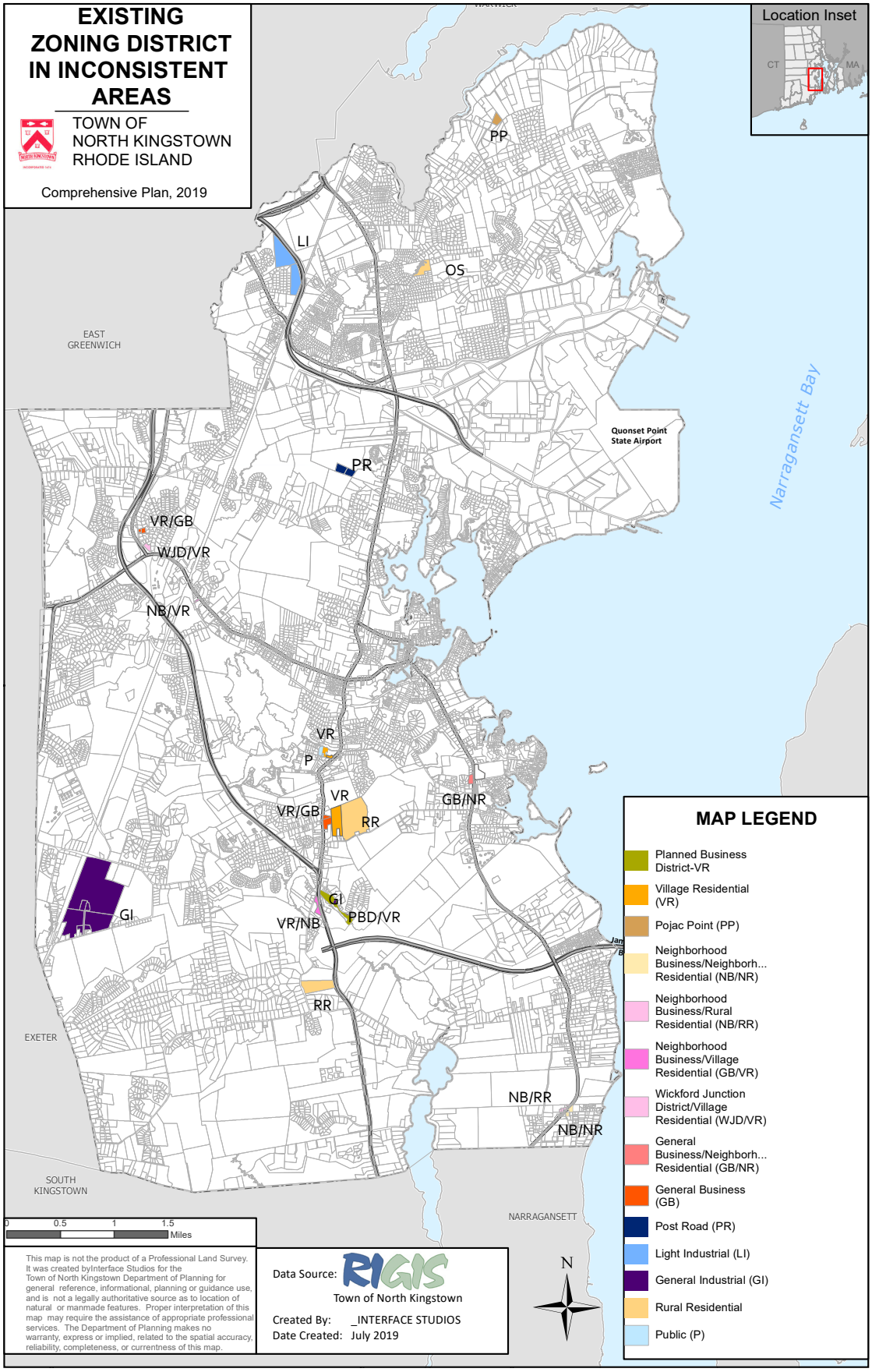
This map illustrates North Kingstown's future land uses.

Figure 69. Future land use map



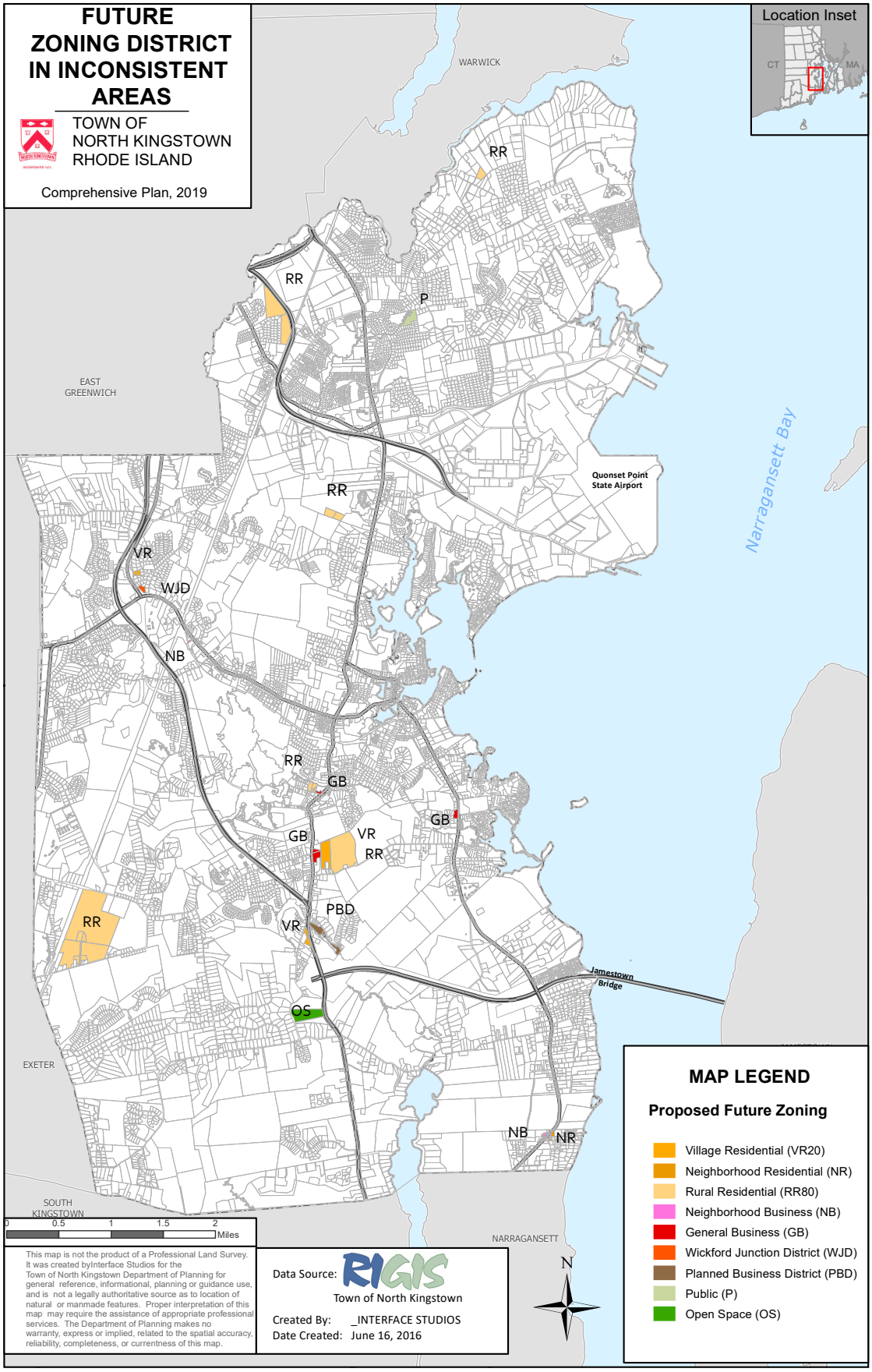
This map illustrates parcels with inconsistencies between existing zoning and future land use.

Figure 70. Future land use of inconsistent areas map



This map illustrates the existing zoning districts of inconsistent areas.

Figure 71. Existing zoning in inconsistent areas map



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

Figure 72. Future zoning changes map

Growth Centers

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

Post Road

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

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

The corridor evolved in the sixties and seventies, largely providing commercial services to workers and Navy residents at the Quonset Point/Davisville facility. Development along the strip was largely unplanned in terms of access, drainage, and landscaping. Roadway improvements and recent redevelopment and rehabilitation projects have occurred which have generally increased the attractiveness of the area.

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

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

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

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

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

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

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

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

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

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

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

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

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

spective mixed-use development in and around Post Road.

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

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

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

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

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

There are few anticipated impacts of natural hazards or climate change on the Post Road growth center. The hazard mitigation plan identifies areas with higher amounts of impervious surface and poor drainage as being more vulnerable to urban/stormwater flooding. Such areas in North Kingstown include Post Road. There are also several mobile homes located off of Post Road whose residents could potentially require assistance during a major storm event. The town's emergency operations center and police/fire station headquarters are also located in the southern segment of Post Road. Lastly, there is a small portion of Post Road near 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 Streests design.
Action 1.7.b	Aims to reduce curb cuts, improve safety and congestion on Post Road.
Action 1.7.c	Focuses on an access management plan for Post Road to create space for landscaping, crosswalks and pedestrian amenities.
Action 1.7.d	Looks to provide incentives to Post Road property owners to make improvements, including but not limited to landscaping, signage, 50-50 sidewalks partnerships and façade improvement.
Action 1.7.e	Identifies the need to develop pocket parks and other scenic areas on Post Road.
Action 3.2.a	Addresses expanding transit options and studying the feasibility of connecting Wickford Junction to Post Road and Quonset and exploring the feasibility of a future Davisville station.
Action 3.5.c	Addresses the expansion of sidewalks along Post Road.
Action 6.3.a	Speaks to the continued installation of sewer infrastructure along Post Road. Sewer installation in the Post Road area must be balanced with preserving those areas that contribute to groundwater recharge.
Action 8.5.c	Encourages a mix of office, retail, and high-density residential development on Post Road.

WICKFORD JUNCTION

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

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

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

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

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

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

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

As an existing commuter rail station, Wickford Junction already plays an important role for transportation in the state. A 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.

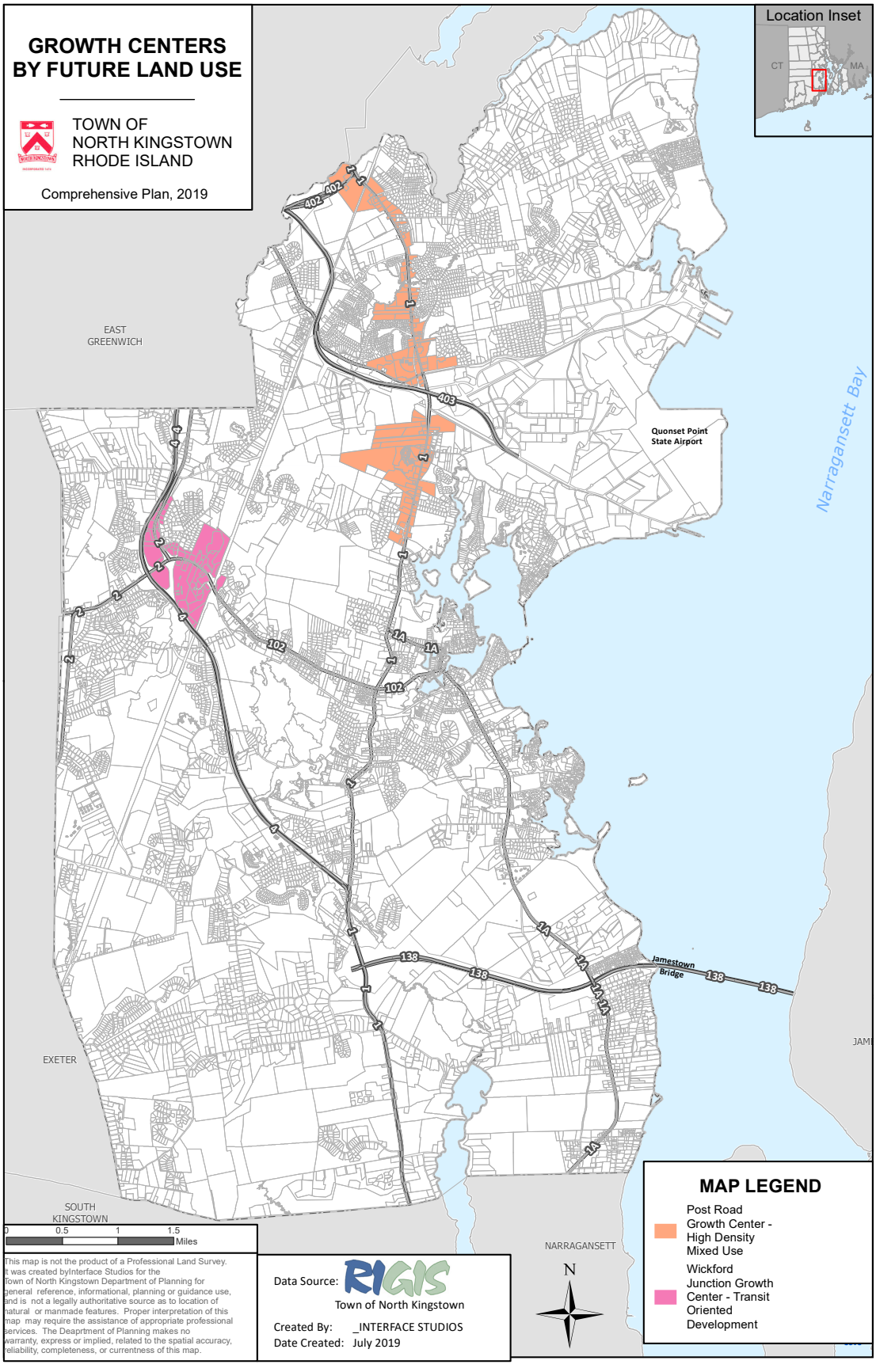
The area in and around Wickford Junction is located in a groundwater recharge area. Any future use and development of the lands in this area must be protective of the groundwater resources specifically the impact of wastewater and nitrates on the groundwater. The town is currently investigating methods 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, capturign 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

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.

KEY PUBLIC INPUT

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 Commissionl	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

Gilbert Stuart Museum

Photo: www.anotherwalkinthepark.org

ACTIONS FROM OTHER ELEMENTS THAT PERTAIN TO LAND USE

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

Spink Neck Beach

ZONING CHANGES NEEDED TO IMPLEMENT GOALS, POLICIES, AND ACTIONS

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

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

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

v. implementation

Introduction to Implementation Program

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

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

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

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

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

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

Monitoring Plan

For the actions to be effective and germane over the life of the plan, continued community involvement will be important. A monitoring plan provides steps to track implementation and to periodically reevaluate priorities based on community feedback. The town should review the plan annually to evaluate progress on implementing the actions or identifying new issues and priorities that may need to 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 peformance 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-intertest 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 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 "adopta-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 feasibilty study	W-PLAN-2	
water supply development source augmnetation; 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	

TOWN OF NORTH KINGSTOWN

COMPREHENSIVE PLAN 2019

10-YEAR RE-WRITE

PREPARED BY:
INTERFACE STUDIO

APPENDIX

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1. DEMOGRAPHIC PROFILE

POPULATION PROJECTION[1]	2020	2025	2030	2035	2040
North Kingstown	27,004	27,583	28,063	28,390	28,530

RACE	POPULATION[4]	% OF POPULATION
White	24,619	93.4%
Black or African American	380	1.4%
American Indian & Alaskan Native	38	0.1%
Asian	818	3.1%
Native Hawaiian & Other Pacific Islander	0	0.0%
Other	147	0.6%
Two or More Races	352	1.3%
TOTAL	26,354	

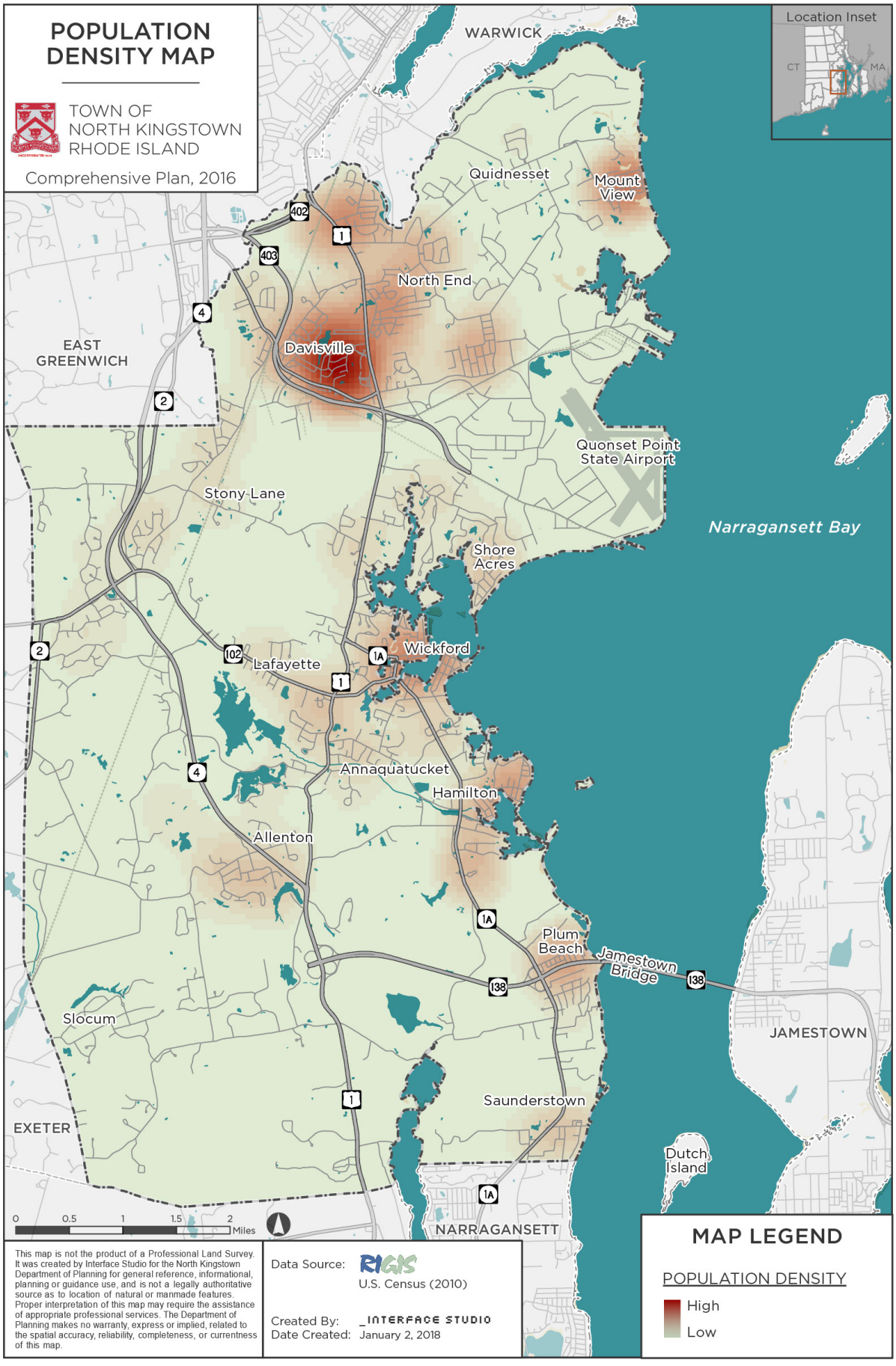
ETHNICITY	POPULATION[4]	% OF POPULATION
Hispanic or Latino (any race)	665	2.5%
Not Hispanic or Latino	25,689	97.5%
TOTAL	26,354	

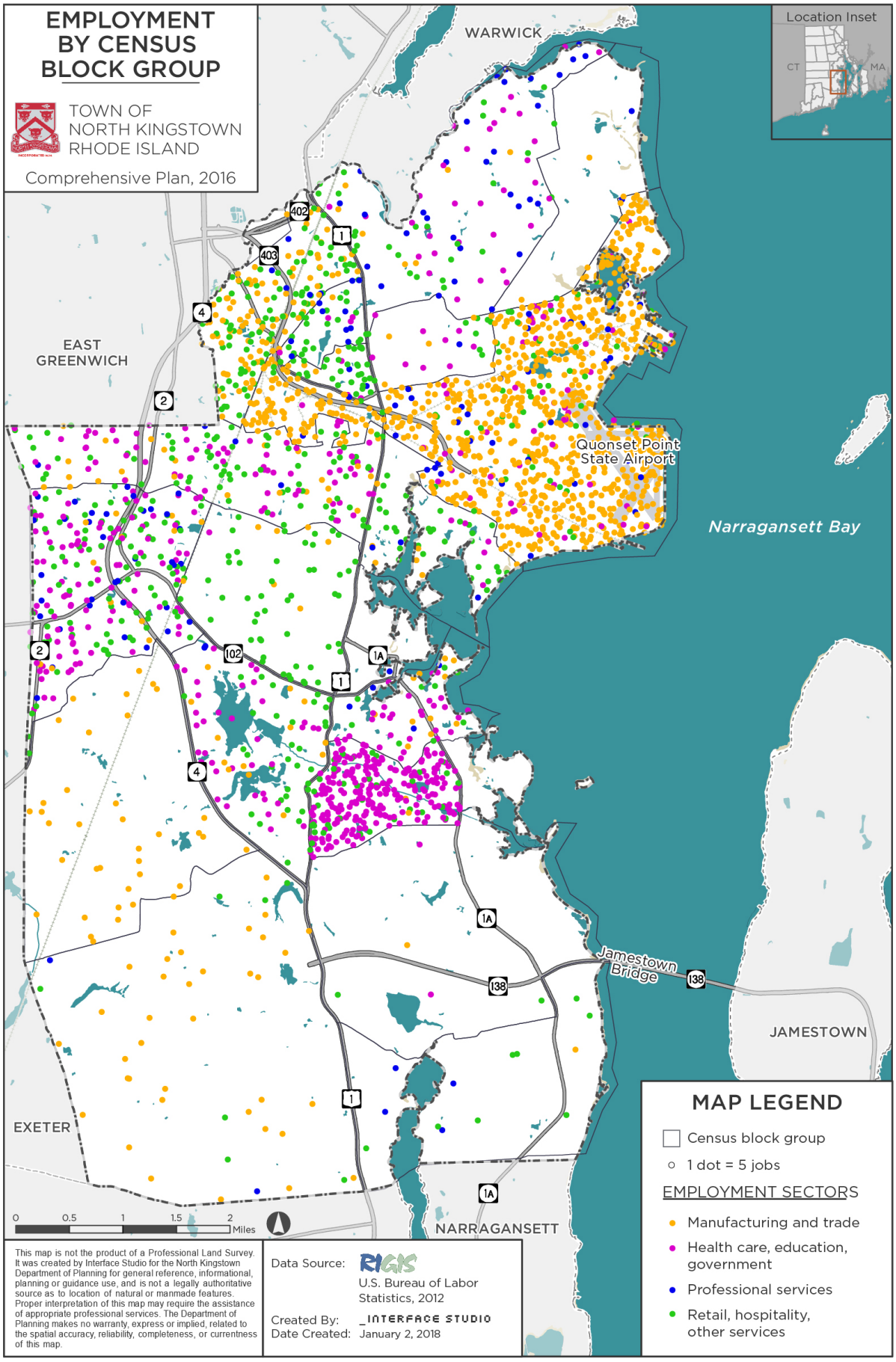
HOUSEHOLD INCOME (MEDIAN HOUSEHOLD INCOME: $80,530[1])	HOUSEHOLDS[2]	% OF HOUSEHOLDS
Less than $10,000	396	3.8%
$10,000 to $14,999	294	2.9%
$15,000 to $24,999	804	7.8%
$25,000 to $34,999	583	5.7%
$35,000 to $49,999	994	9.6%
$50,000 to $74,999	1,725	16.7%
$75,000 to $99,999	1,473	14.3%
$100,000 to $149,999	1,966	19.1%
$150,000 to $199,999	1,133	11.0%
$200,000 or more	946	9.2%
TOTAL	10,314	

EDUCATIONAL ATTAINMENT	POPULATION 25-YEARS & OLDER[3]	% OF POPULATION 25-YEARS & OLDER
Less than 9th grade	259	1.4%
9th to 12th grade, no diploma	754	4.2%
High School Diploma or GED Equivalency	3,493	19.4%
Completed Some College	2,923	16.2%
Associate Degree	1,552	8.6%
Bachelor's Degree	5,471	30.3%
Master's Degree	2,588	14.4%
Professional Degree	526	2.9%
Doctorate Degree	463	2.6%
TOTAL	18,029	

AGE	POPULATION[4]	% OF POPULATION
Under 5 years	1,226	4.7%
5 to 9 years	1,674	6.4%
10 to 14 years	1,867	7.1%
15 to 19 years	1,897	7.2%
20 to 24 years	1,661	6.3%
25 to 34 years	2,321	8.8%
35 to 44 years	3,313	12.6%
45 to 54 years	4,649	17.6%
55 to 59 years	2,043	7.8%
60 to 64 years	1,920	7.3%
65 to 74 years	2,267	8.6%
75 to 84 years	1,015	3.9%
85 years & over	501	1.9%
TOTAL	26,354	

[1] RI SPP 20-year population projections, available at http://www.planning.ri.gov/geodeminfo/data/popprojections.php
[2] 2013 ACS DP03
[3] 2013 ACS B15003
[4] 2013 ACS DP05


POPULATION DENSITY MAP
TOWN OF NORTH KINGSTOWN RHODE ISLAND
Comprehensive Plan, 2016
Location Inset
CT
RI
MA
WARWICK
Quidnesset
Mount View
North End
Davisville
EAST GREENWICH
Quonset Point State Airport
Narragansett Bay
Stony Lane
Shore Acres
Wickford
Lafayette
Annaquatucket
Hamilton
Allenton
Plum Beach
Jamestown Bridge
JAMESTOWN
Slocum
Saunderstown
EXETER
Dutch Island
NARRAGANSETT
0 0.5 1 1.5 2 Miles
This map is not the product of a Professional Land Survey. It was created by Interface Studio for the North Kingstown Department of Planning for general reference, informational, planning or guidance use, and is not a legally authoritative source as to location of natural or manmade features. Proper interpretation of this map may require the assistance of appropriate professional services. The Department of Planning makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currentness of this map.
Data Source: RIGIS
U.S. Census (2010)
Created By: _INTERFACE STUDIO
Date Created: January 2, 2018
MAP LEGEND
POPULATION DENSITY
High
Low


EMPLOYMENT BY CENSUS BLOCK GROUP
TOWN OF NORTH KINGSTOWN RHODE ISLAND
Comprehensive Plan, 2016
Location Inset
CT
MA
WARWICK
EAST GREENWICH
Quonset Point State Airport
Narragansett Bay
Jamestown Bridge
JAMESTOWN
EXETER
NARRAGANSETT
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102
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138
0 0.5 1 1.5 2 Miles
MAP LEGEND
Census block group
1 dot = 5 jobs
EMPLOYMENT SECTORS
Manufacturing and trade
Health care, education, government
Professional services
Retail, hospitality, other services
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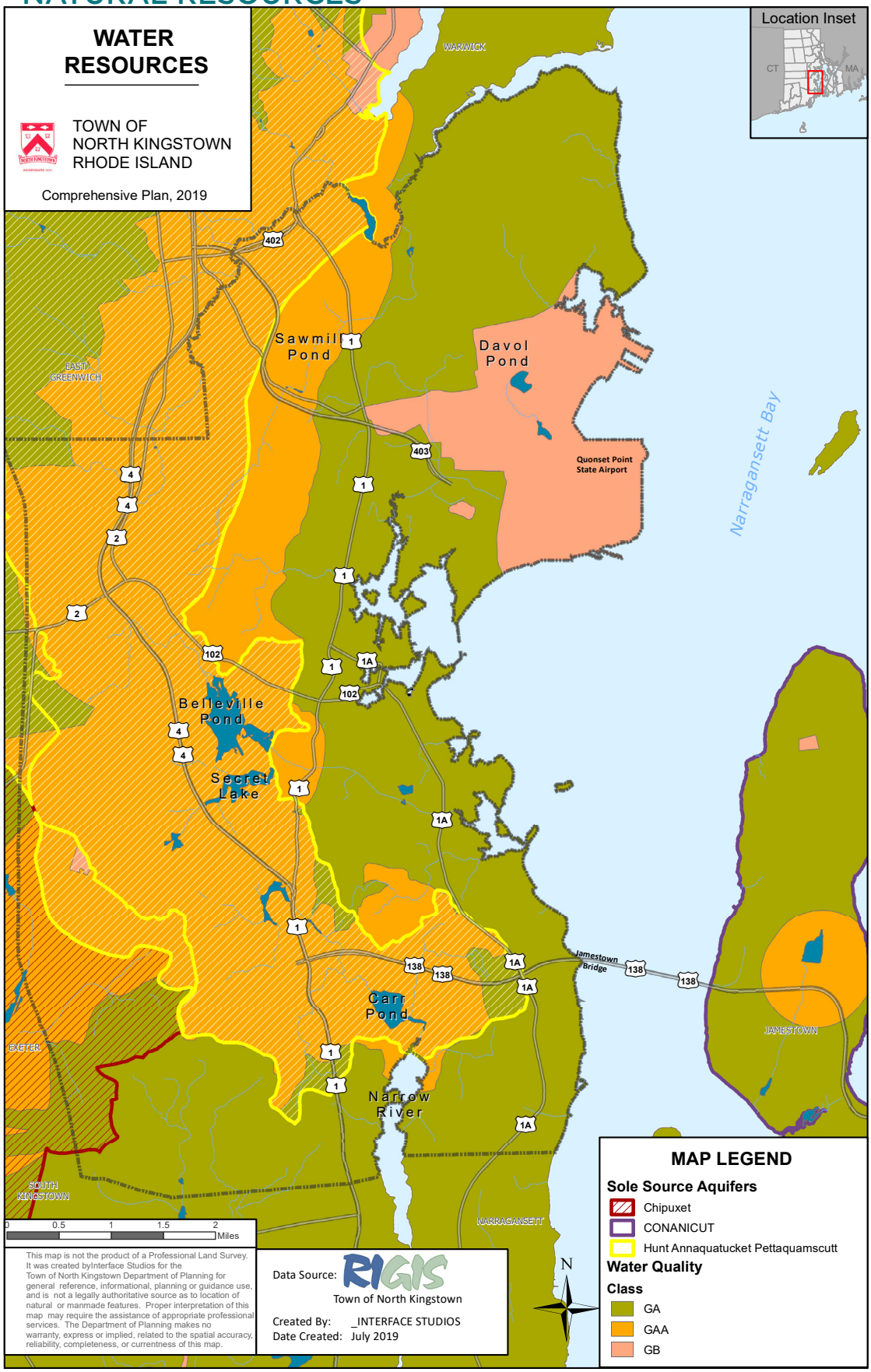
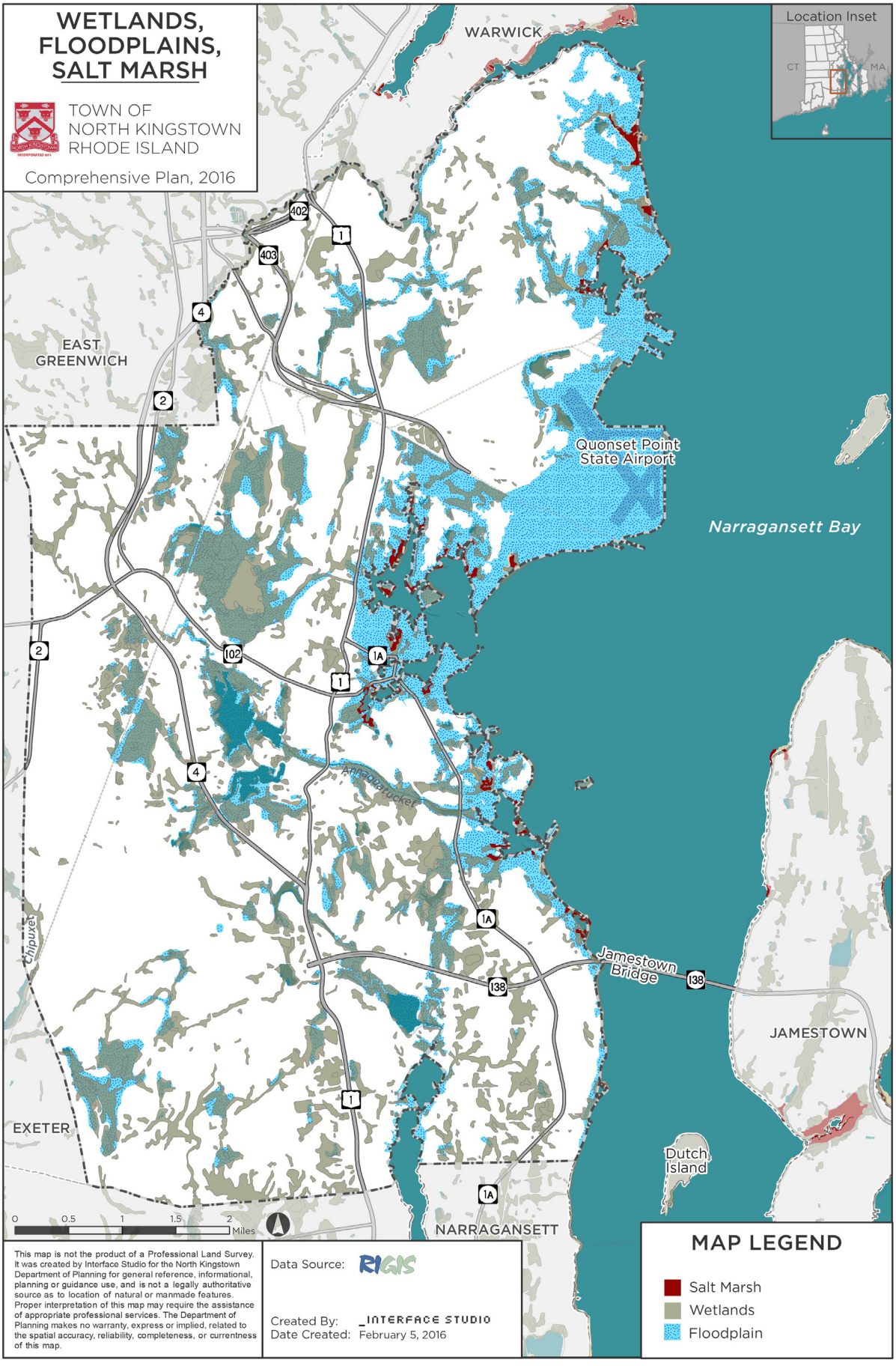
Data Source: RIGIS
U.S. Bureau of Labor Statistics, 2012
Created By: _INTERFACE STUDIO
Date Created: January 2, 2018

2. NATURAL RESOURCES




WETLANDS, FLOODPLAINS, SALT MARSH
TOWN OF NORTH KINGSTOWN RHODE ISLAND
Comprehensive Plan, 2016
Location Inset
CT
RI
MA
WARWICK
EAST GREENWICH
Quonset Point State Airport
Narragansett Bay
Annaquatucket
Chipuxet
Jamestown Bridge
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0 0.5 1 1.5 2 Miles
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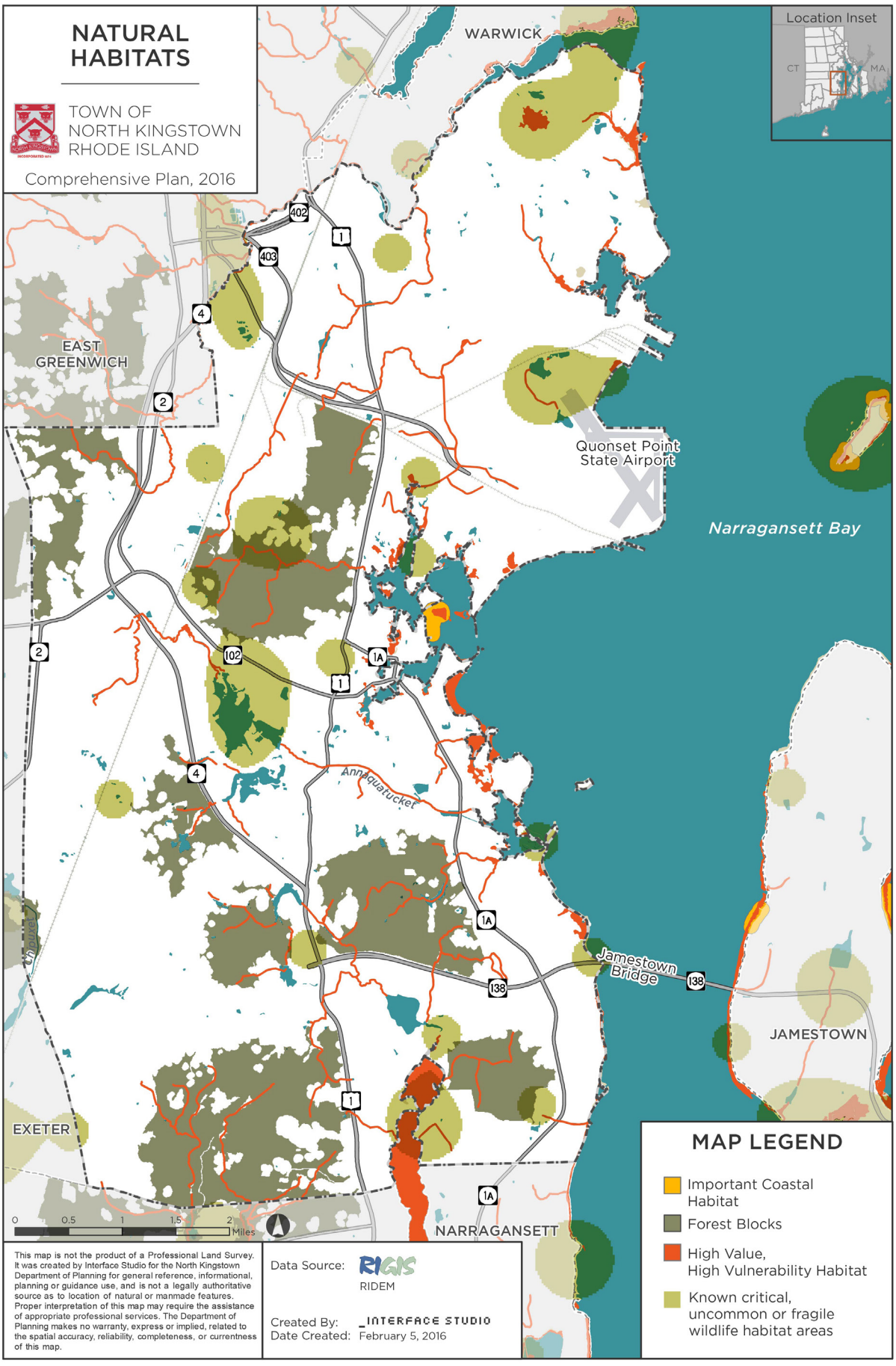
Data Source: RIGIS
Created By: _INTERFACE STUDIO
Date Created: February 5, 2016
MAP LEGEND
Salt Marsh
Wetlands
Floodplain


NATURAL HABITATS
TOWN OF NORTH KINGSTOWN RHODE ISLAND
Comprehensive Plan, 2016
WARWICK
Location Inset
CT
MA
EAST GREENWICH
Quonset Point State Airport
Narragansett Bay
Annaquatucket
Jamestown Bridge
JAMESTOWN
EXETER
NARRAGANSETT
0 0.5 1 1.5 2 Miles
MAP LEGEND
Important Coastal Habitat
Forest Blocks
High Value, High Vulnerability Habitat
Known critical, uncommon or fragile wildlife habitat areas
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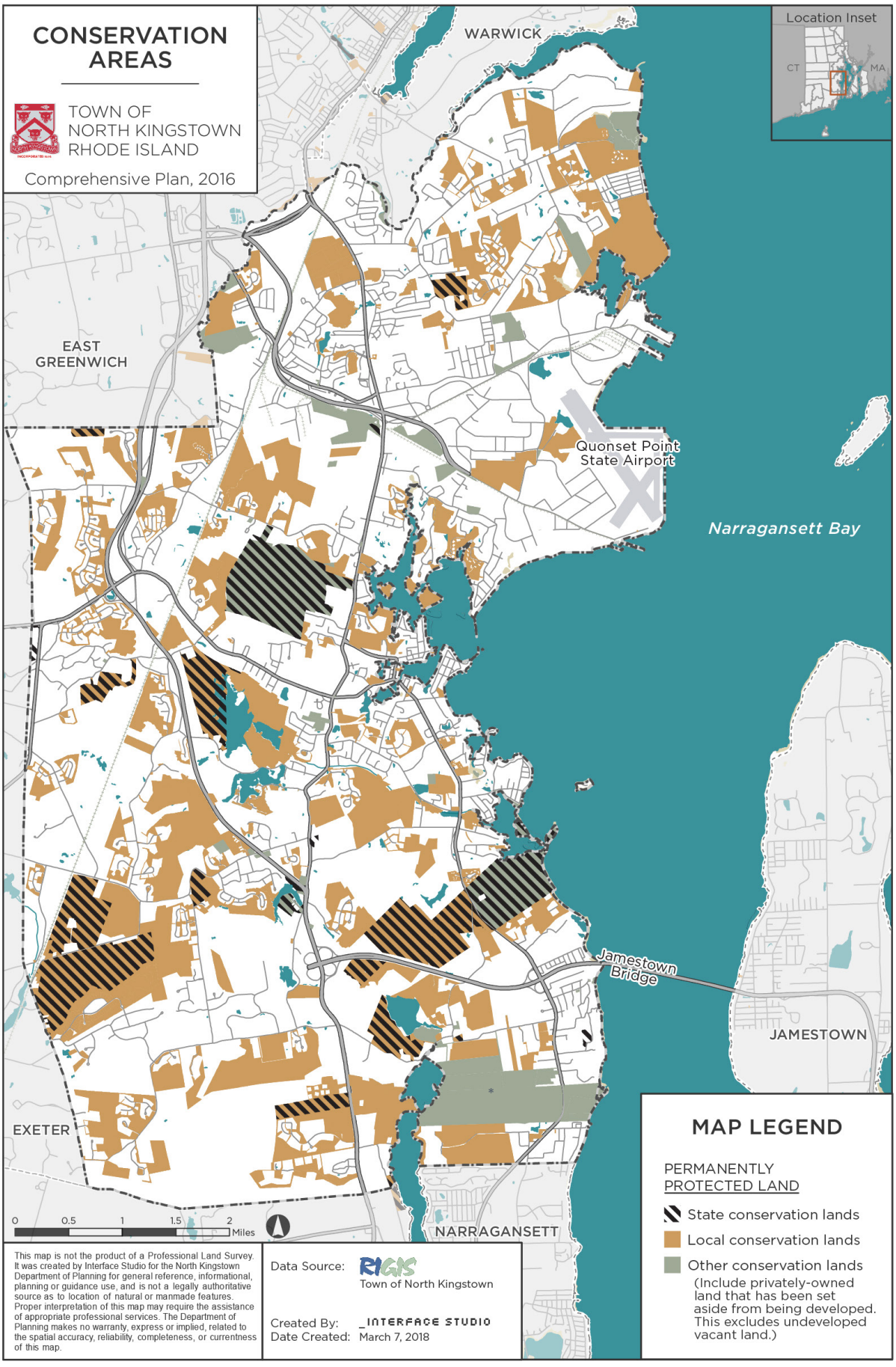
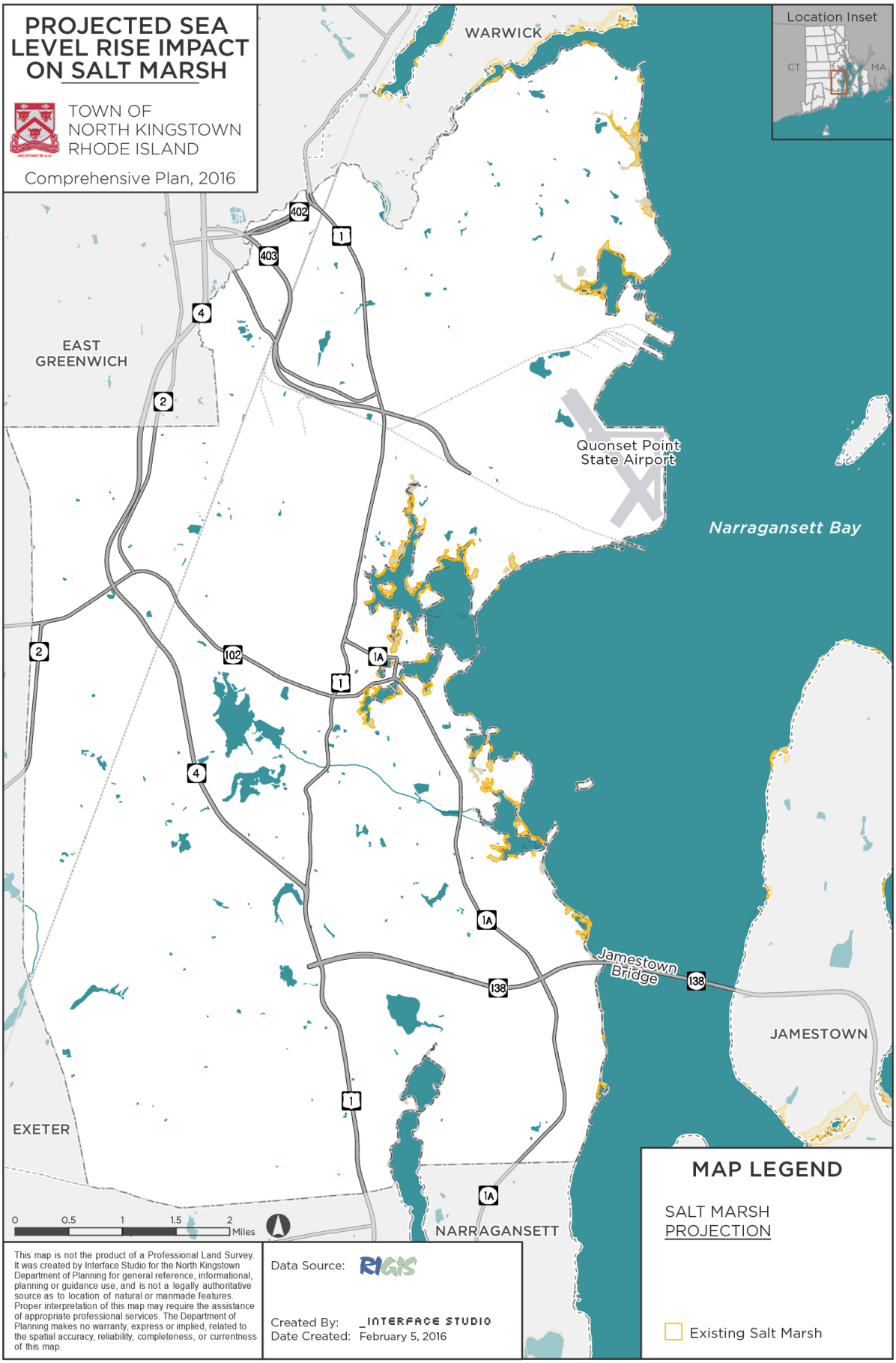
Data Source: RIGIS RIDEM
Created By: _INTERFACE STUDIO
Date Created: February 5, 2016



This map shows permanently protected conservation areas by ownership.

*Casey Farm is owned by Society for the Preservation of New England Antiquities.


PROJECTED SEA LEVEL RISE IMPACT ON SALT MARSH
TOWN OF NORTH KINGSTOWN RHODE ISLAND
Comprehensive Plan, 2016
Location Inset
CT
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WARWICK
EAST GREENWICH
Quonset Point State Airport
Narragansett Bay
Jamestown Bridge
JAMESTOWN
EXETER
NARRAGANSETT
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0 0.5 1 1.5 2 Miles
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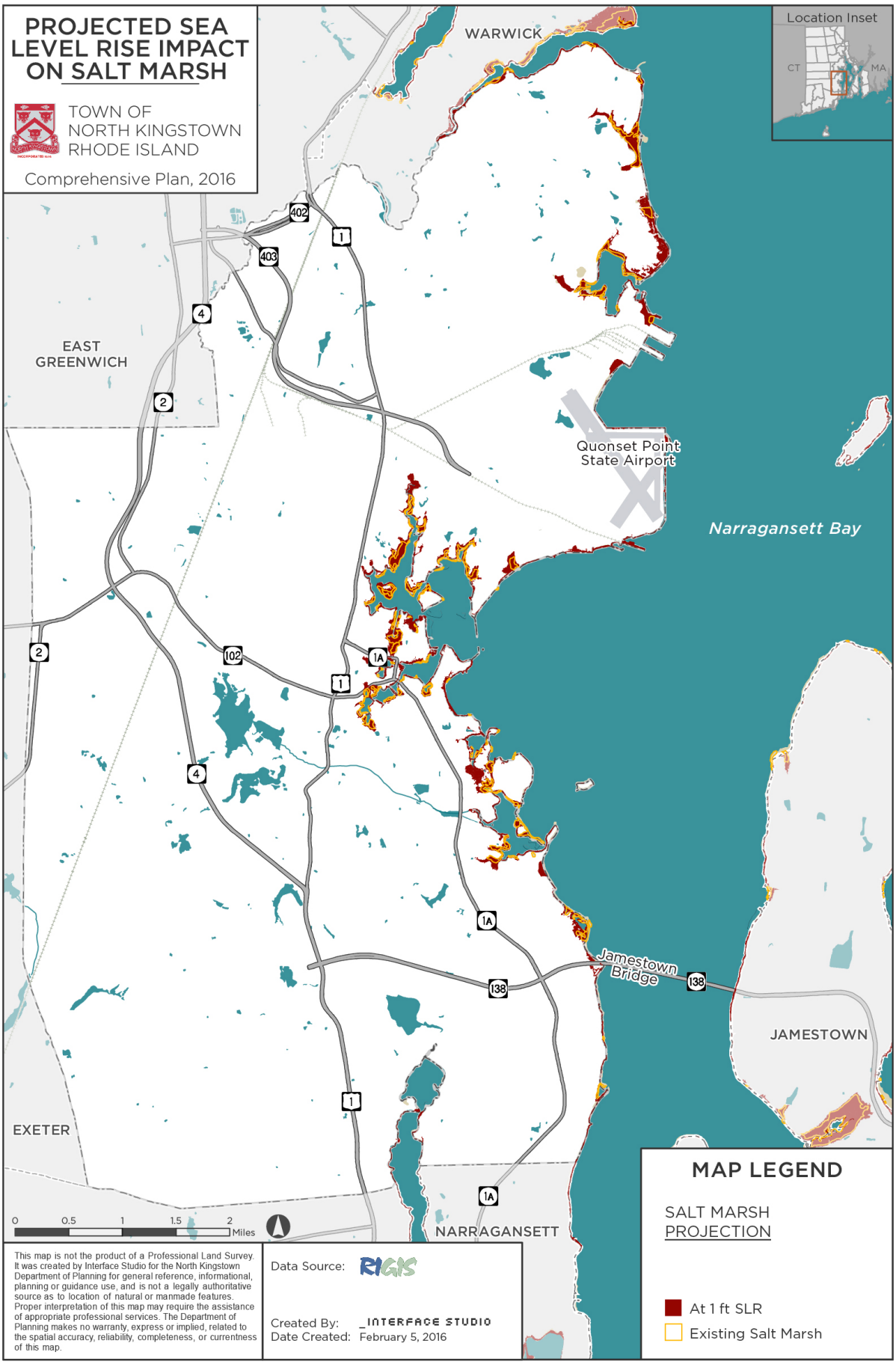
Data Source: RIGIS
Created By: _INTERFACE STUDIO
Date Created: February 5, 2016
MAP LEGEND
SALT MARSH PROJECTION
Existing Salt Marsh


PROJECTED SEA LEVEL RISE IMPACT ON SALT MARSH
TOWN OF NORTH KINGSTOWN RHODE ISLAND
Comprehensive Plan, 2016
Location Inset
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EAST GREENWICH
Quonset Point State Airport
Narragansett Bay
Jamestown Bridge
JAMESTOWN
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0 0.5 1 1.5 2 Miles
MAP LEGEND
SALT MARSH PROJECTION
At 1 ft SLR
Existing Salt Marsh
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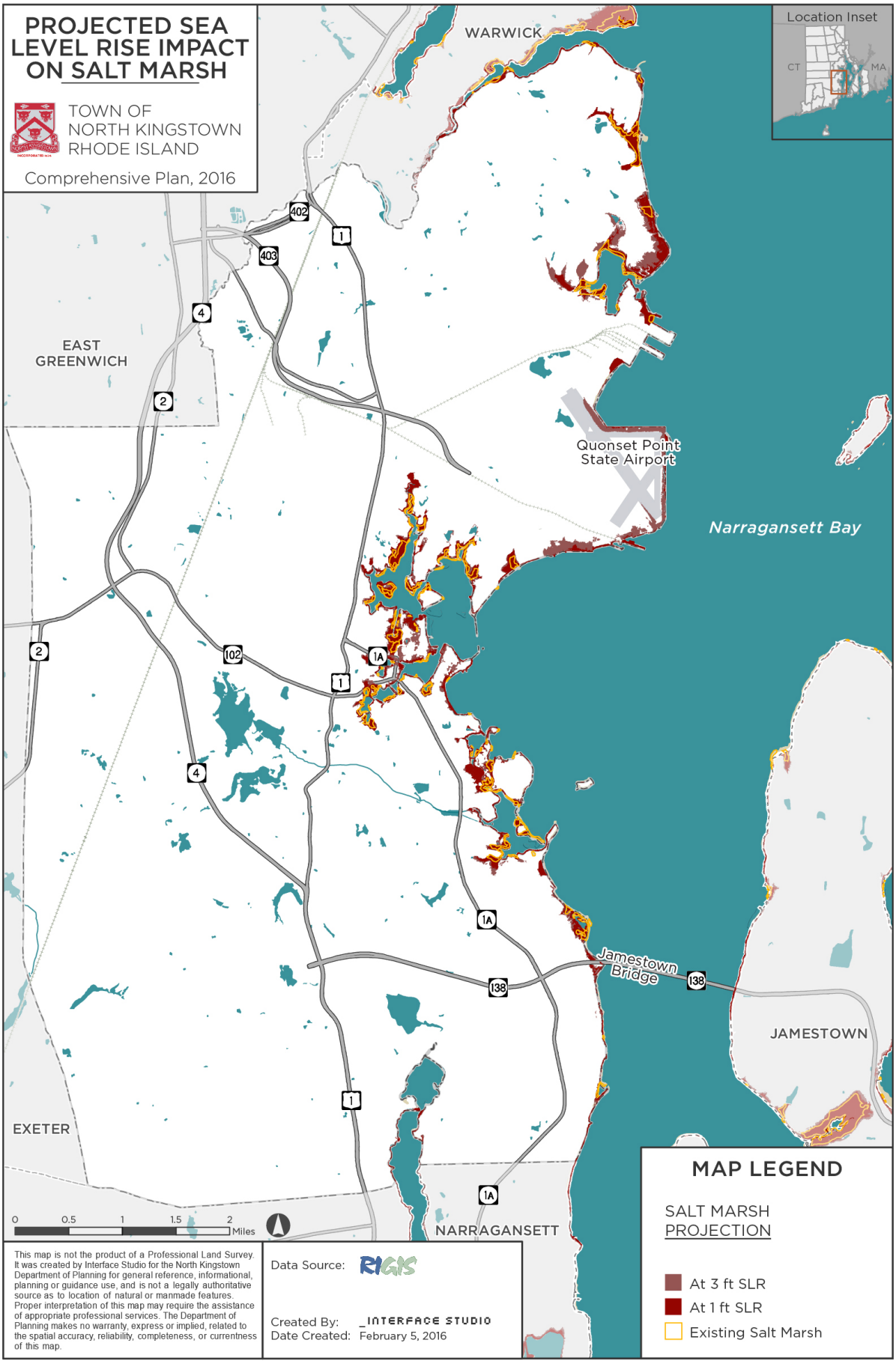
Data Source: RIGIS
Created By: _INTERFACE STUDIO
Date Created: February 5, 2016


PROJECTED SEA LEVEL RISE IMPACT ON SALT MARSH
TOWN OF NORTH KINGSTOWN RHODE ISLAND
Comprehensive Plan, 2016
Location Inset
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EAST GREENWICH
Quonset Point State Airport
Narragansett Bay
Jamestown Bridge
JAMESTOWN
EXETER
NARRAGANSETT
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2
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102
1A
138
0 0.5 1 1.5 2 Miles
MAP LEGEND
SALT MARSH PROJECTION
At 3 ft SLR
At 1 ft SLR
Existing Salt Marsh
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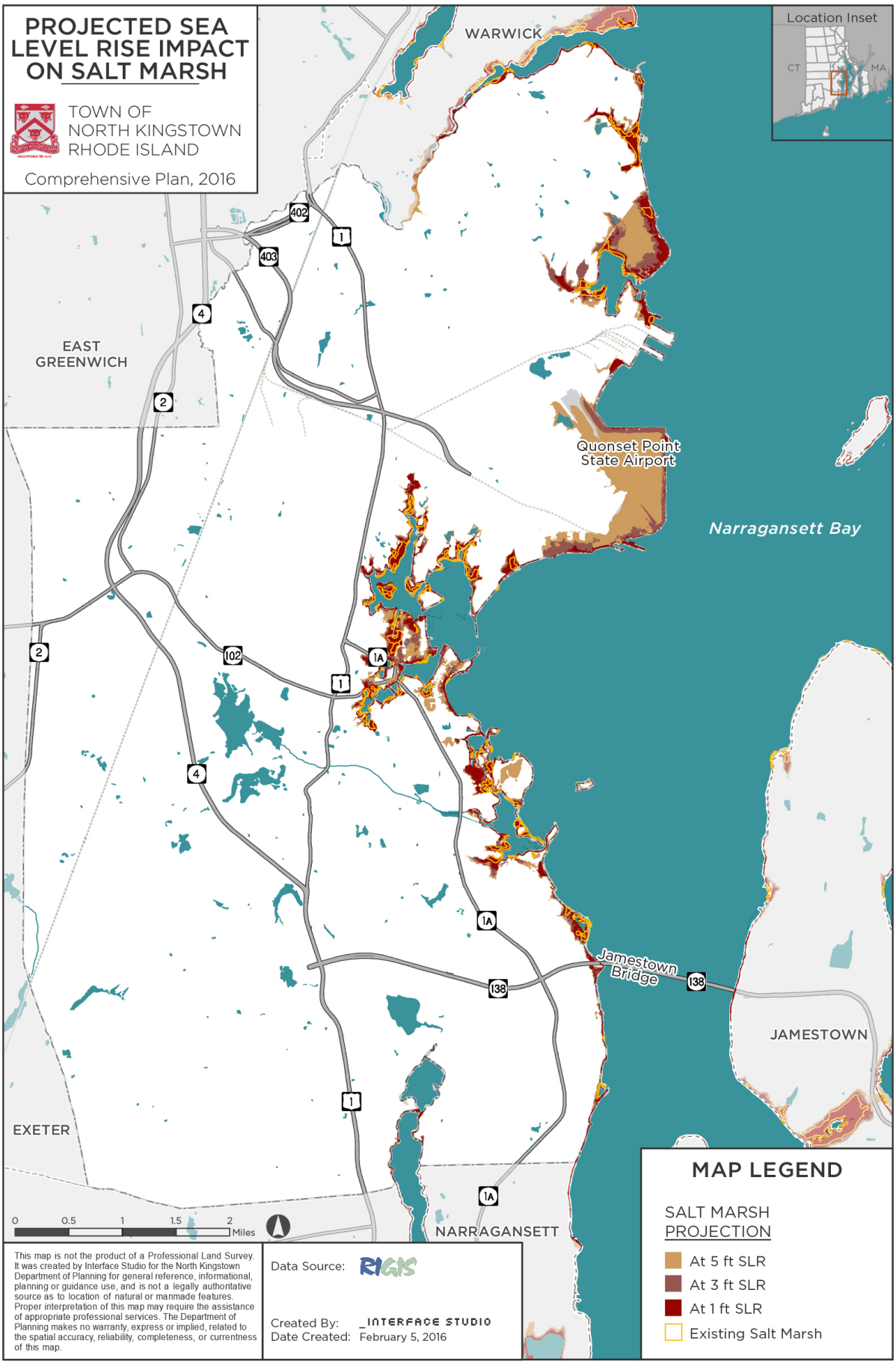
Data Source: RIGIS
Created By: _INTERFACE STUDIO
Date Created: February 5, 2016


PROJECTED SEA LEVEL RISE IMPACT ON SALT MARSH
TOWN OF NORTH KINGSTOWN RHODE ISLAND
Comprehensive Plan, 2016
Location Inset
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EAST GREENWICH
Quonset Point State Airport
Narragansett Bay
Jamestown Bridge
JAMESTOWN
EXETER
NARRAGANSETT
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102
1A
138
0 0.5 1 1.5 2 Miles
MAP LEGEND
SALT MARSH PROJECTION
At 5 ft SLR
At 3 ft SLR
At 1 ft SLR
Existing Salt Marsh
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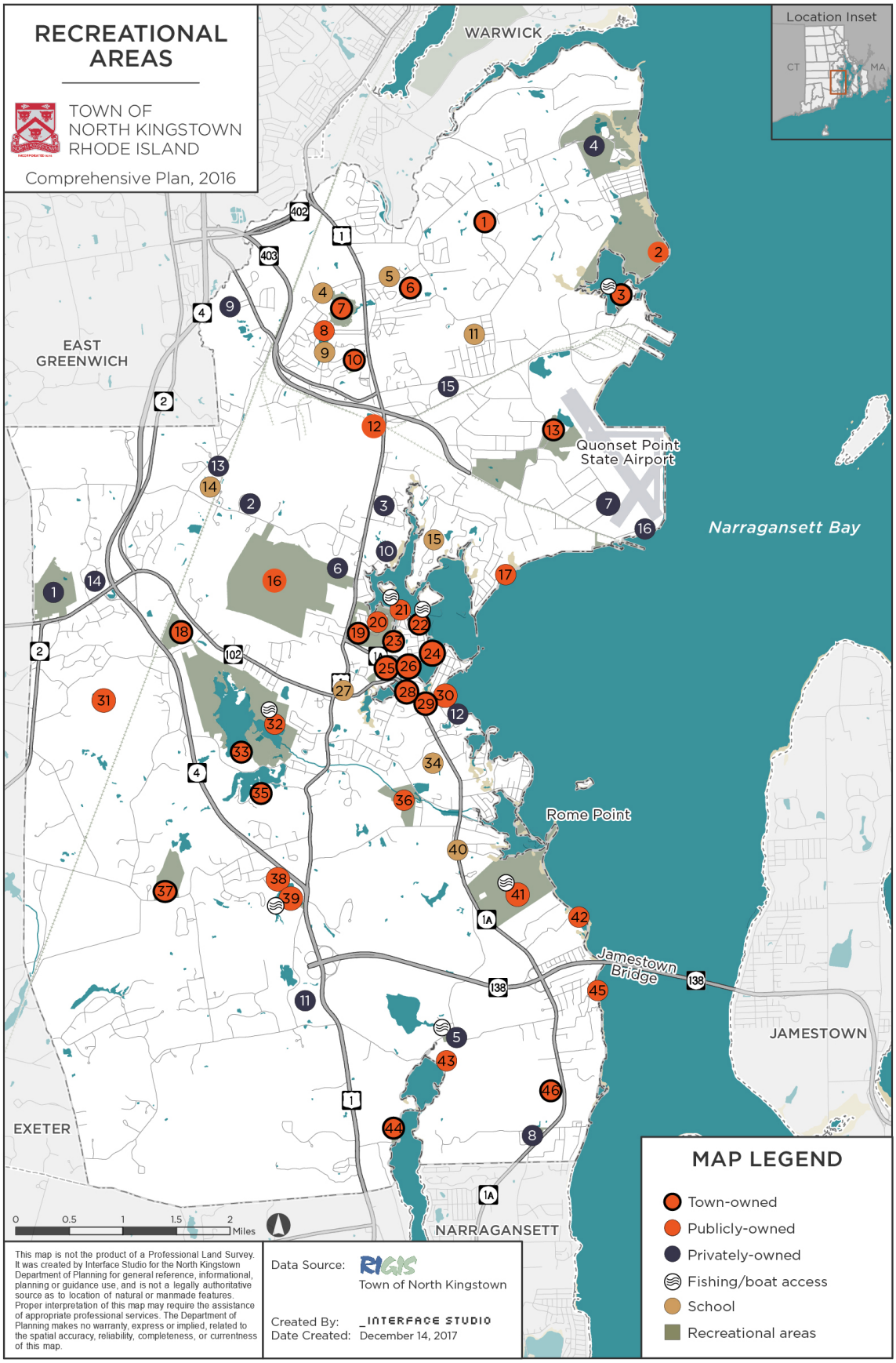
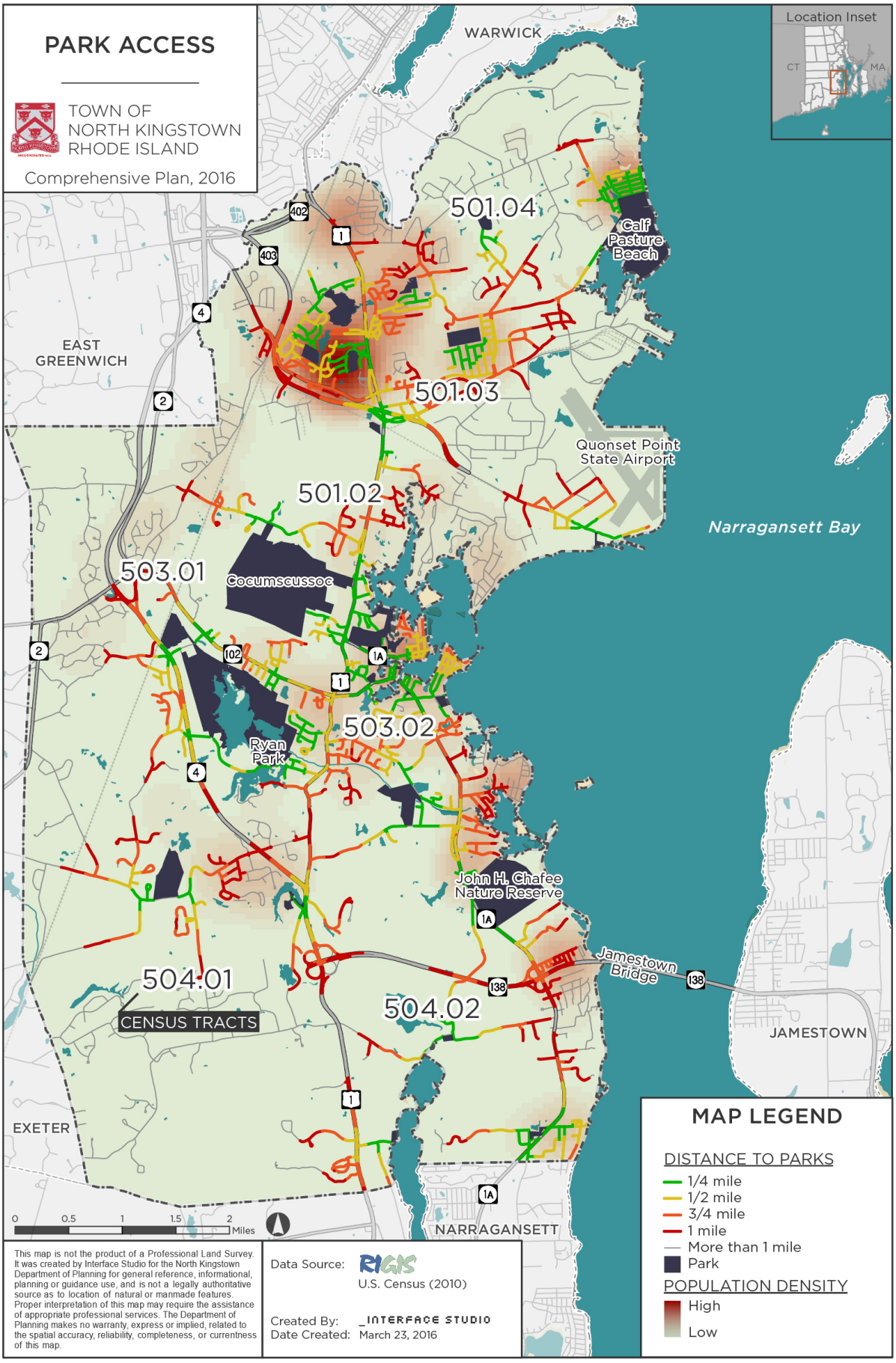
Data Source: RIGIS
Created By: _INTERFACE STUDIO
Date Created: February 5, 2016

3. RECREATION




PARK ACCESS
TOWN OF
NORTH KINGSTOWN
RHODE ISLAND
Comprehensive Plan, 2016
Location Inset
CT
MA
WARWICK
EAST
GREENWICH
EXETER
NARRAGANSETT
JAMESTOWN
Narragansett Bay
501.04
501.03
501.02
503.01
503.02
504.01
504.02
CENSUS TRACTS
Calf
Pasture
Beach
Quonset Point
State Airport
Cocumscussoc
Ryan
Park
John H. Chafee
Nature Reserve
Jamestown
Bridge
402
403
1
4
2
102
1A
138
0
0.5
1
1.5
2
Miles
MAP LEGEND
DISTANCE TO PARKS
1/4 mile
1/2 mile
3/4 mile
1 mile
More than 1 mile
Park
POPULATION DENSITY
High
Low
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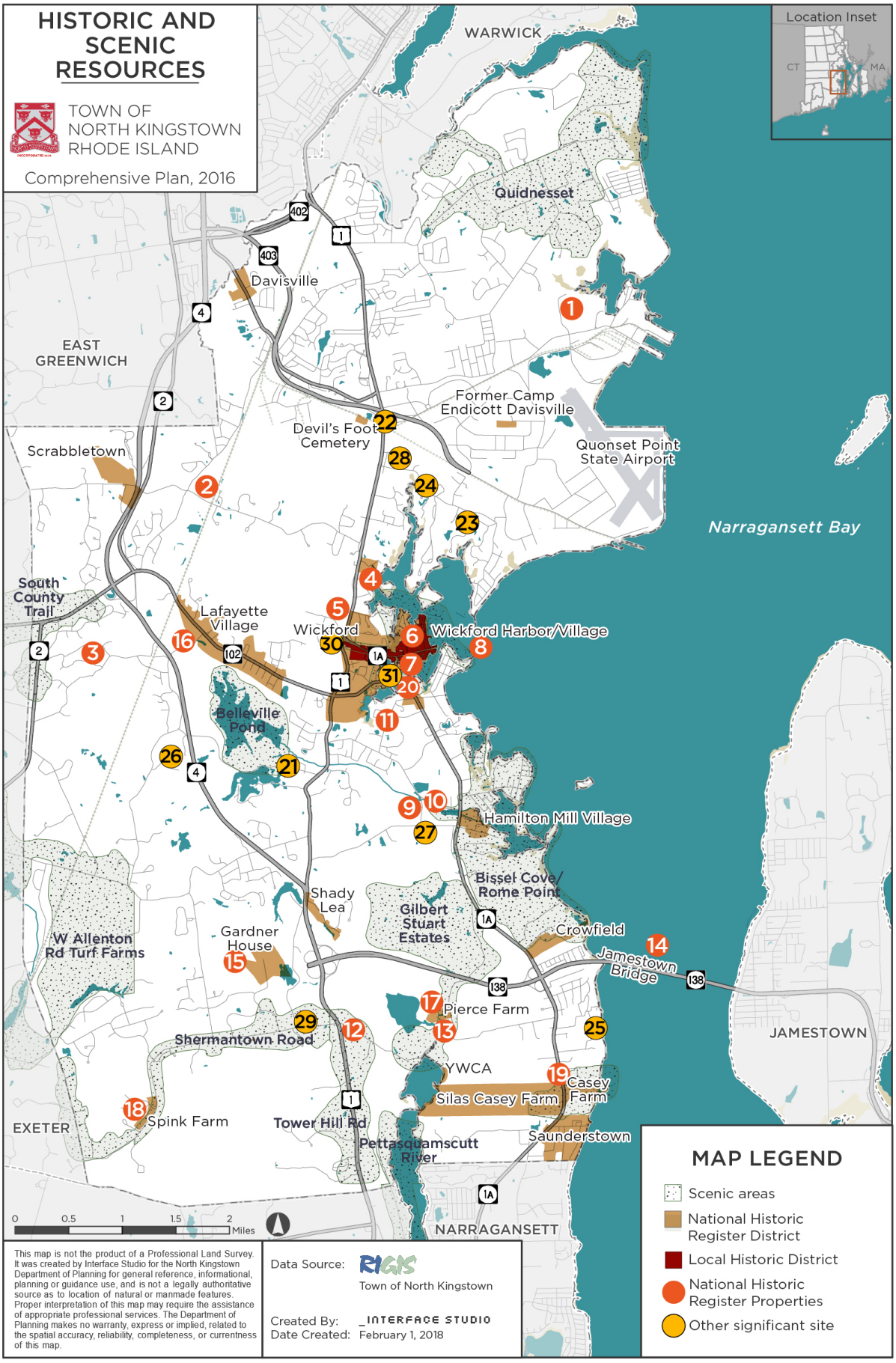
Data Source:
RIGIS
U.S. Census (2010)
Created By:
_INTERFACE STUDIO
Date Created:
March 23, 2016

4. HISTORIC AND CULTURAL RESOURCES



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

5. HOUSING

- ## Existing Housing Conditions

Number of existing housing units:
11,226[5]
Relative trend in housing development since 2000:
Increase of 483 units[6]
Occupied Housing Units:
10,314 or 91.9% of total housing units[5]
Vacant housing units:
912 or 8.1% of total housing units[5]
Year-round housing units:
10,953 or 97.6% of total housing units[13] (footnote 13 is on p 14)
Seasonal housing units:
371 or 3.3% of total housing units[7]
Single-family housing units:
8,508 or 75.8% of occupied housing units[5]
Multi-family housing units:
2,495 or 22.2% of occupied housing units[5]
Other types of housing units:
223 or 2.0% of occupied housing units[5]
Owner-occupied housing units:
7,734 or 75.0% of occupied housing units[5]
Rental housing units:
2,580 or 25.0% of occupied housing unit[5]
Median age of housing units:
46 years[8]; Median year built is 1969[8]

- ## Number of single-family and multi-family units constructed each year for the past 10 or more years

UNITS IN STRUCTURE	NUMBER OF UNITS (2000[9])	(2013[5])	CHANGE	PERCENT OF UNITS
1-unit, detached	7775	8,034	259	72%
1-unit, attached	436	474	38	4%
2 units	863	957	94	8%
3 or 4 units	455	677	222	4%
5 to 9 units	313	311	-2	3%
10-19 units	321	266	-55	3%
20 or more units	322	284	-38	3%
Mobile home	258	223	-35	2%
TOTAL Units	10,743	11,226	483	

[5] 2013 ACS DP04
[6] 2000 Census H001
[7] 2010 Census DP-1 and 2013 ACS DP04; percent of seasonal housing units from 2010 Census (31.8%) applied to 2013 ACS total housing unit figure
[8] 2013 ACS B25035
[9] 2000 ACS DP-4

- The current median home sale price, and the general trend in home sales prices over the past 10 or more years;

YEAR	2000	2005	2010	2015
MEDIAN SALES PRICE[10]	$219,900	$415,000	$304,505	$315,000

- The median monthly rental price for one-bedroom, two-bedroom and three-bedroom rental units[11]

YEAR	1 BEDROOM UNIT ($)	2 BEDROOM UNIT ($)	3 BEDROOM UNIT ($)
2014	927	1,333	1,786
2013	961	1,204	1,501
2012	1,051	1,271	1,352
2011	923	1,175	1,655
2010	955	1,256	1,733
2009	983	1,209	1,664
2008	1,129	1,216	1,595
2007	1,001	1,181	1,358
2006	968	1,264	1,546
2005	993	1,254	1,671

- Existing Housing Affordability[12]

Number of households within the community that are housing cost-burdened:
3,259 or 31.4% of total households
Number of households within the community that are severely housing cost-burdened:
1,279 or 12.3% of total households
Number of LMI households that are housing cost-burdened:
1,815 or 65.9% of total LMI households
Number of LMI households that are severely housing cost-burdened:
1,085 or 39.4% of total LMI households
Number of cost-burdened LMI households that are currently renting:
874 or 48.2% of total LMI cost-burdened households
Number of cost-burdened LMI households that own their home:
935 or 51.5% of total LMI cost-burdened households

[10] Home Sales statistics from riliving.com
[11] 2-bedroom rent statistics from HousingWorks RI; all others from Rhode Island Housing rent survey
[12] 2012 American Housing Survey (AHS), queried at http://www.huduser.gov/portal/datasets/cp/CHAS/data_querytool_chas.html

- Assessment of Existing and Future Housing Needs[13]

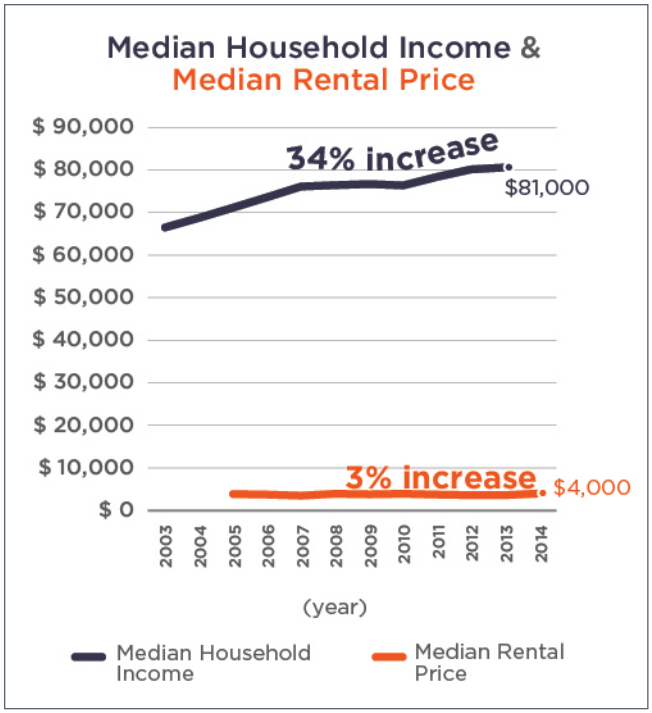
EXISTING HOUSING UNITS IN NORTH KINGSTOWN	
Number of housing units	11,226
Number of year-round housing units	10,953
Housing units that qualify as affordable	889
Percent of housing units that qualify as affordable	8.1%
Additional housing units necessary to meet the 10% threshold	206
FUTURE HOUSING UNITS IN NORTH KINGSTOWN AT 20 YEAR BUILD-OUT	
Number of new year-round housing units expected	700
Total number of year-round housing units	11,653
Additional housing units necessary to meet the 10% threshold	276
AFFORDABLE HOUSING PRODUCTION BY STRATEGY:	
Comprehensive permitting	84
Inclusionary units from new development (not including units produced through Wickford Junction TDR)	165
Rehabilitation of existing units	28
Total additional affordable housing units	277
FUTURE HOUSING UNITS IN NORTH KINGSTOWN AT FULL BUILD-OUT	
Number of new year-round housing units expected	1,757
Total number of year-round housing units	12,710
Anticipated year of full build out	2067

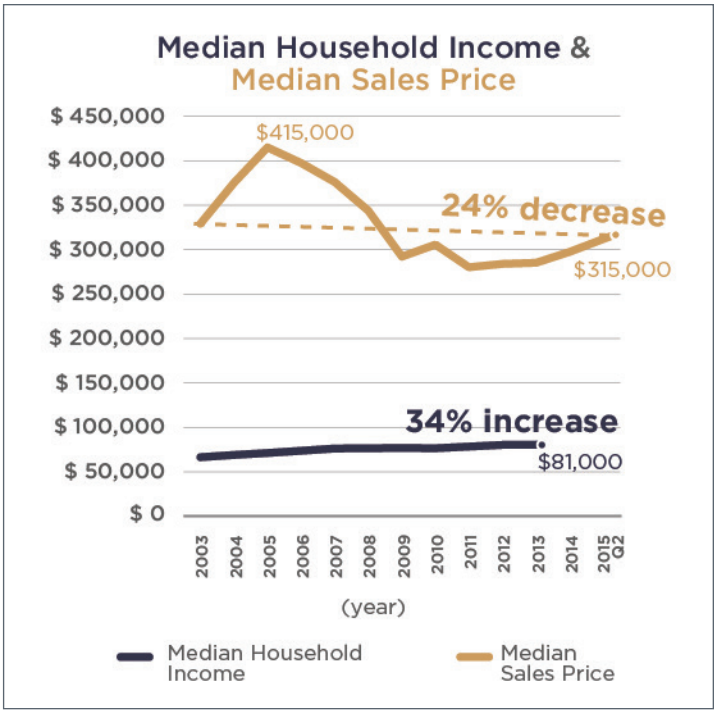
Calculated based on the past trend, which indicates that 483 housing units increased from 2000 to 2013[14]. Since 483 units over 14-year-period is approximately 35 units per year, 700 is the number of housing units achieved in 20 years under the assumption that the trend will continue in the future. This is affirmed by the Market Study (2014) stating that the town will have about 500-1600 more housing units at the end of 20-year-period.

[13] HousingWorks RI
[14] Analyzed by using US Census Table DP-4. Profile of Selected Housing Characteristics from both 2000 Census and ACS 2013, 5-year-estimate

- Relationship of Housing Price (both sales and rental) to Household Income over the past 10 or more years[15];

Median household income has increased 34% over the past 10 years while the median housing sales price decreased 24%. The median rental housing price remained somewhat steady as it only experienced 3% increase from 2005 to 2014.





[15] 2000 Census, ACS 2013 5-year-estimate, ACS 2007 3-year-estimate, RI Realtors Association, National Association of Realtors, and Rhode Island Housing Rent Survey

- ## Affordable Housing Strategies

North Kingstown continues to mandate and incentivize affordable housing creation through our zoning ordinance and subdivision regulations. The town mandates inclusionary zoning of 10% in any development creating five new dwelling units. Off site locations can be used to satisfy the inclusionary requirement. Since the town wishes to ensure that affordable units are completed as part of a project, we do not provide for a fee in lieu as there are concerns that the municipality did not have the capacity to manage such construction in a timely manner.

According to Rhode Island Housing Tabulation, North Kingstown has 207 low and moderate-income units to meet the needs of the elderly population, 556 units low and moderate-income housing to meet the needs of the family population, and 120 units to meet the population with special needs. The majority of the town's affordable units are rental.

The town's special districts require additional affordable housing. These districts include Post Road, Compact Village Development, and Wickford Junction. The Wickford Junction district was approved in January 2014. The district has an underlying density of one unit per two acres but allows a developer to obtain 30 units per acre with the use of transfer of development rights (TDRs). The district requires a minimum of 15% affordable housing. Off site locations can be used to satisfy this requirement. Affordable units that make up less than 20% of the units of a development in this district are "free" to a developer as they do not require purchasing development rights, which is required of all market rate units over the underlying two acre zoning. In the Post Road district, a developer is required to include 10% affordable housing if proposing four units per acre or under. If the developer proposes a density of 10 units per acre, he is required to include 20% affordable housing. If the developer proposes 30 units per acre, he is required to use TDRs and 15% affordable housing. North Kingstown has not yet seen any affordable housing produced in conjunction with the transfer and purchase of development rights. The town is analyzing the merits of these requirements in relation to the needs of the housing market and may propose alternative incentives to ensure we continue to provide housing that meets the needs of each population.

North Kingstown has added a number of affordable units through the comprehensive permit process established under RIGL 45-23. There are currently 84 housing units (36 senior rental, 38 family rental, 10 owner occupied) of affordable housing identified within the Rhode Island Housing Low and Moderate Income Homes tabulation that were permitted through this process. The town has one rental unit permitted as a comprehensive permit under construction which will also qualify as an affordable unit once it receives its certificate of occupancy.

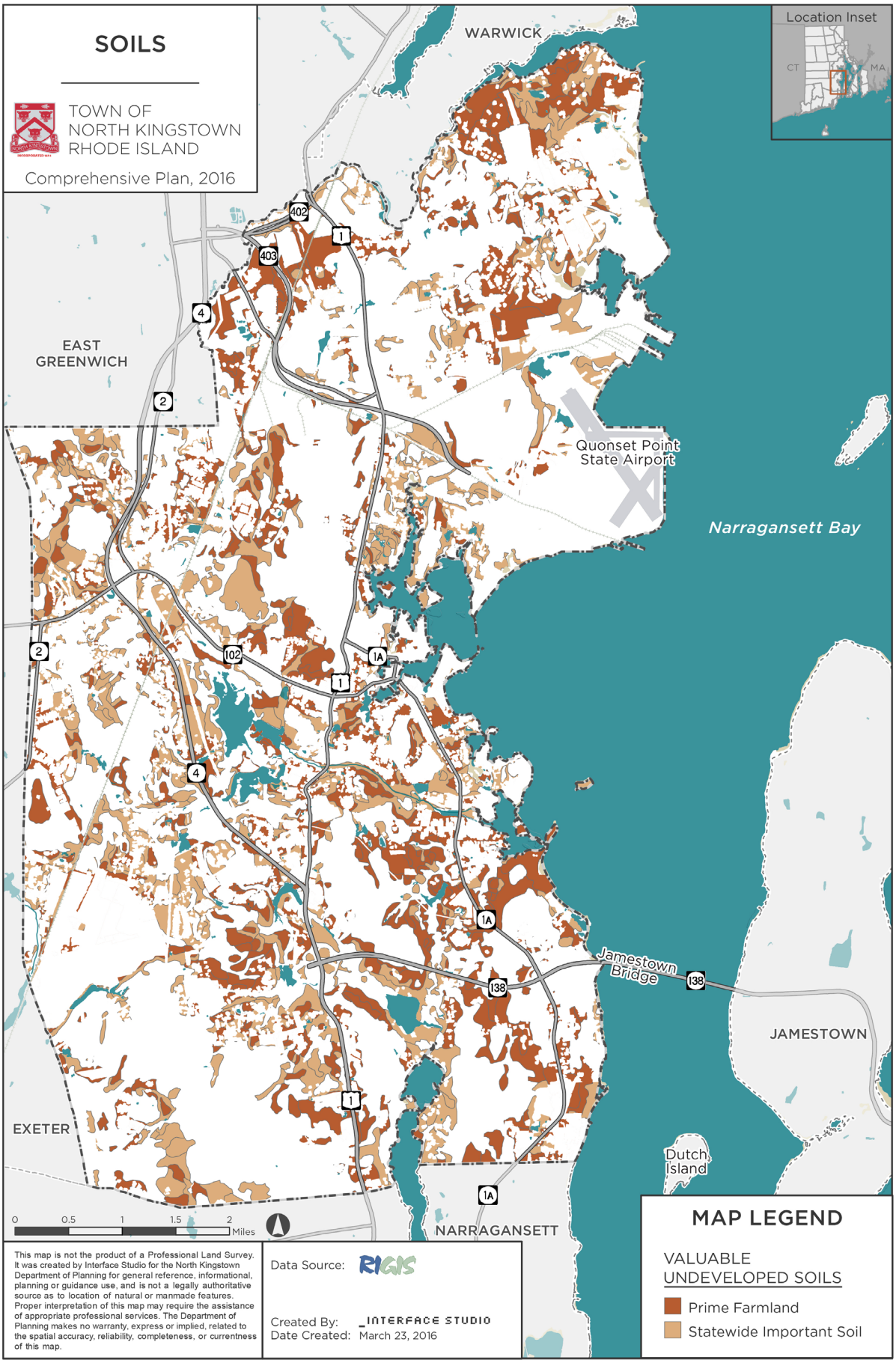
In addition, North Kingstown allows for accessory units through the special use permit process. The sale price of the unit is not restricted; therefore, these units do not qualify as affordable via the state law. The units are affordable due to the limitations in size. Accessory units must be under the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

In May 2014, North Kingstown adopted an adaptive apartment ordinance, with the intent of providing opportunities for unpermitted apartments to be brought into compliance and to gain affordable housing within the town. In addition to obtaining proper building permits, a dwelling that does not qualify as a lawful nonconforming use or structure may be granted a special use permit for occupancy as an adaptive apartment unit if in compliance with specific development standards including that the unit must be made subject to a land lease and/or deed restriction which assures for at least 99 years that:

- The units shall be affordable to households having an income of no more than 120 percent of the area median income (AMI), as specified in G.L. 42-128-8.1(d)-1;
- Occupant households or individuals shall have incomes not exceeding that same level;
- The units shall be offered through a marketing, tenant selection and monitoring plan that meets local preferences and state and federal fair housing requirements.
- The 99 year deed restriction shall reset and begin as a new 99 year deed restriction at the time of the sale of the unit or property.

North Kingstown also has a rehabilitation program financed with the assistance of the Rhode Island CDBG set-aside for housing rehabilitation. This program allows qualifying homeowners to obtain no- or low -interest loans to make improvements to their homes. This program helps those with low incomes continue to live in their homes while providing the opportunity for improvements to ensure minimum housing standards are met. In recent cases, the town has conditioned use of this assistance program with the requirement of an affordability deed restriction.

6. AGRICULTURE



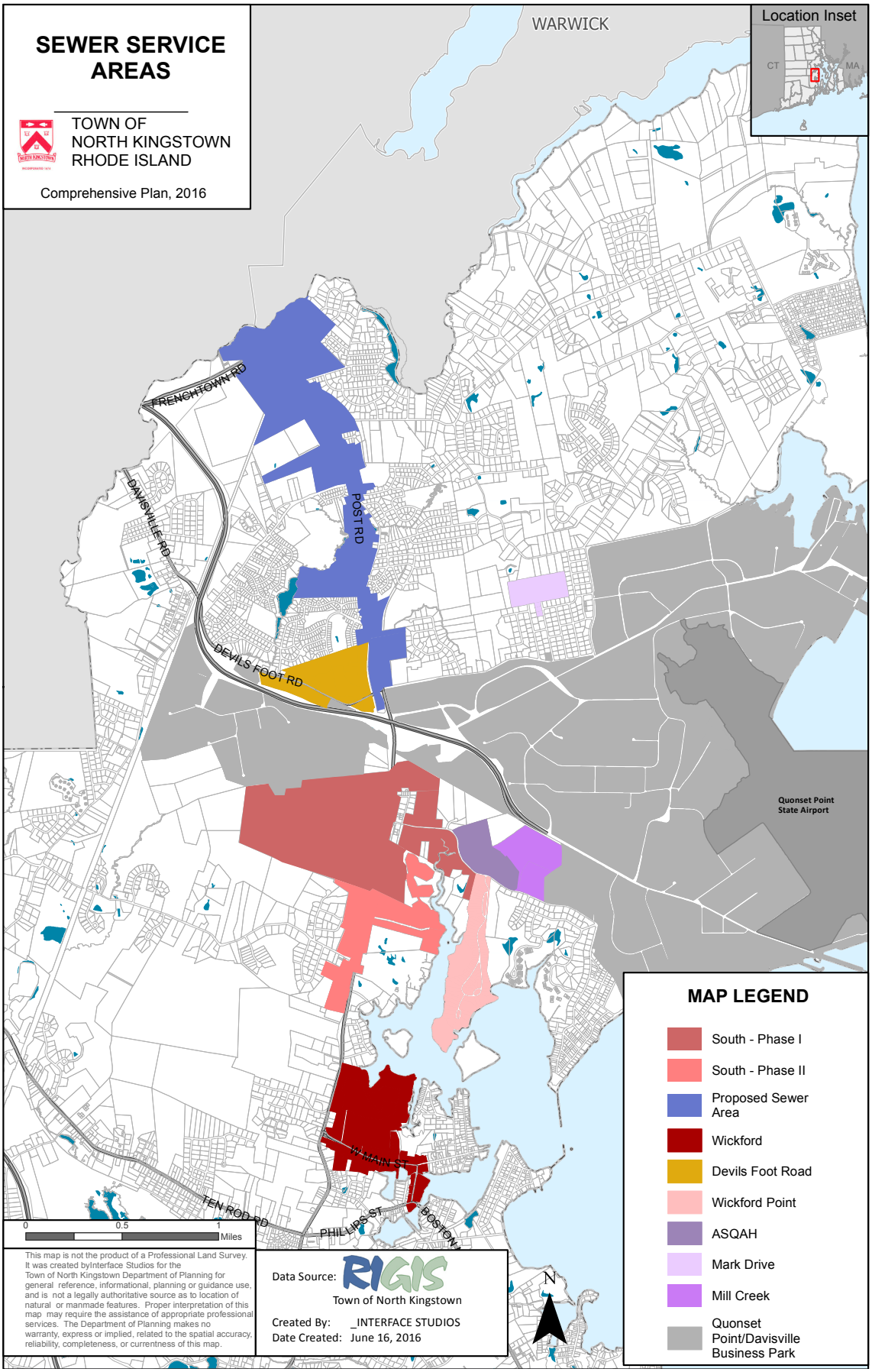
- Existing Agricultural Operations

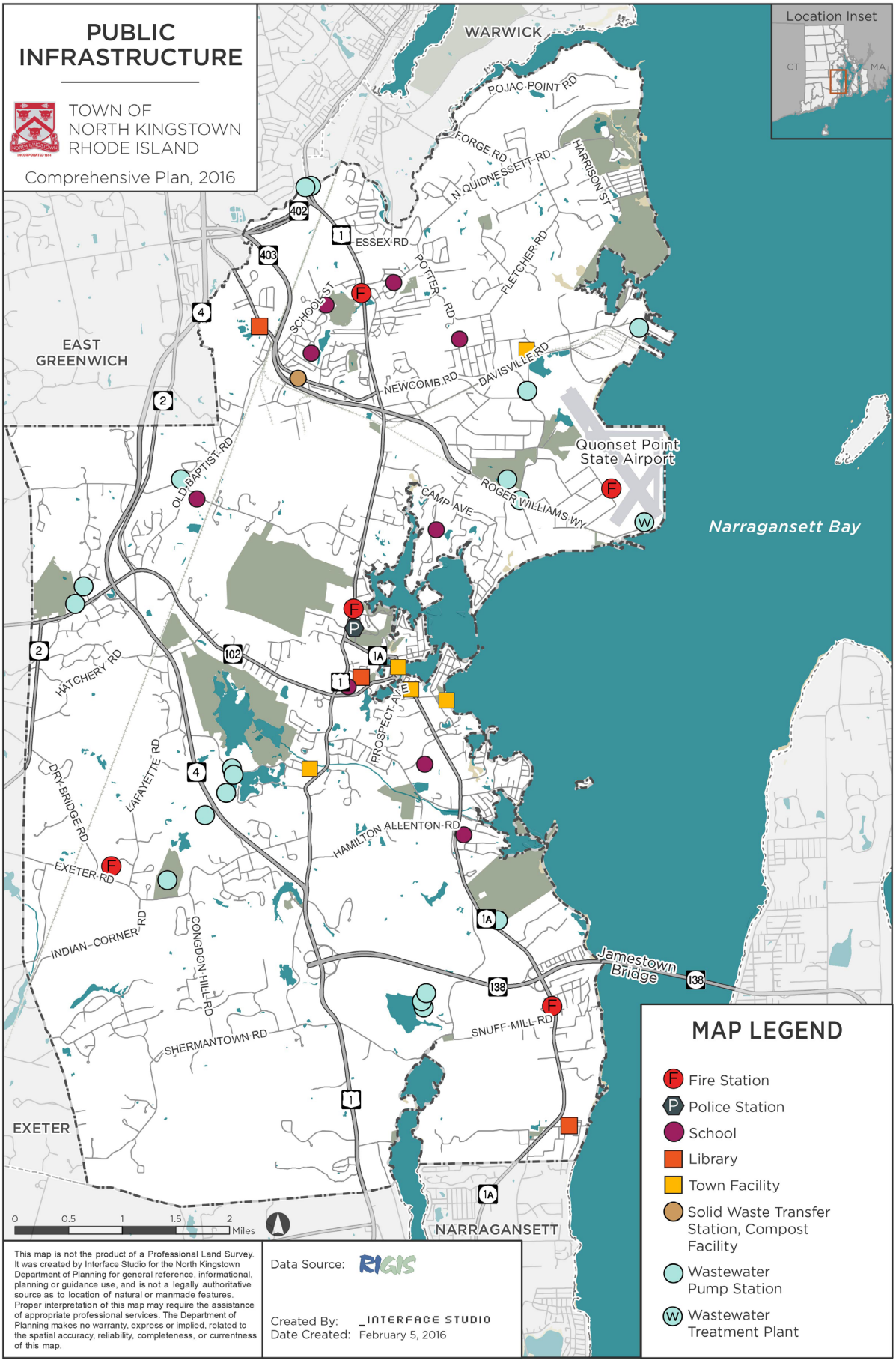
[16]FARMS IN NORTH KINGSTOWN		
Name	**Address**	**Parcel Information (If applicable)**
Baby Greens	686 Hamilton Allenton Road	AP 63 Lot 17
Carter Turf Farm*	Congdon Hill Road	AP 53 Lot 4
Casey Farm (CSA, Farm animals)	Boston Neck Road	
Delvecchio Farm* (Blueberries, Beef, Hay)	302 Potter Road	AP 55 Lot 1
Freeborn Farm*	West Allenton Road	AP 60 Lot 2 & 86
Hallene Farm (Fruits and Vegetables)	621 South County Trail	AP 79 Lot 11
Healy's Farm** (Fruits, Vegetables, Christmas trees)	1100 Lafayette Road	AP 83 Lot 4
McCormick and Wojnar (Vegetables and Herbs)	2065 Boston Neck Road	AP 20 Lot 22
Morning Star Farm* (Equestrian and Hydroponic lettuce)	2415 Tower Hill Road	AP 14 Lot 1
Narrow Lane Orchard (Apples, Peaches, Blackberries)	213 Narrow Lane	AP 127 Lot 27
300 Fletcher Road	300 Fletcher Road	
Phillips Farm-Idle*	299 Davisvlle Road	
Reynold's Barn (Goat's milk products, Breads, Herbs, Vegetables, Eggs)	1240 Tower Hill Road	AP 63 Lot 9
Robin Hollow Farm (Flowers)	1057 Gilbert Stuart Road	AP 38 Lot 2
Schartner Farms (Fruits, Vegetables, Flowers) - Owns multiple parcels	South County Trail	AP 106 Lot 16 & 17, AP 103 Lot 10, and AP 106 Lot 1
	Exeter Road	AP 59 Lot 2 & 3, AP 78 Lot 1
	Indian Corner Road*	AP 59 Lot 2
Smith's Berry Farm*	320 Shermantown Road	AP 23 Lot 5
SODCO* (Turf) - Several Lots	Slocum Road	AP 57 Lot 23, AP 56 Lot 1 and more
Tockwotton Farm (Fruits, Vegetables)	445 North Quidnessett Road	AP 161 Lot 1
Elizabeth Viall Farm*	Gilbert Stuart Road	AP 64 Lot 1,2, & 5, AP 47 Lot 2 & 3, and AP 66 Lot 3

* Protected farms
** In process of being protected

[16] North Kingstown Planning Department

7. SERVICES AND FACILITIES




PUBLIC INFRASTRUCTURE
TOWN OF NORTH KINGSTOWN RHODE ISLAND
Comprehensive Plan, 2016
Location Inset
CT
RI
MA
WARWICK
POJAC POINT RD
FORGE RD
N QUIDNESSETT RD
HARRISON ST
ESSEX RD
POTTER RD
FLETCHER RD
SCHOOL ST
EAST GREENWICH
NEWCOMB RD
DAVISVILLE RD
Quonset Point State Airport
OLD BAPTIST RD
CAMP AVE
ROGER WILLIAMS WY
Narragansett Bay
HATCHERY RD
PROSPECT AVE
DRY BRIDGE RD
LAFAYETTE RD
HAMILTON ALLENTON RD
EXETER RD
INDIAN CORNER RD
CONGDON HILL RD
Jamestown Bridge
SNUFF MILL RD
SHERMANTOWN RD
EXETER
NARRAGANSETT
0 0.5 1 1.5 2 Miles
MAP LEGEND
Fire Station
Police Station
School
Library
Town Facility
Solid Waste Transfer Station, Compost Facility
Wastewater Pump Station
Wastewater Treatment Plant
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Date Created: February 5, 2016

- Public services provided to the community and the associated facilities and infrastructure[17];

Municipal Waste Facility

North Kingstown has a municipal curbside recycling collection program but not a municipal curbside trash collection for 100 percent of the town.

North Kingstown Transfer Station, which is municipally owned and operated, accepts municipal solid waste including mattresses, box springs, tires, scrap metal, propane tanks, wood waste, brush, white goods with and without Freon, used motor oil & filters, e-waste, used clothing, books, rigid plastics and single stream recyclables.

2014 ANNUAL REPORTING[17]	
Municipal Recycling Rate	35.1%
Mandatory Recycling Rate	35%
Diversion Rate	47%

The transfer Station uses a PAY-T approach with a tagged bag disposal system for bagged trash less than 35 lbs.. For larger items not bagged, there is a 100 lb./$8.00 minimum over the scale and $160/ton weight charge.

The transfer station's permit allows up to 25 tons per day of solid waste and is allowed to process up to 2000 tons of compost annually.

Approximately, 48% of households in town utilize the transfer station as their main way of disposing of solid waste. However, residents that utilize private haulers for their trash may also use the transfer station and are allowed to do so.

Private Waste Facility

Private trash haulers licensed by North Kingstown can service residents and dispose of solid waste at Rhode Island Resource Recovery Corporation (RIRRC).

Recently, the State has 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.

State Waste Facility

Currently, the types of municipal solid waste that are being brought to the Rhode Island Resource Recovery Corporation are municipal mixed refuse, mattress and box springs, tires, propane tanks, rigid plastics, and single stream recyclables and cardboards, which are separated into other loads.

Propane tanks and scrap metal are sent to Exeter Scrap Metal.

Used clothing items are sent to Planet Aid.

Used books are delivered to Discover Books.

E-waste are sent to Office Recycling Solutions.

Actions to achieve a minimum of 35% solid waste recycling rate and a minimum of 50% solid waste diversion rate

1) Conduct and encourage recycling and reuse of materials, and composting in household (i.e. Food Waste Diversion and a neighborhood based food composting program)

2) Refer to the Solid Waste 2038 RI Comprehensive Solid Waste Management Plan

3) Programs/Events, such as, recycling programs for small businesses (i.e. Big Green Can for Business in Providence and Earth Day Spring Cleaning in Providence, April 2013-2014).

- Current ways in which the solid waste management system is being funded[17];

$200,000 of the solid waste budget funds the line item for solid waste disposal at RIRRC. The remainder is used for the operation of the transfer station and the costs associated with hauling commodities to RIRRC and the associated costs for proper recycling of propane tanks and extraction of Freon from white goods prior to recycling as scrap metal. The curbside recycling program is funded from the tax base ($536,000 for FY16).

[17] North Kingstown Public Works Department

- ## Wastewater Management[18]

Current Capacity

The Town's sewers are for residential and commercial use. Capacity is based on an allowed flow of 200,000 gallons per day to the treatment plant in Quonset. If and when this capacity is close to being exceeded, the town will fund upgrades at Quonset for greater flows. The Town is responsible for the wastewater collection system outside of the Quonset Development Corporation (QDC) Business Park, with the exception of the QDC's interceptors. The wastewater is treated by QDC at their treatment plant. Additional areas for sewers are in the planning and/or design stage.

Town's Responsibility

The Town of North Kingstown adopted a Wastewater Management Ordinance in 1998. This ordinance requires that property owners inspect their Onsite Wastewater Treatment System every three years and pump the system when it needs to be pumped. Also requires that advanced systems be maintained annually or in conformance with system component requirements.

North Kingstown Public Works annually maintains the storm water basins in 12 residential developments, assists the schools with their storm water basins, and maintains drainage structures in the town roads. A part-time employee works with the homeowners associations to facilitate the maintenance of their private storm water infrastructure.

Currently, there are limited funds for the part time storm water coordinator and some projects.

- ## Stormwater Management[17]

Areas regularly subjected to flash flooding during storm events due to overwhelmed or unmaintained infrastructure

Below areas are mostly due to inadequate storm water drainage infrastructure;

1) Edmond Drive by Jay Drive
2) North Quidnessett Road by Fletcher Road
3) Pine River Drive by Knollwood Circle
4) Post Road by Brewster Road and also by Devils Foot Road
5) Laurel Ridge Lane by Highbush Terrace
6) Lafayette Road by Audobon Road
7) Walmsley Lane
8) Lloyd Road by Cottrell Road

Improvement plans in the funding for or management of stormwater

The Town is participating in the state's Green Infrastructure pilot program which includes planning for future storm water management improvements.

Current municipal regulations or standards regarding stormwater management

The subdivision and land development regulations contain standards and requirements for storm water management, which also reference the state standards. Plans are reviewed by the Town Engineer and inspected by the Engineering Office.

[18] North Kingstown Water Department

- ## Public safety and Emergency services

Fire Departments

1) Station #1 - Headquarter, 8150 Post Road
2) Station #2 - 1865 Boston Neck Road
3) Station #3 - 6445 Post Road
4) Station #5 - 171 Indian Corner Road

Police Stations

1) North Kingstown Police Department, 8166 Post Road
2) Wickford Barracks, Rhode Island State Police, 7875 Post Road

Walk-in Facilities that provide ambulatory care

1) Well One-North Kingstown at 308 Callahan Road
2) Wickford Junction Medical Walk-In at 1051 Ten Rod Road

Current Issues & Future Plans to improve public safety and emergency services

[19]Fire Department's current response times are not adequate compared to National Fire Protection Association (NFPA) recommendation. One reason for this is the shortage of staffs at the fire department - there is only one staff, a fire marshal. As an effort to provide better public services and safety measures, Fire Prevention Division would need the following 2 additional staffs;

1) A Fire Alarm Superintendent
2) and a Fire Inspector

A new fire station at 545 Callahan Rd would be an effective location, which is a vacant land adjacent to the Fire Maintenance Building.

- ## Existing Community Facilities

Library

1) Willett Free Library, 45 Ferry Rd, Saunderstown, RI 02874
2) North Kingstown Free Library, 100 Boone Street, North Kingstown, RI 02852
3) Davisville Free Library, 481 Davisville Rd, North Kingstown, RI 02852

Community Centers

1) Senior Center, 44 Beach St, North Kingstown, RI 02852
2) Community Center, 36 Beach St, North Kingstown, RI 02852

[19] North Kingstown Fire Department, 2015

- Enrollment projections by grade level forecasted over a 10-year period[20]

2010-2019 PUBLIC SCHOOL ENROLLMENT PROJECTION BY GRADE LEVEL (K - 12)																
Birth Year	Births	**School Year**	Pre-K	K	1	2	3	4	5	6	7	8	9	10	11	12
2009	204	**2014-2015**	90	206	242	275	277	288	307	305	345	314	369	347	351	346
2010	205	**2015-2016**	91	199	226	240	285	279	291	319	312	351	349	359	331	352
2011	180	**2016-2017**	92	174	218	224	249	287	282	302	326	317	390	339	342	332
2012	201	**2017-2018**	93	195	191	216	232	251	290	293	309	331	352	379	323	343
2013	202	**2018-2019**	94	196	214	189	224	234	254	301	300	314	368	342	361	324
2014	198*	**2019-2020**	95	192	215	212	196	226	236	264	308	305	349	358	326	362
2015	197*	**2020-2021**	96	191	211	213	220	198	228	245	270	313	339	339	341	327
2016	196*	**2021-2022**	97	190	210	209	221	222	200	237	251	274	348	330	323	342
2017	199*	**2022-2023**	98	193	208	208	217	223	224	208	242	255	305	338	315	324
2018	198*	**2023-2024**	99	192	212	206	216	219	225	232	213	246	283	297	322	316
2019	198*	**2024-2025**	100	192	211	210	213	218	221	233	237	216	273	275	283	323

(*estimates)

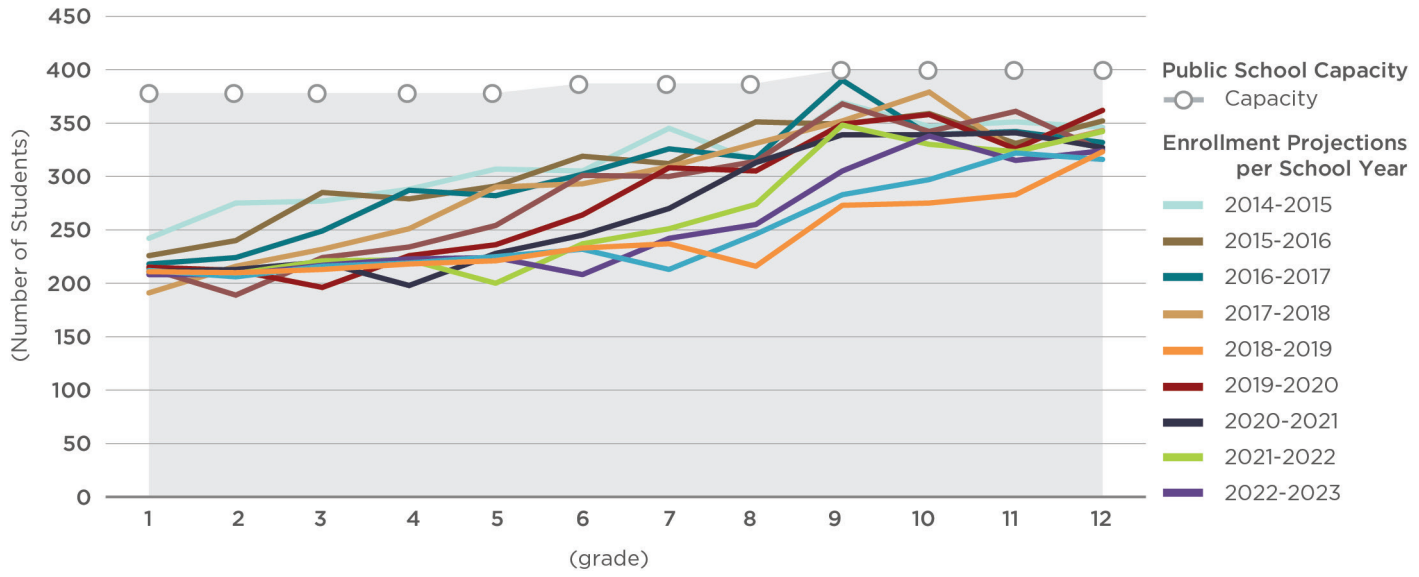
Based on estimated births
Based on children already born
Based on currently enrolled students

- Current Capacity per school

STUDENT CAPACITY PER SCHOOL		
School Name	**School Capacity[22] (Number of Students)**	**Capacity per grade[21] (Number of Students)**
Forest Park Elementary (Grade 1 - 5)	275	55
Fishing Cove Elementary (Grade 1 - 5)	335	67
Quidnessett Elementary (Grade 1 - 5)	383	76
Stony Lane Elementary (Grade 1 - 5)	450	90
Hamilton Elementary (Grade 1 - 5)	450	90
Wickford Middle (Grade 6 - 8)	485	161
Davisville Middle (Grade 6 - 8)	680	226
North Kingstown High (Grade 9 - 12)	1,600	400

[20] North Kingstown School District, New England School Development Council, 10/27/2014
[21] Derived from dividing the school capacity by number of grades

- Enrollment projections by grade level and school capacity[20, 21]



- Overall school system enrollment figures per grade and capacity per grade level & Comparison of enrollment projections and existing school capacity by grade level;

NORTH KINGSTOWN ACTUAL ENROLLMENT 2010 - 2015[22]						
Year	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**
Pre K & Kindergarten	311	303	319	292	281	294
Grade 1	276	291	281	271	278	243
Grade 2	309	266	296	272	270	276
Grade 3	286	334	274	302	281	279
Grade 4	291	290	342	275	303	284
Grade 5	287	299	300	333	289	305
Grade 6	344	301	306	311	333	305
Grade 7	339	343	304	306	322	349
Grade 8	341	340	338	315	313	312
Grade 9	415	401	400	358	340	366
Grade 10	428	401	387	356	351	345
Grade 11	424	417	393	364	334	349
Grade 12	405	423	424	383	360	333
Total	4,456	4,409	4,364	4,138	4,055	4,040

[22] NKSD School Enrollment 2010 through 2019 projected 12/15/2015

- Existing and/or Anticipated Future Issues[23]

School Capacity

Enrollment has decreased 9% in the past 7 - 8 years.

Since 2010, charter schools has had three times more enrollment and this has affected the school department's budget allocation.

Elementary schools do not use the facilities upto their capacity since the enrollment is lower than the maximum number of students the schools can accommodate.

School Facility Conditions

North Kingstown High School has had issues with its HVAC system.

Wickford Middle School, which is a 87-year-old building, is in need of an upgrade. Potential scenarios to resolve this issue include;

1) Close Wickford Middle School and build new a new middle school facility

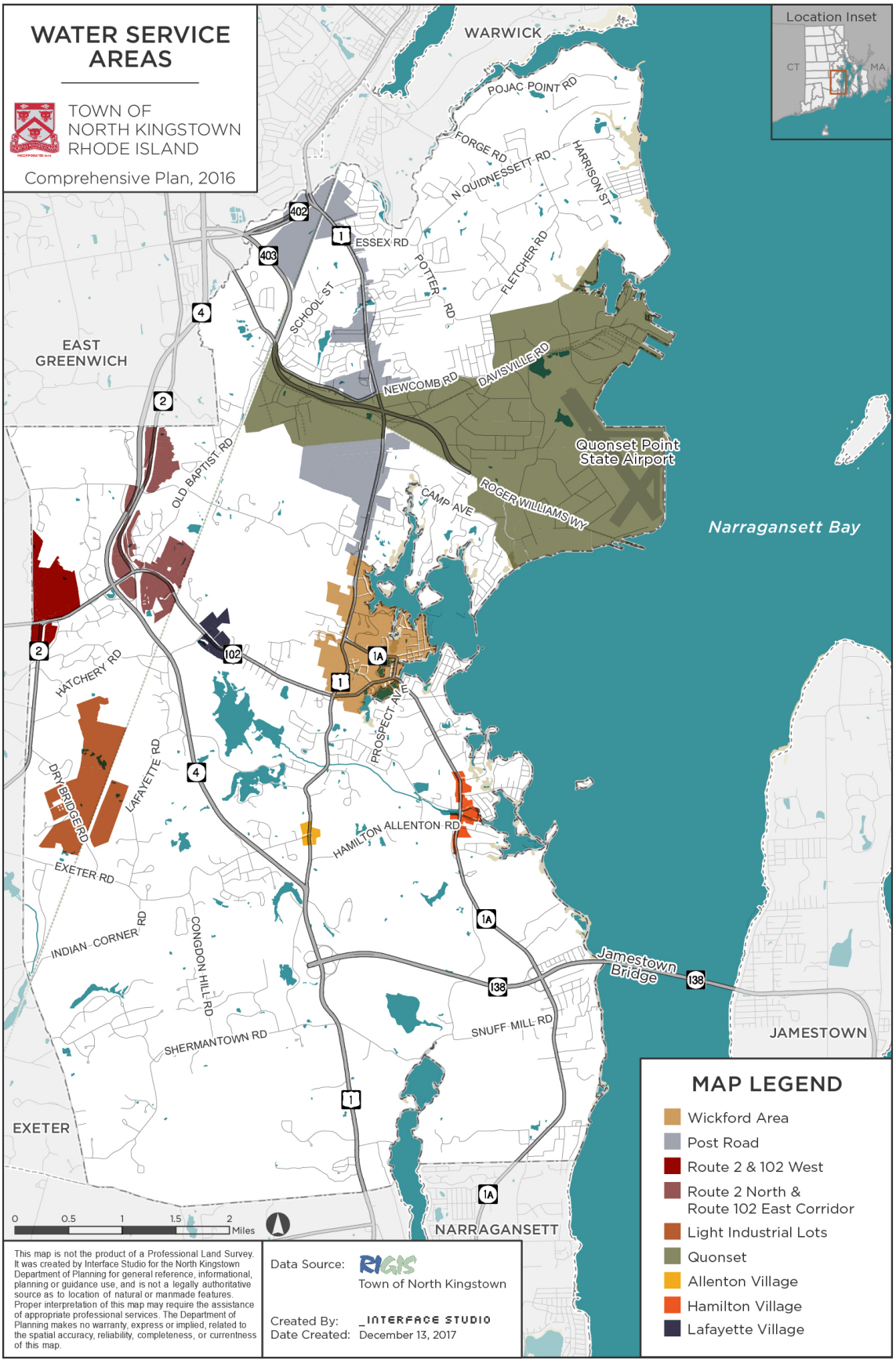
2) Consolidate two middle schools into one facility and reduce to five elementary schools into four facilities. And, expand Davisville Middle School or turn it into a new elementary school.

3) Close Fishing Cove Elementary School and Forest Park Elementary School.

These scenarios are based on many factors, which would be informed better by further analysis studies (i.e. family types, economy, age of parents, etc.).

[23] North Kingstown School Department, 2015

8. WATER SUPPLY



- ## Water Supply System Types[24]

Different types of water supply systems (major public water suppliers, minor public water suppliers, self supply, etc.) that are in use within the municipality

Water is supplied to businesses and residents of North Kingstown by the North Kingstown Department of Water Supply (Public).

About 670 developed properties are served by private wells (self supply).

A handful of properties on Frenchtown Road are connected to the Kent County Water Authority system (KCWA).

Water sources supplying water to the municipality (i.e. specific surface or ground water resource)

North Kingstown's public supply sources include the Hunt, Annaquatucket, and Pettaquamscutt (HAP) Sole Source Aquifer.

Public water supplier: Municipal System

Primary major water supplier to residents of the town is the Town of North Kingstown.

Public water supplier: Regional System

A small number of residents and businesses are connected to the Kent County Water Authority System.

Public water supplier: Quasi-Public System

Quonset Point/Davisville Business Park is served by the Quonset Development Corporation Water System.

The recent estimates developed by the Water Resources Board applying the RIDEM developed Streamflow Depletion Methodology indicate that the low flow allowable depletion in the Hunt, Annaquatucket, Pettaquamscutt Aquifer System is approximately 4.8 MGD. The fact that seasonal high water demand associated with North Kingstown's current customer base may often exceed 4.8 MG demonstrates the need to manage the use of our current supply sources and look for sustainable future sources of water supply.

Percentage of persons within the community that are served by each major public water supplier

Between 93 and 94 percent are served by North Kingstown Water.

Between 5 and 6 percent self supply through private wells.

Less than 1 percent are supplied by KCWA (Kent County Water Authority).

- ## Current Monthly Water Usage, Average Daily Demand, and Peak Daily Demand

AVERAGE MONTHLY AND PEAK MONTHLY WATER USAGE IN YEAR 2014[24]

Month	January	February	March	April	May	June
Total (gallons)	65,095,200	56,842,800	63,022,100	64,466,000	82,062,620	109,541,200
Average Daily Demand (gallons)	2,099,845	2,030,100	2,032,970	2,148,866	2,647,181	3,651,373
Peak Daily Demand (gallons)	2,492,100	2,534,500	2,627,400	2,424,900	3,244,500	4,673,900
Month	**July**	**August**	**September**	**October**	**November**	**December**
Total (gallons)	115,222,300	114,535,600	108,464,000	75,051,700	62,225,300	61,983,500
Average Daily Demand (gallons)	3,716,848	3,694,696	3,615,466	2,421,022	2,074,176	1,999,467
Peak Daily Demand (gallons)	5,600,900	4,645,800	4,369,600	3,009,500	2,759,500	2,545,800

[24] North Kingstown Water Department, 2015

- Monthly Water Usage, Average Daily Demand, and Peak Daily Demand Projection at the End of the 20-year Planning Horizon

PROJECTED AVERAGE MONTHLY AND PEAK MONTHLY WATER USAGE AT YEAR 2035[25]						
Month	**January**	**February**	**March**	**April**	**May**	**June**
Total (gallons)	69,285,522	60,501,897	67,078,972	68,615,819	87,345,172	116,592,609
Average Daily Demand (gallons)	2,235,017	2,160,782	2,163,837	2,287,193	2,817,586	3,886,420
Peak Daily Demand (gallons)	2,652,522	2,697,651	2,796,532	2,580,996	3,453,356	4,974,769
Month	**July**	**August**	**September**	**October**	**November**	**December**
Total (gallons)	122,639,414	121,908,510	115,446,068	79,882,944	66,230,880	65,973,515
Average Daily Demand (gallons)	3,956,110	3,932,532	3,848,202	2,576,869	2,207,695	2,128,177
Peak Daily Demand (gallons)	5,961,442	4,944,860	4,650,881	3,203,228	2,937,135	2,709,679

- Existing capacity of the town's water infrastructure, as confirmed by the Rhode Island Water Resources Board in the Water Supply System Management Plan (WSSMP), September 2015

Available Water (low flow allowable depletion)[26]:

4.8 MGD

Pumping Capacity[26]:

8.9 MGD

North Kingstown's total pumping capacity in the Hunt, Annaquatucket, Pettaquamscutt Aquifer System is approximately 8.9 MGD but in reality the 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.

- Recent projects

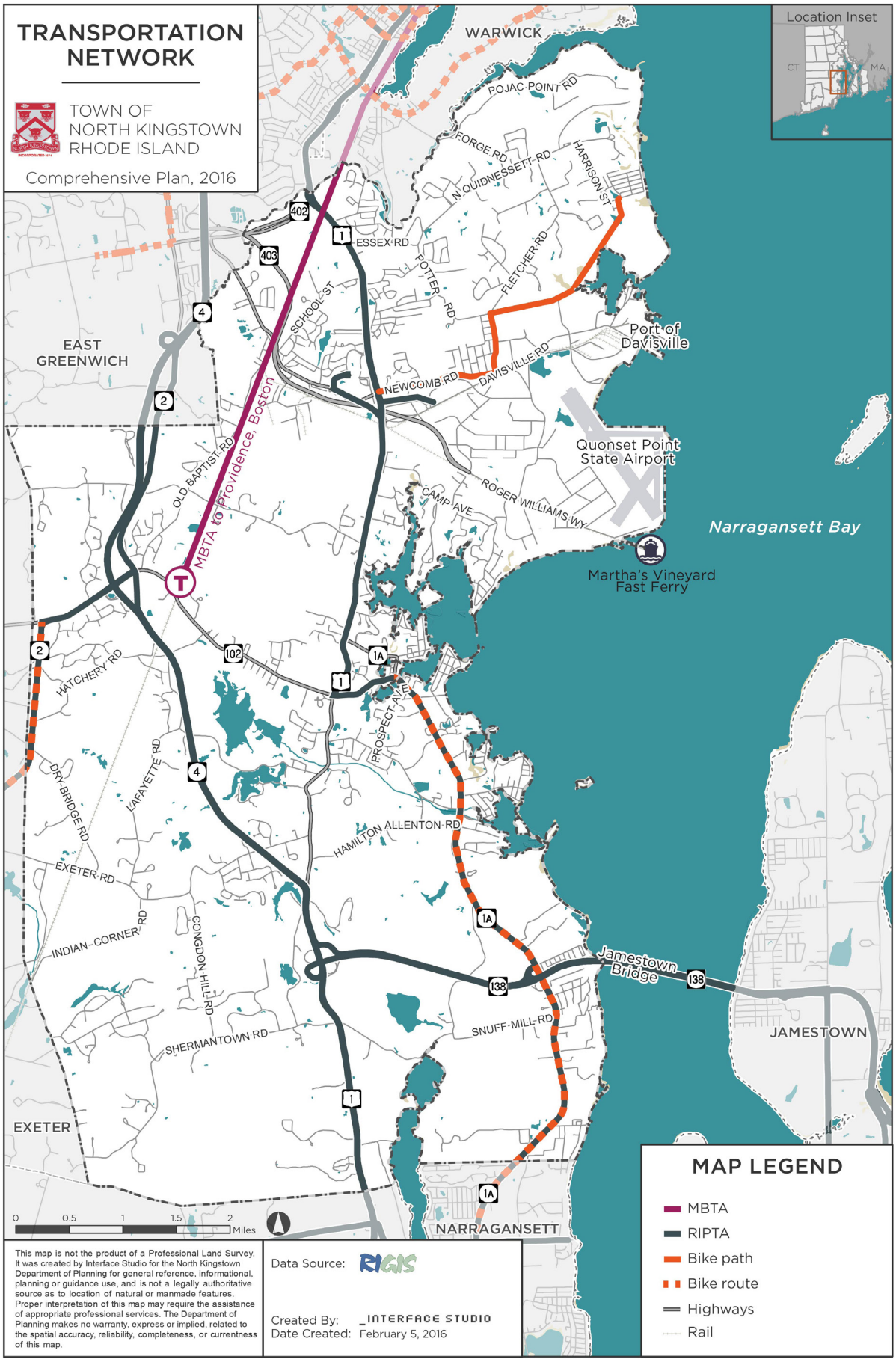
Major proposed projects and plans[27]

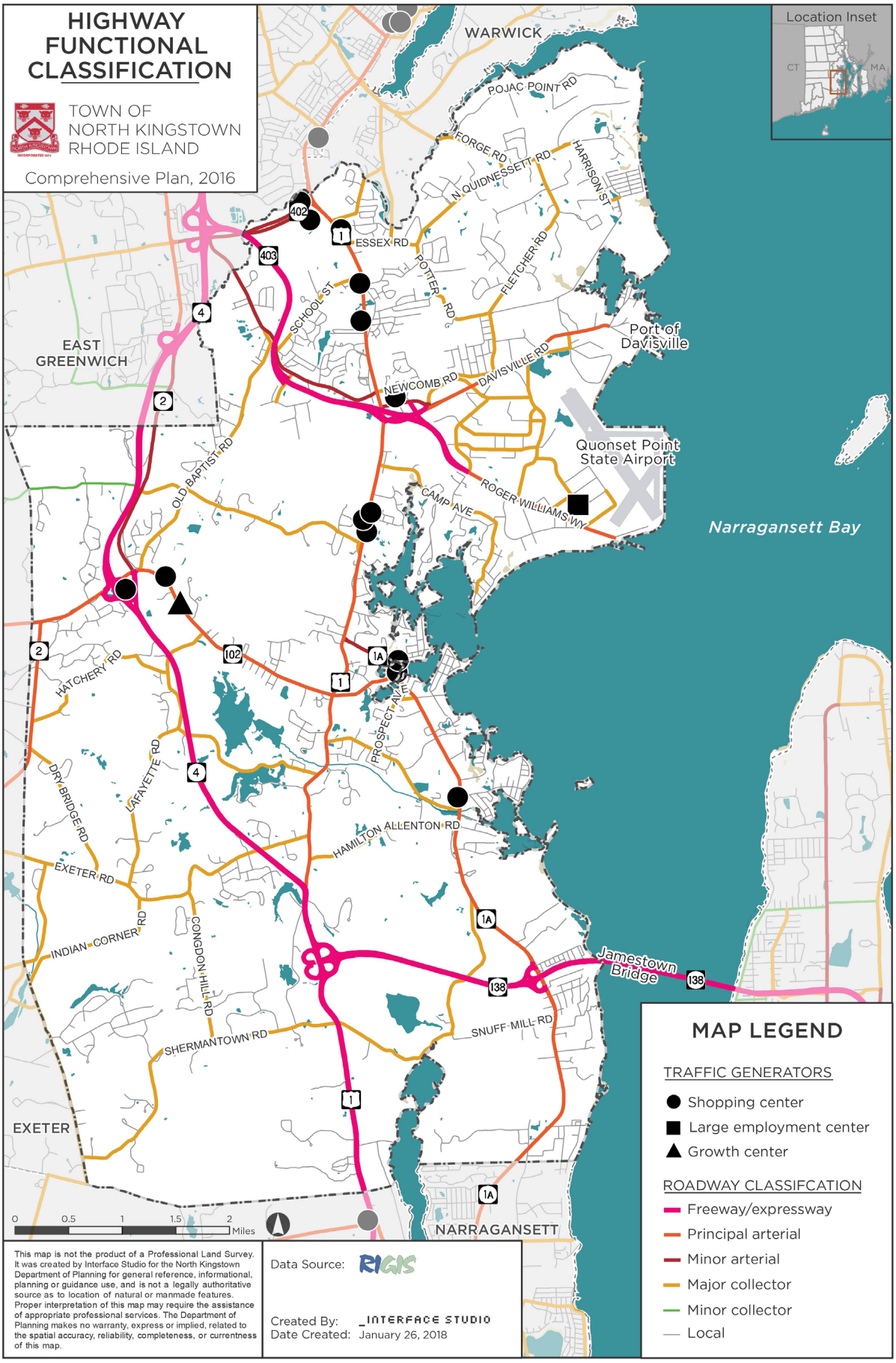
1) Water rate study
2) Replacement of Well #10
3) Recoating Slocum Tank
4) Update of Infrastructure Replacement Plan (development of an Asset Management Plan)

North Kingstown Planning and Water Departments work closely on implementing the WSSMP with regard to water supply protection, water availability, demand management, drought mitigation and response, and water emergencies.

[25] Calculation based on Rhode Island Population Projections 2010-2040, April 2013, Rhode Island Statewide Planning Program, Division of Planning and North Kingstown Water Department's 2014 Water Usage Data.
[26] WSSMP Executive Summary September 18 2015, p. viii
[27] North Kingstown Water Department, 2015

9. TRANSPORTATION




HIGHWAY FUNCTIONAL CLASSIFICATION
TOWN OF NORTH KINGSTOWN RHODE ISLAND
Comprehensive Plan, 2016
Location Inset
CT
MA
WARWICK
POJAC POINT RD
FORGE RD
N QUIDNESSETT RD
HARRISON ST
ESSEX RD
POTTER RD
FLETCHER RD
SCHOOL ST
EAST GREENWICH
Port of Davisville
NEWCOMB RD
DAVISVILLE RD
Quonset Point State Airport
OLD BAPTIST RD
CAMP AVE
ROGER WILLIAMS WY
Narragansett Bay
HATCHERY RD
PROSPECT AVE
LAFAYETTE RD
DRY BRIDGE RD
HAMILTON ALLENTON RD
EXETER RD
INDIAN CORNER RD
CONGDON HILL RD
Jamestown Bridge
SNUFF MILL RD
SHERMANTOWN RD
EXETER
NARRAGANSETT
0 0.5 1 1.5 2 Miles
MAP LEGEND
TRAFFIC GENERATORS
Shopping center
Large employment center
Growth center
ROADWAY CLASSIFCATION
Freeway/expressway
Principal arterial
Minor arterial
Major collector
Minor collector
Local
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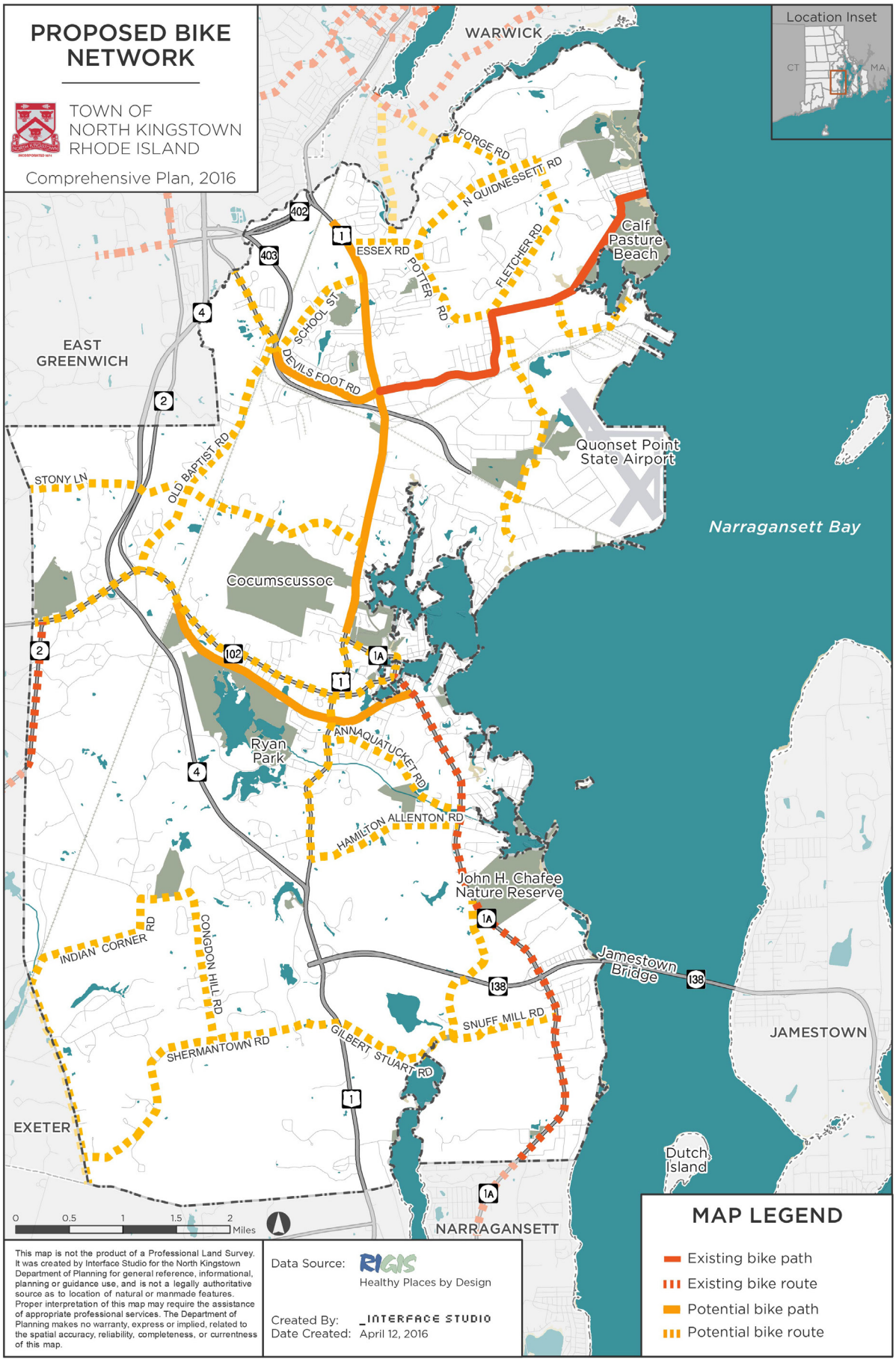
Data Source: RIGIS
Created By: _INTERFACE STUDIO
Date Created: January 26, 2018


PROPOSED BIKE NETWORK
TOWN OF NORTH KINGSTOWN RHODE ISLAND
Comprehensive Plan, 2016
Location Inset
CT
RI
MA
WARWICK
FORGE RD
N QUIDNESSETT RD
ESSEX RD
POTTER RD
FLETCHER RD
Calf Pasture Beach
SCHOOL ST
DEVILS FOOT RD
EAST GREENWICH
Quonset Point State Airport
STONY LN
OLD BAPTIST RD
Narragansett Bay
Cocumscussoc
Ryan Park
ANNAQUATUCKET RD
HAMILTON ALLENTON RD
John H. Chafee Nature Reserve
INDIAN CORNER RD
CONGDON HILL RD
Jamestown Bridge
SNUFF MILL RD
SHERMANTOWN RD
GILBERT STUART RD
JAMESTOWN
EXETER
Dutch Island
NARRAGANSETT
0 0.5 1 1.5 2 Miles
MAP LEGEND
Existing bike path
Existing bike route
Potential bike path
Potential bike route
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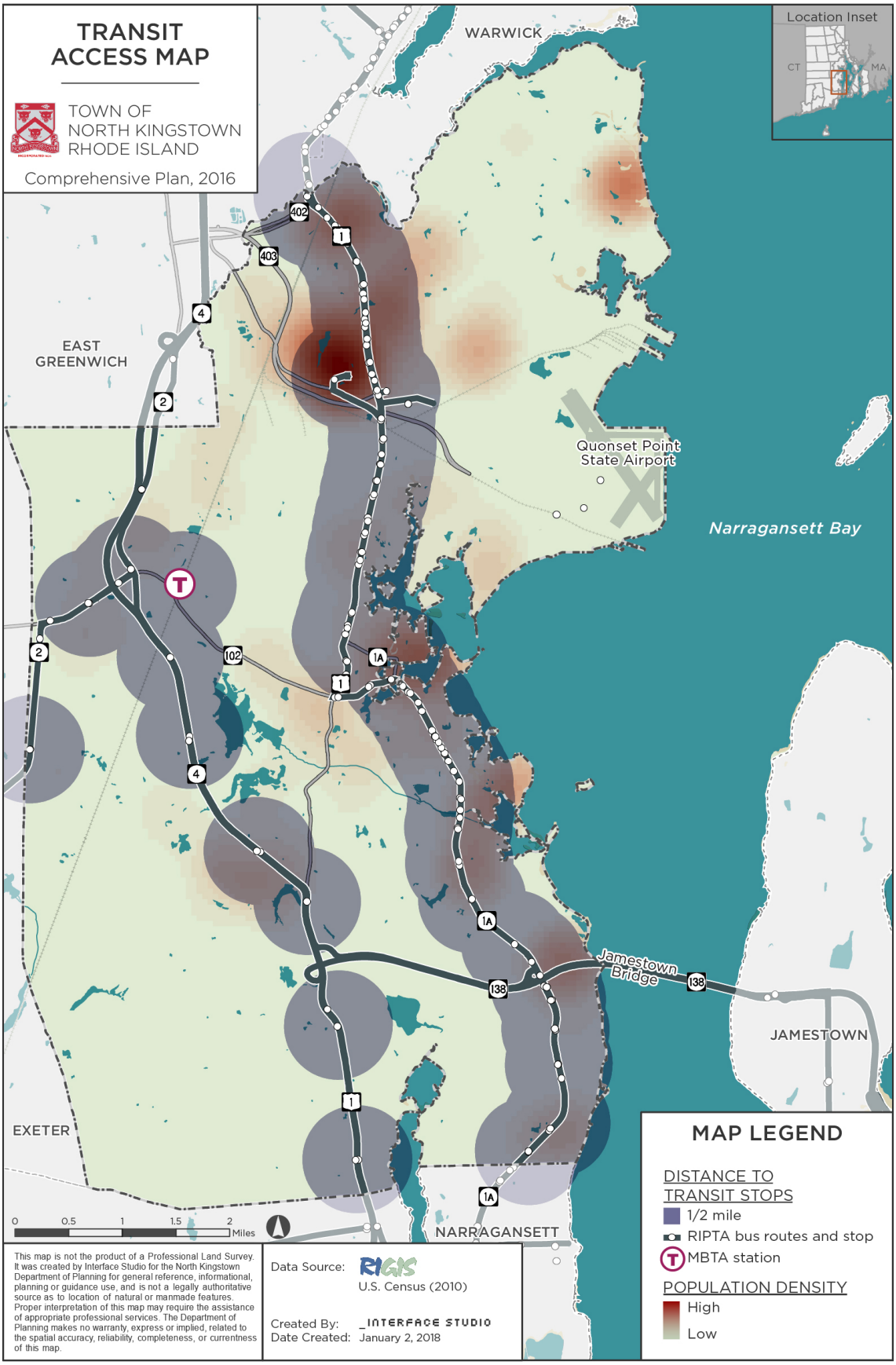
Data Source: RIGIS
Healthy Places by Design
Created By: _INTERFACE STUDIO
Date Created: April 12, 2016


TRANSIT ACCESS MAP
TOWN OF NORTH KINGSTOWN RHODE ISLAND
Comprehensive Plan, 2016
Location Inset
CT
RI
MA
WARWICK
EAST GREENWICH
Quonset Point State Airport
Narragansett Bay
Jamestown Bridge
JAMESTOWN
EXETER
NARRAGANSETT
402
403
4
2
1
102
1A
138
0 0.5 1 1.5 2 Miles
MAP LEGEND
DISTANCE TO TRANSIT STOPS
1/2 mile
RIPTA bus routes and stop
MBTA station
POPULATION DENSITY
High
Low
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Data Source: RIGIS
U.S. Census (2010)
Created By: _INTERFACE STUDIO
Date Created: January 2, 2018

10. NATURAL HAZARDS AND CLIMATE CHANGE

- Priority natural hazards and climate change trends that are likely to impact the municipality[28]

WIND RELATED HAZARDS	WINTER RELATED HAZARDS	FLOOD RELATED HAZARDS	GEOLOGIC RELATED HAZARDS	ADDITIONAL HAZARDS
Storm Surge	Snow	Riverine Flooding	Earthquakes	Wildfire
Hurricanes	Ice	Flash Flooding		Drought
Tornadoes	Extreme Cold	Urban Flooding		Extreme Heat
High Winds		Coastal Flooding		
		Climage Change & Sea Level Rise		
		Coastal Erosion		
		Dam Breach		

- Past natural hazards that have occurred within the municipality[28]

Wind Related Hazards

1) 2012 October "Superstorm Sandy"
2) 2011 August Tropical Storm Irene
3) 1991 Hurricane Bob, 1985 Hurricane Gloria
4) 1954 Hurricane Carol
5) 1938 Hurricane (most extreme on record)

Winter Related Hazards

1) 2013 February Winter Storm "Nemo"
2) 1978 Blizzard

Flood Related Hazards

1) 2012 October "Superstorm Sandy"
2) 2011 August Tropical Storm Irene
3) 2010 March 500-year Flood
4) 1991 Hurricane Bob
5) 1985 Hurricane Gloria
6) 1954 Hurricane Carol
7) 1938 Hurricane (most extreme on record)

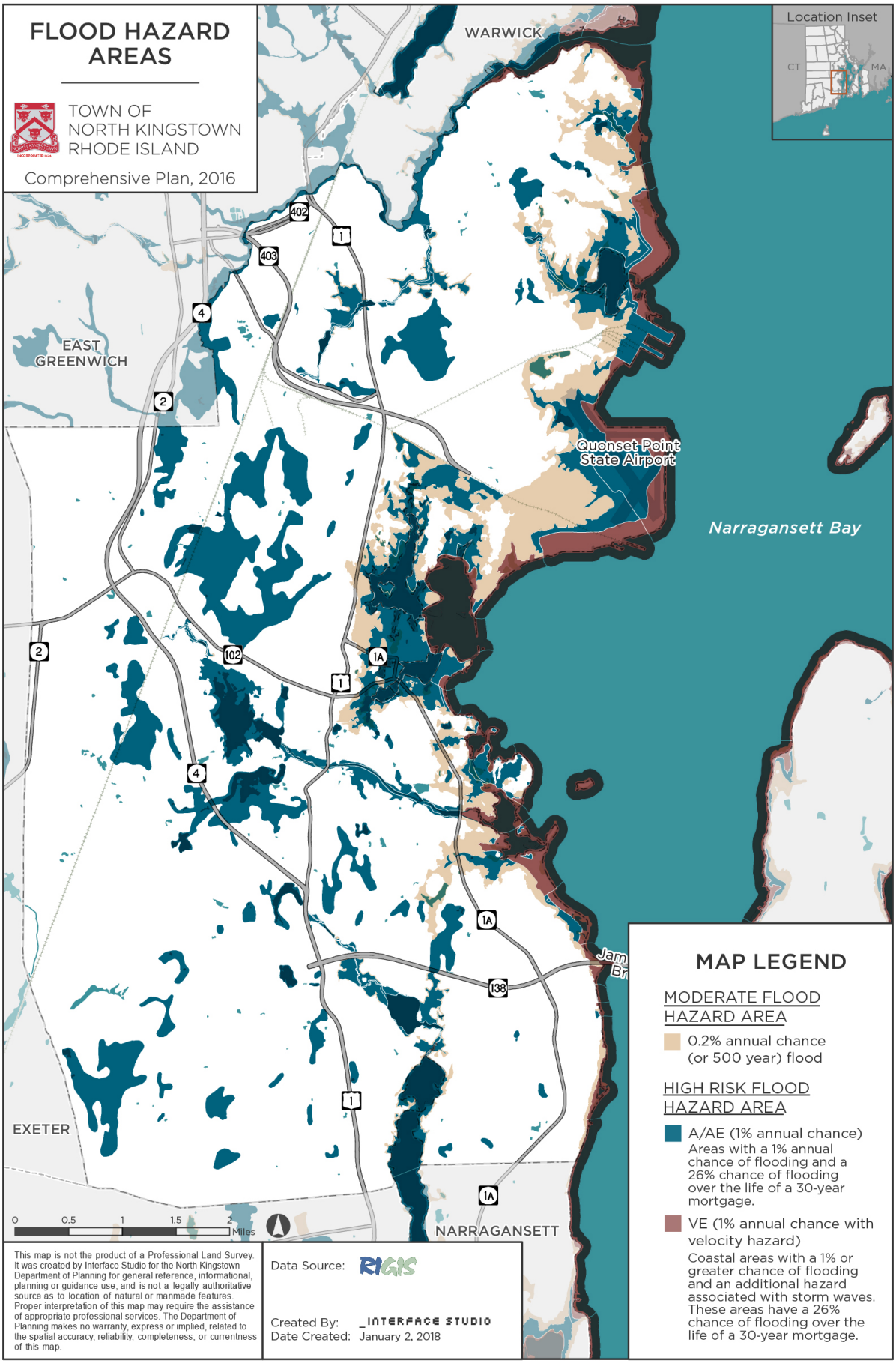
Geologic Related Hazards

1) 1951 Earthquake 4.6 Richter Scale

Additional Hazards

1) 2002 Statewide seasonal drought
2) 1999 Statewide seasonal drought
3) 1975 wildfire
4) 1969 wildfire
5) Mid-1960s Statewide long-term drought

[28] Adaptation to Natural Hazards & Climate Change in North Kingstown, Rhode Island, pp 18-19


FLOOD HAZARD AREAS
TOWN OF NORTH KINGSTOWN RHODE ISLAND
Comprehensive Plan, 2016
WARWICK
EAST GREENWICH
EXETER
NARRAGANSETT
Quonset Point State Airport
Narragansett Bay
Location Inset
CT
MA
402
403
1
4
2
102
1A
138
0 0.5 1 1.5 2 Miles
MAP LEGEND
MODERATE FLOOD HAZARD AREA
0.2% annual chance (or 500 year) flood
HIGH RISK FLOOD HAZARD AREA
A/AE (1% annual chance)
Areas with a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year mortgage.
VE (1% annual chance with velocity hazard)
Coastal areas with a 1% or greater chance of flooding and an additional hazard associated with storm waves. These areas have a 26% chance of flooding over the life of a 30-year mortgage.
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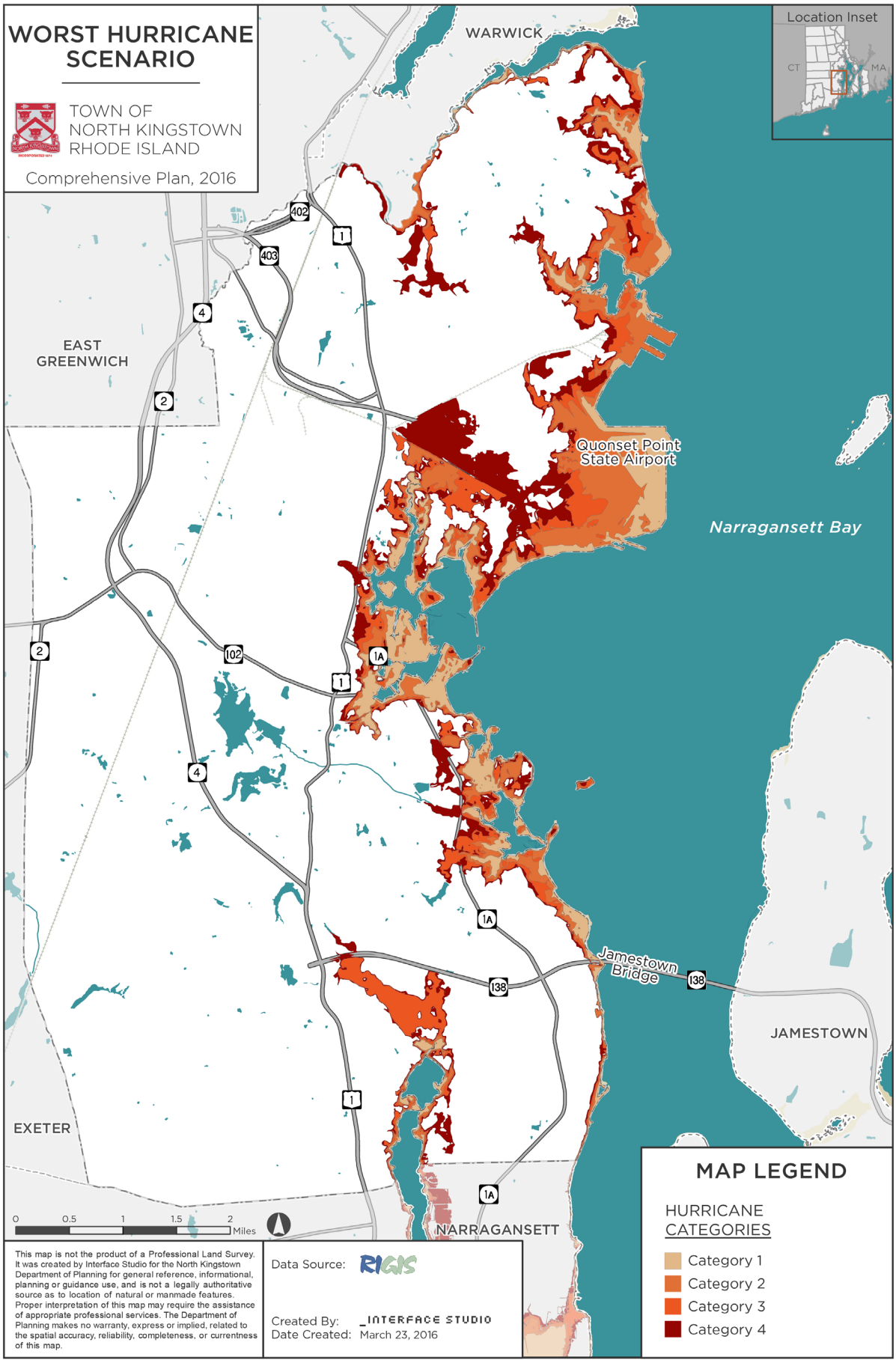
Data Source: RIGIS
Created By: _INTERFACE STUDIO
Date Created: January 2, 2018


WORST HURRICANE SCENARIO
TOWN OF NORTH KINGSTOWN RHODE ISLAND
Comprehensive Plan, 2016
Location Inset
CT
RI
MA
WARWICK
EAST GREENWICH
Quonset Point State Airport
Narragansett Bay
Jamestown Bridge
JAMESTOWN
EXETER
NARRAGANSETT
402
403
4
2
1
102
1A
138
0 0.5 1 1.5 2 Miles
MAP LEGEND
HURRICANE CATEGORIES
Category 1
Category 2
Category 3
Category 4
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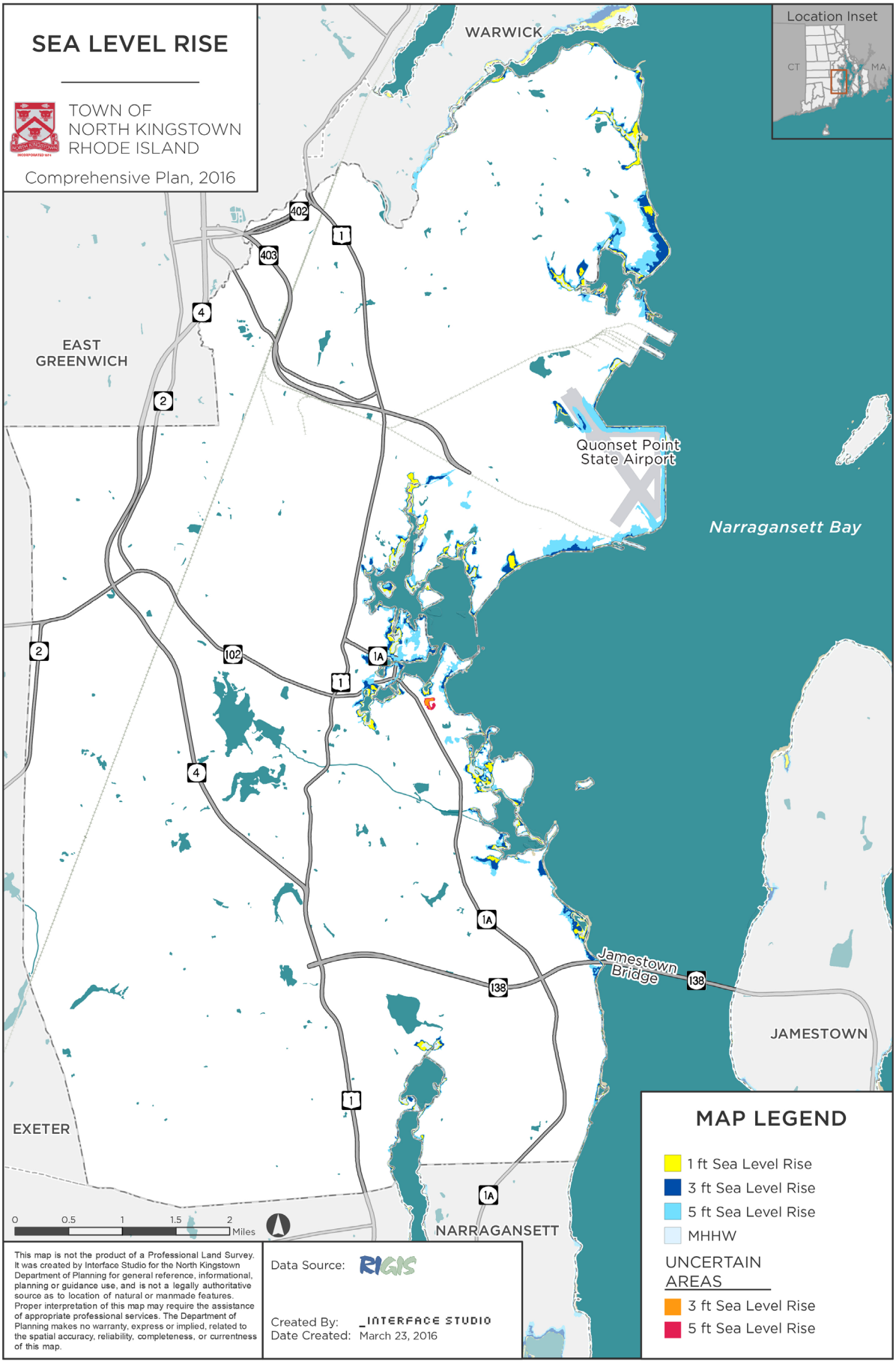
Data Source: RIGIS
Created By: _INTERFACE STUDIO
Date Created: March 23, 2016


SEA LEVEL RISE
TOWN OF
NORTH KINGSTOWN
RHODE ISLAND
Comprehensive Plan, 2016
WARWICK
Location Inset
CT
MA
EAST
GREENWICH
Quonset Point
State Airport
Narragansett Bay
Jamestown
Bridge
JAMESTOWN
EXETER
NARRAGANSETT
0 0.5 1 1.5 2 Miles
MAP LEGEND
1 ft Sea Level Rise
3 ft Sea Level Rise
5 ft Sea Level Rise
MHHW
UNCERTAIN
AREAS
3 ft Sea Level Rise
5 ft Sea Level Rise
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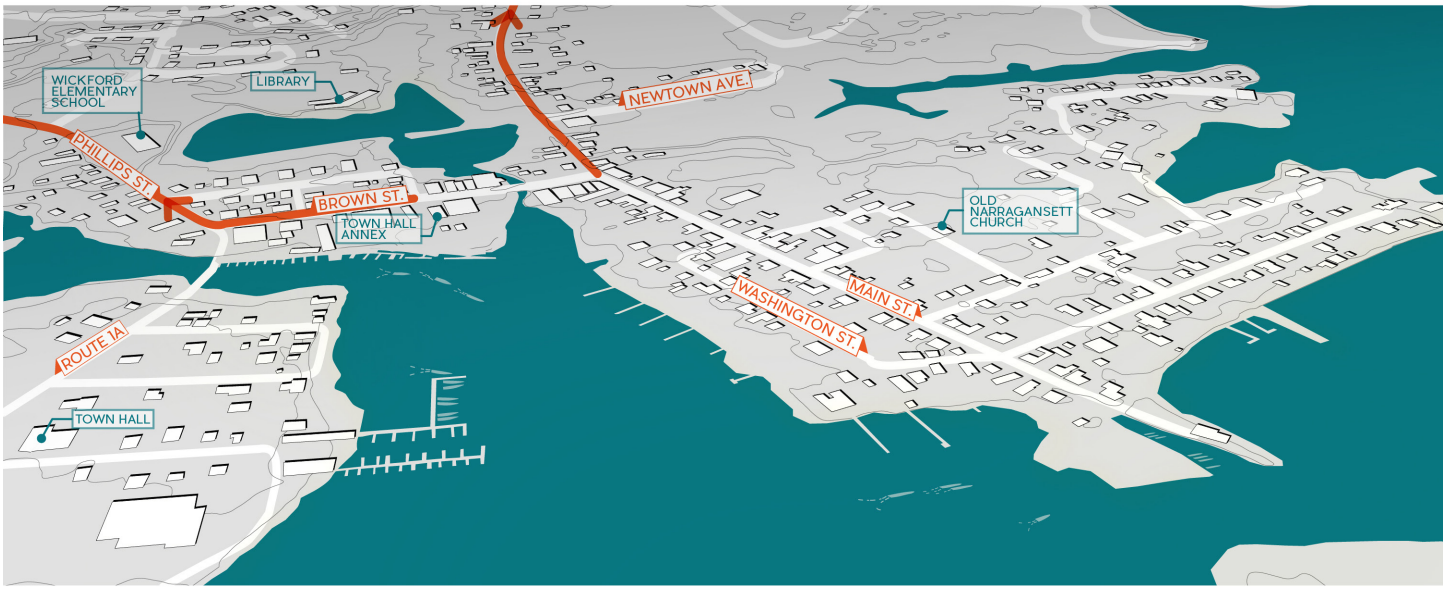
Created By: _INTERFACE STUDIO
Date Created: March 23, 2016

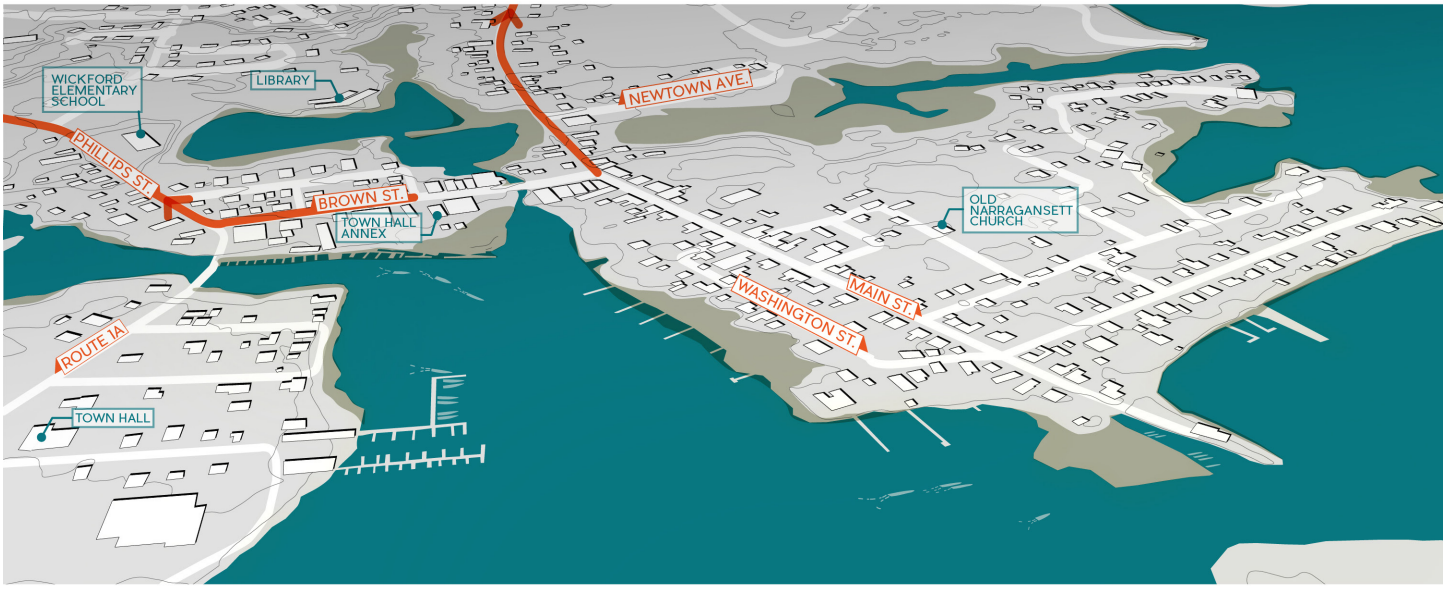
SALT MARSH PROJECTION SCENARIOS

EXISTING



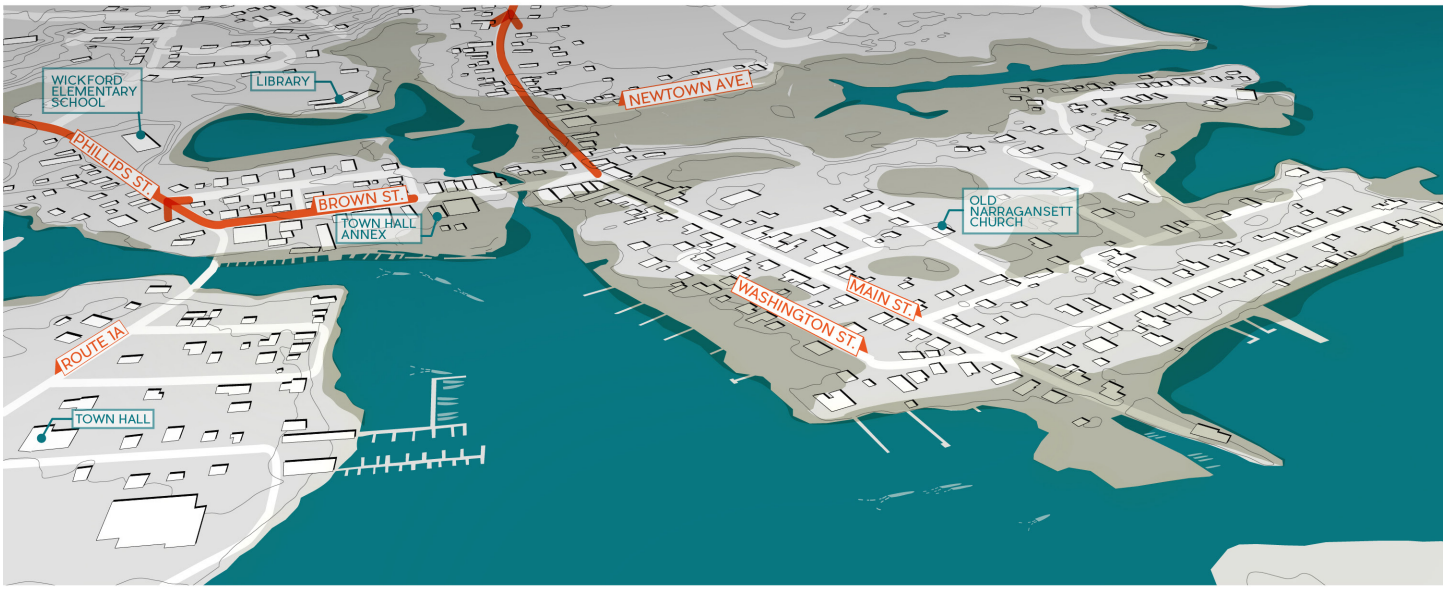
EXISTING EVACUATION ROUTE

+ 1 FOOT SEA LEVEL RISE



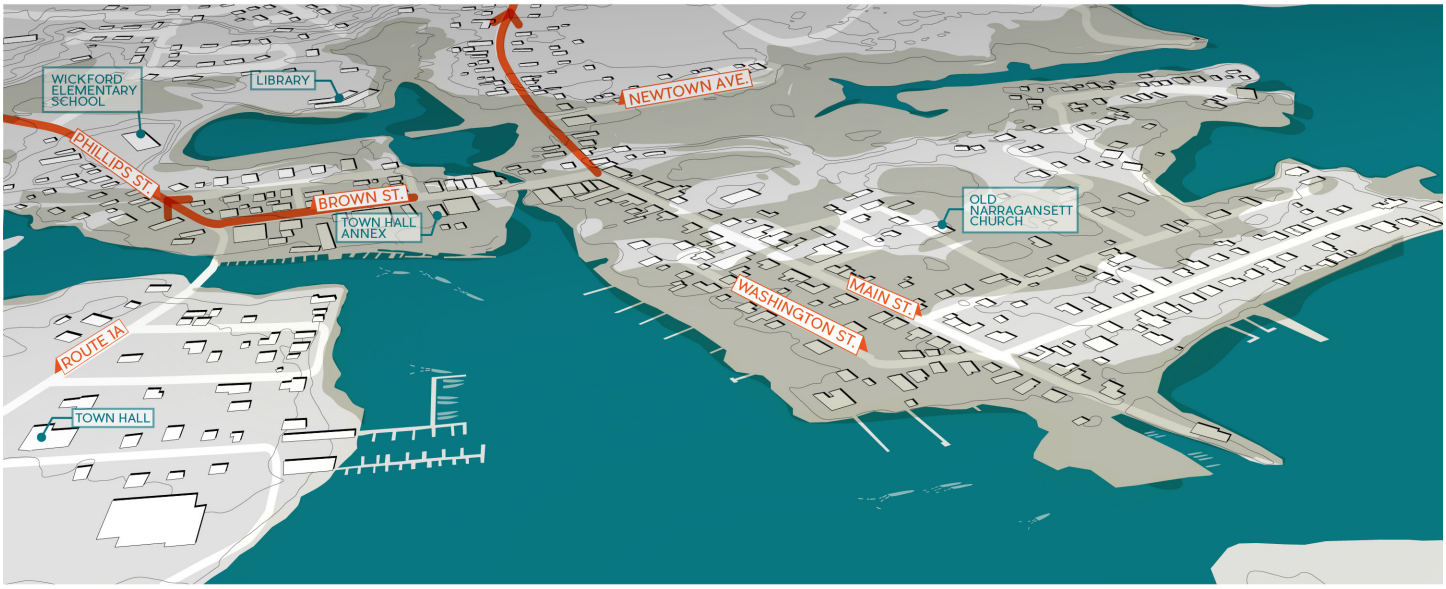
EXISTING EVACUATION ROUTE

+ 3 FOOT SEA LEVEL RISE



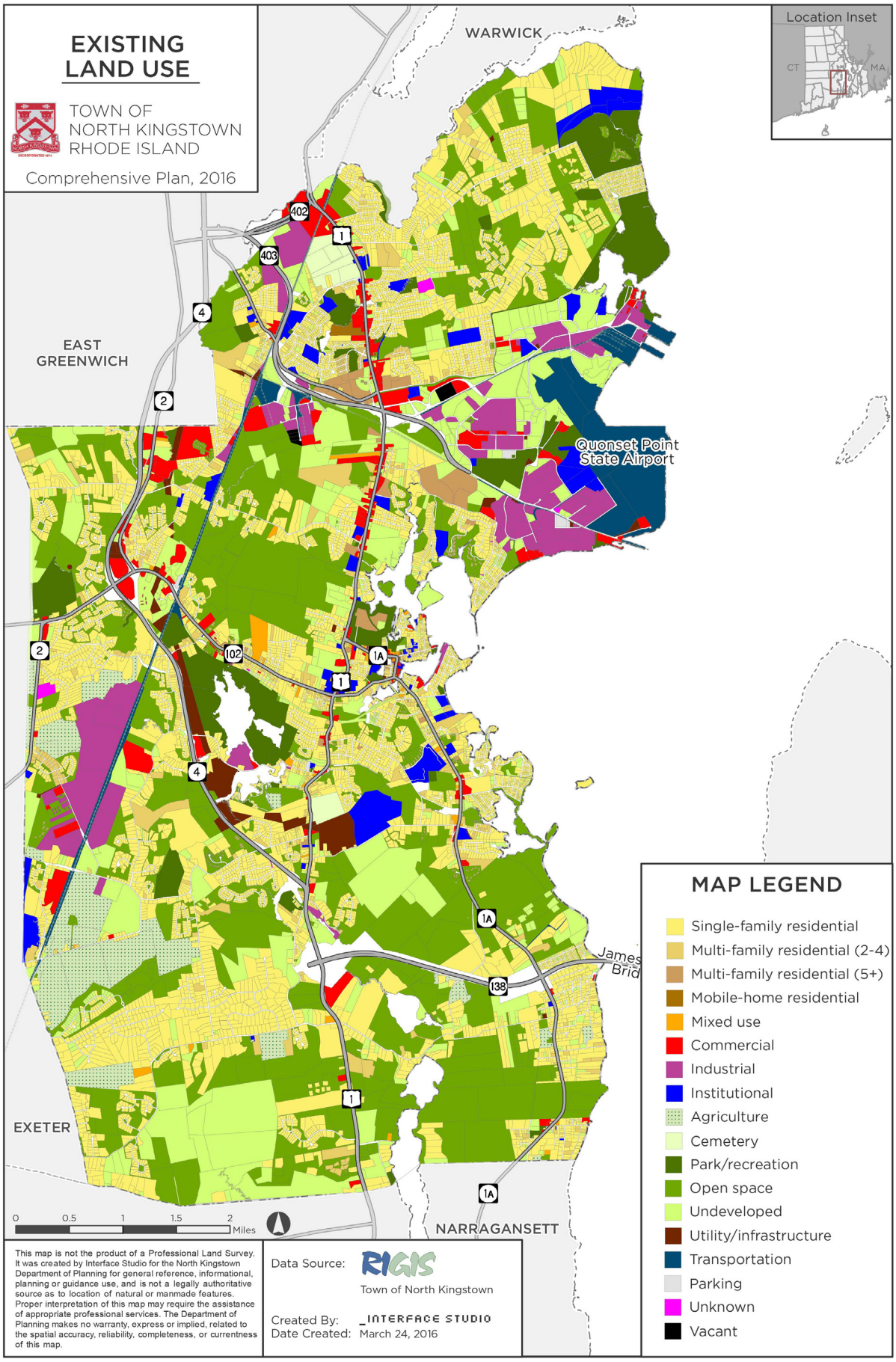
EXISTING EVACUATION ROUTE

+ 5 FOOT SEA LEVEL RISE



EXISTING EVACUATION ROUTE

11. LAND USE


EXISTING LAND USE
TOWN OF NORTH KINGSTOWN RHODE ISLAND
Comprehensive Plan, 2016
WARWICK
EAST GREENWICH
EXETER
NARRAGANSETT
Quonset Point State Airport
Location Inset
CT
RI
MA
402
403
4
2
1
102
1A
138
0 0.5 1 1.5 2 Miles
MAP LEGEND
Single-family residential
Multi-family residential (2-4)
Multi-family residential (5+)
Mobile-home residential
Mixed use
Commercial
Industrial
Institutional
Agriculture
Cemetery
Park/recreation
Open space
Undeveloped
Utility/infrastructure
Transportation
Parking
Unknown
Vacant
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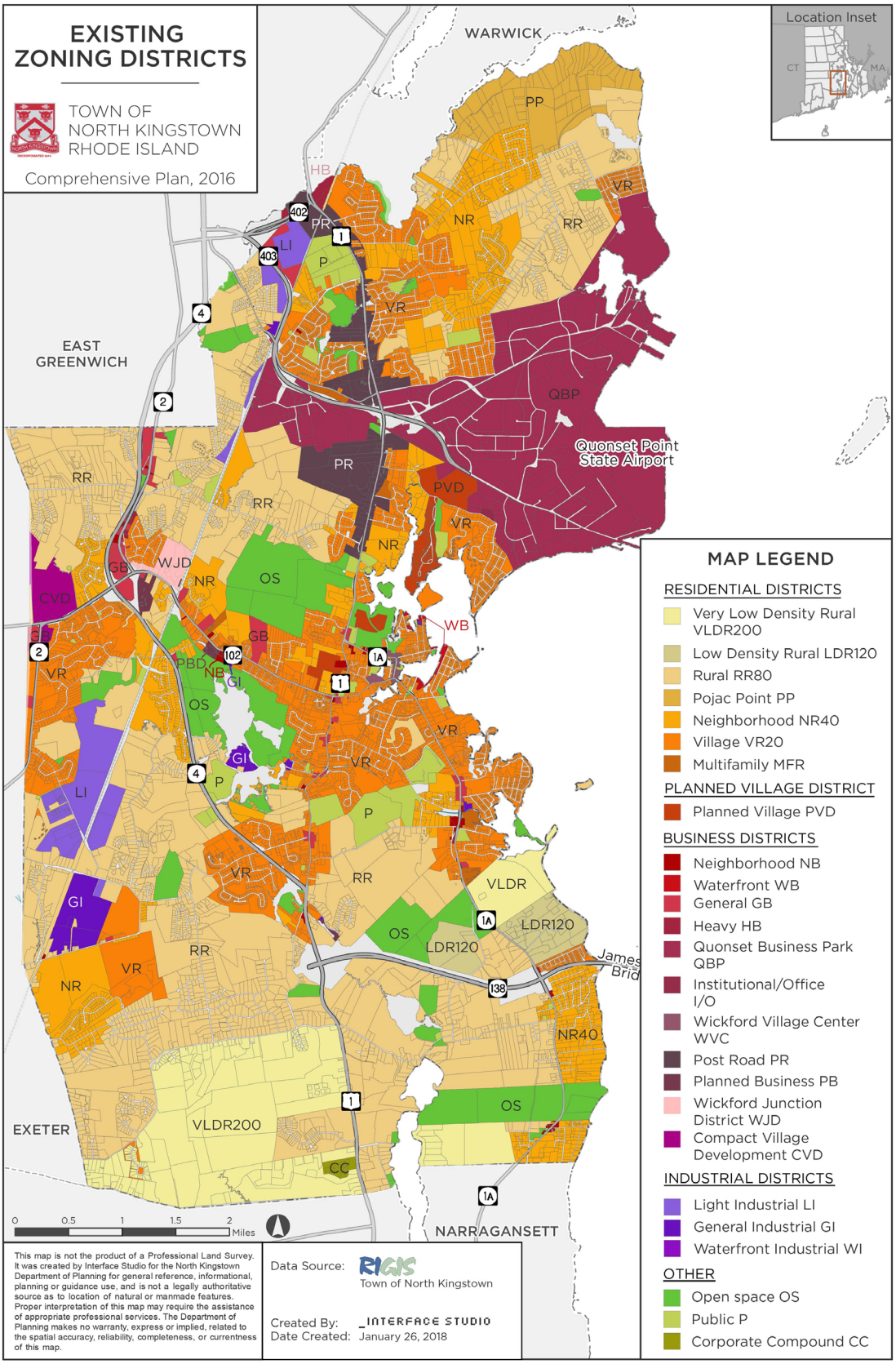
Town of North Kingstown
Created By: _INTERFACE STUDIO
Date Created: March 24, 2016


EXISTING ZONING DISTRICTS
TOWN OF NORTH KINGSTOWN RHODE ISLAND
Comprehensive Plan, 2016
Location Inset
CT
RI
MA
WARWICK
EAST GREENWICH
EXETER
NARRAGANSETT
Quonset Point State Airport
James Brid
PP
HB
PR
LI
P
NR
RR
VR
QBP
PVD
WJD
GB
OS
CVD
WB
PBD
NB
GI
LDR120
VLDR
VLDR200
NR40
CC
0 0.5 1 1.5 2 Miles
MAP LEGEND
RESIDENTIAL DISTRICTS
Very Low Density Rural VLDR200
Low Density Rural LDR120
Rural RR80
Pojac Point PP
Neighborhood NR40
Village VR20
Multifamily MFR
PLANNED VILLAGE DISTRICT
Planned Village PVD
BUSINESS DISTRICTS
Neighborhood NB
Waterfront WB
General GB
Heavy HB
Quonset Business Park QBP
Institutional/Office I/O
Wickford Village Center WVC
Post Road PR
Planned Business PB
Wickford Junction District WJD
Compact Village Development CVD
INDUSTRIAL DISTRICTS
Light Industrial LI
General Industrial GI
Waterfront Industrial WI
OTHER
Open space OS
Public P
Corporate Compound CC
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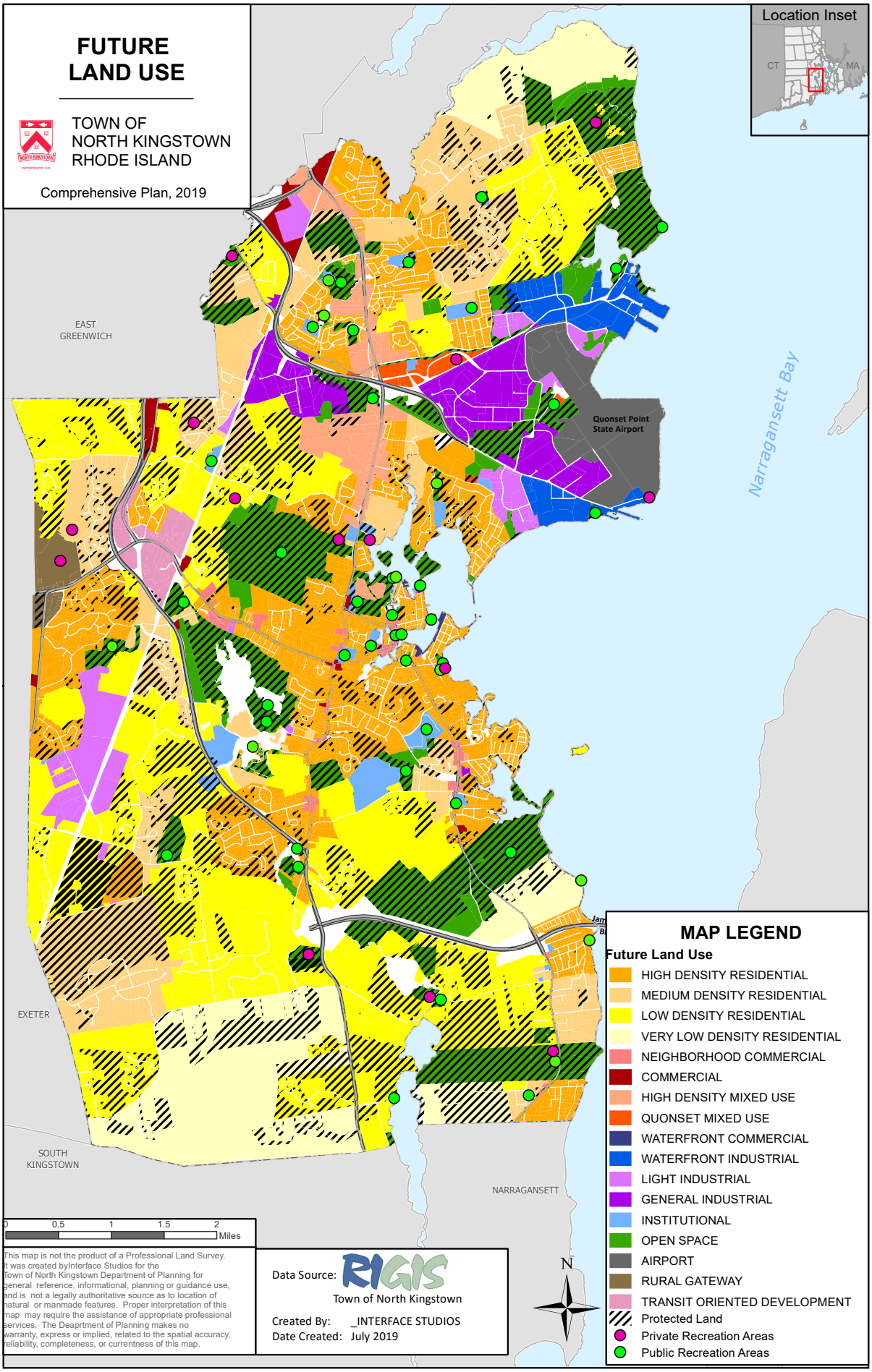
Data Source: RIGIS Town of North Kingstown
Created By: INTERFACE STUDIO
Date Created: January 26, 2018


FUTURE
LAND USE
TOWN OF
NORTH KINGSTOWN
RHODE ISLAND
Comprehensive Plan, 2019
Location Inset
CT
MA
EAST
GREENWICH
Quonset Point
State Airport
Narragansett Bay
EXETER
SOUTH
KINGSTOWN
NARRAGANSETT
0 0.5 1 1.5 2
Miles
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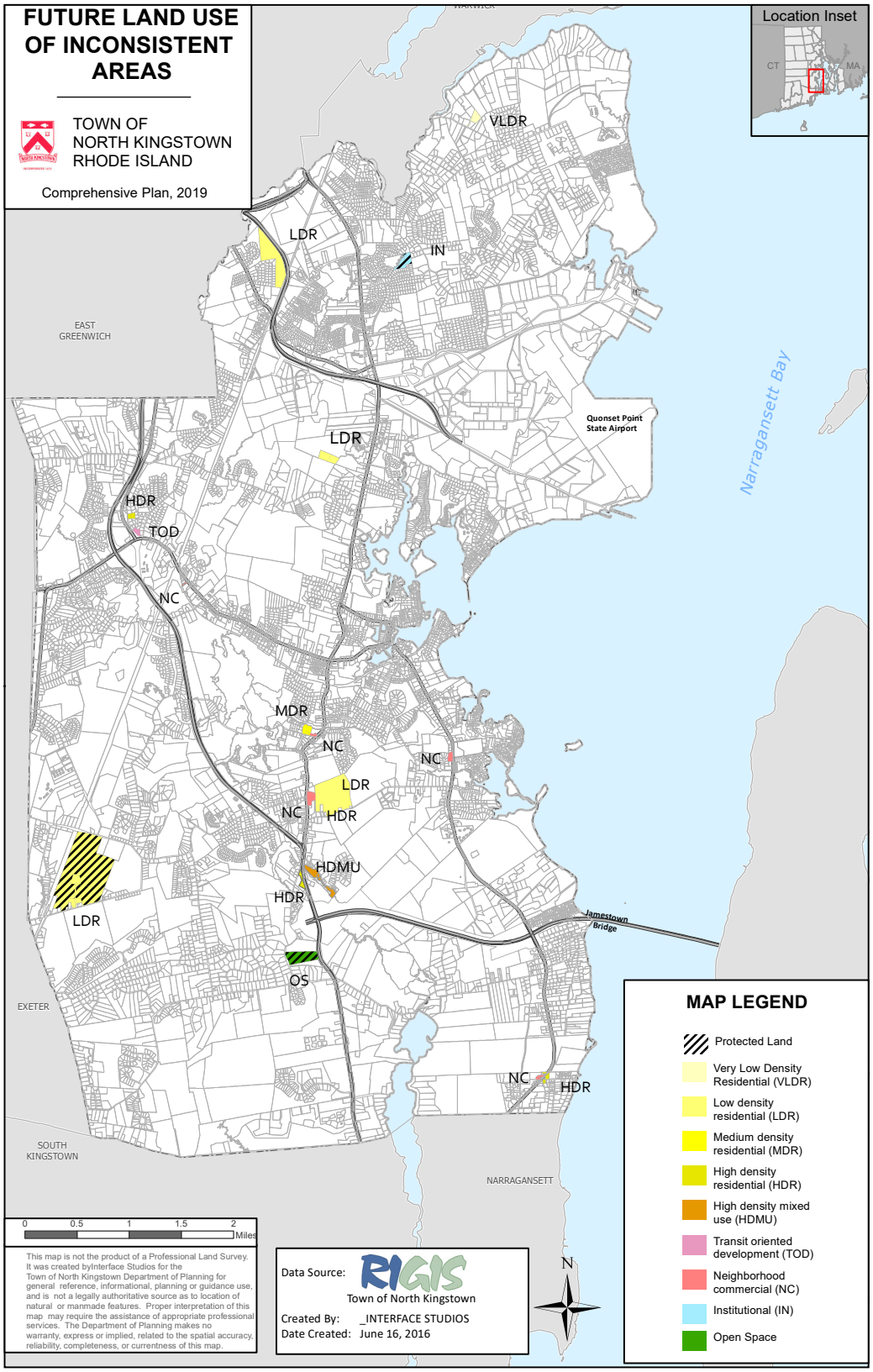
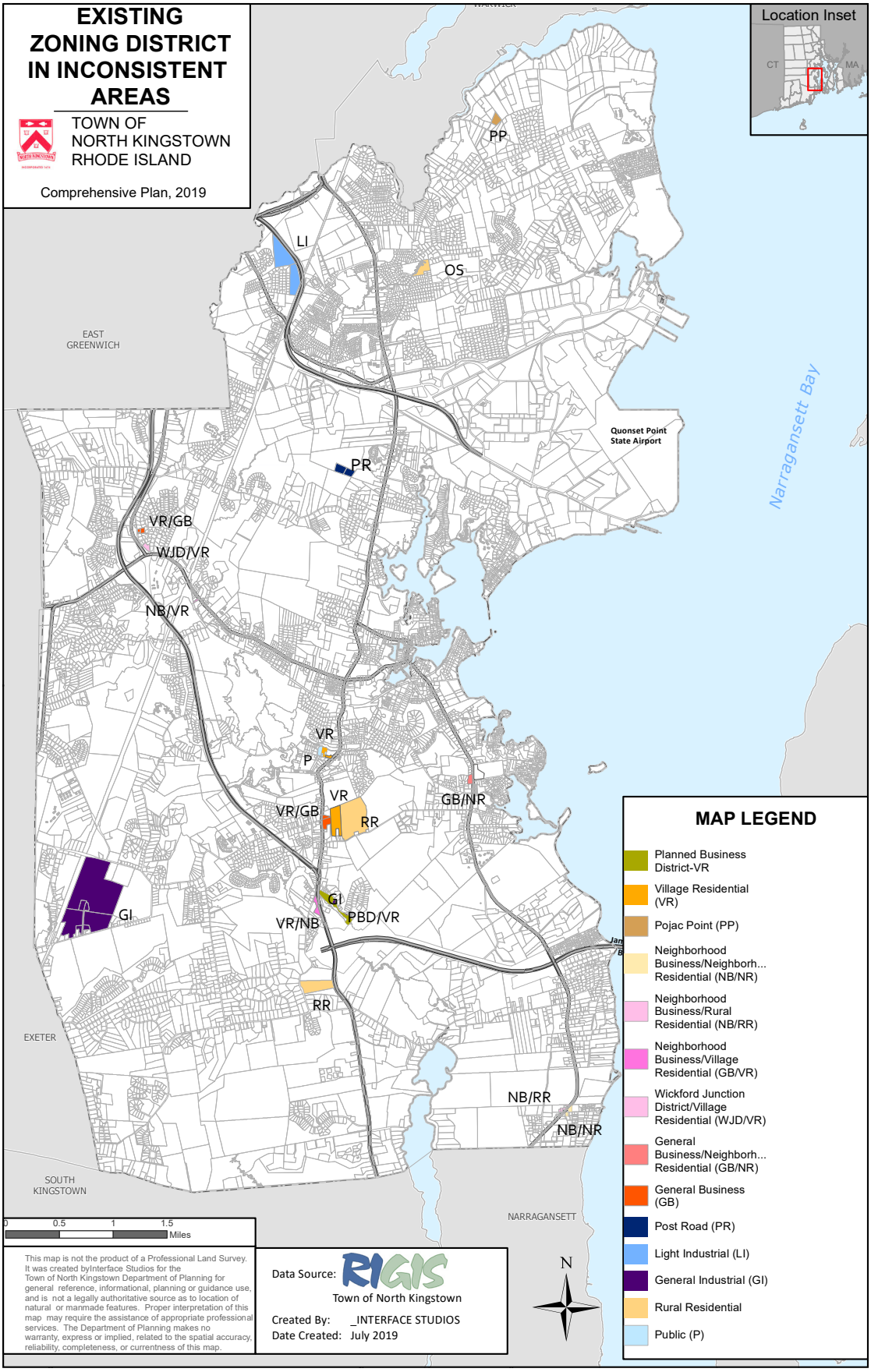
Data Source:
RIGIS
Town of North Kingstown
Created By: _INTERFACE STUDIOS
Date Created: July 2019
N
MAP LEGEND
Future Land Use
HIGH DENSITY RESIDENTIAL
MEDIUM DENSITY RESIDENTIAL
LOW DENSITY RESIDENTIAL
VERY LOW DENSITY RESIDENTIAL
NEIGHBORHOOD COMMERCIAL
COMMERCIAL
HIGH DENSITY MIXED USE
QUONSET MIXED USE
WATERFRONT COMMERCIAL
WATERFRONT INDUSTRIAL
LIGHT INDUSTRIAL
GENERAL INDUSTRIAL
INSTITUTIONAL
OPEN SPACE
AIRPORT
RURAL GATEWAY
TRANSIT ORIENTED DEVELOPMENT
Protected Land
Private Recreation Areas
Public Recreation Areas


FUTURE LAND USE OF INCONSISTENT AREAS
TOWN OF NORTH KINGSTOWN RHODE ISLAND
Comprehensive Plan, 2019
Location Inset
CT
RI
MA
VLDR
LDR
IN
EAST GREENWICH
Quonset Point State Airport
Narragansett Bay
LDR
HDR
TOD
NC
MDR
NC
NC
LDR
NC
HDR
HDMU
HDR
LDR
Jamestown Bridge
OS
EXETER
NC
HDR
SOUTH KINGSTOWN
NARRAGANSETT
0 0.5 1 1.5 2 Miles
This map is not the product of a Professional Land Survey. It was created byInterface Studios for the Town of North Kingstown Department of Planning for general reference, informational, planning or guidance use, and is not a legally authoritative source as to location of natural or manmade features. Proper interpretation of this map may require the assistance of appropriate professional services. The Department of Planning makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currentness of this map.
Data Source: RIGIS
Town of North Kingstown
Created By: _INTERFACE STUDIOS
Date Created: June 16, 2016
N
MAP LEGEND
Protected Land
Very Low Density Residential (VLDR)
Low density residential (LDR)
Medium density residential (MDR)
High density residential (HDR)
High density mixed use (HDMU)
Transit oriented development (TOD)
Neighborhood commercial (NC)
Institutional (IN)
Open Space


EXISTING ZONING DISTRICT IN INCONSISTENT AREAS
TOWN OF NORTH KINGSTOWN RHODE ISLAND
Comprehensive Plan, 2019
Location Inset
CT
MA
PP
LI
OS
EAST GREENWICH
Quonset Point State Airport
Narragansett Bay
PR
VR/GB
WJD/VR
NB/VR
VR
P
VR
VR/GB
RR
GB/NR
GI
GI
VR/NB
PBD/VR
RR
EXETER
NB/RR
NB/NR
SOUTH KINGSTOWN
NARRAGANSETT
MAP LEGEND
Planned Business District-VR
Village Residential (VR)
Pojac Point (PP)
Neighborhood Business/Neighborh... Residential (NB/NR)
Neighborhood Business/Rural Residential (NB/RR)
Neighborhood Business/Village Residential (GB/VR)
Wickford Junction District/Village Residential (WJD/VR)
General Business/Neighborh... Residential (GB/NR)
General Business (GB)
Post Road (PR)
Light Industrial (LI)
General Industrial (GI)
Rural Residential
Public (P)
0 0.5 1 1.5 Miles
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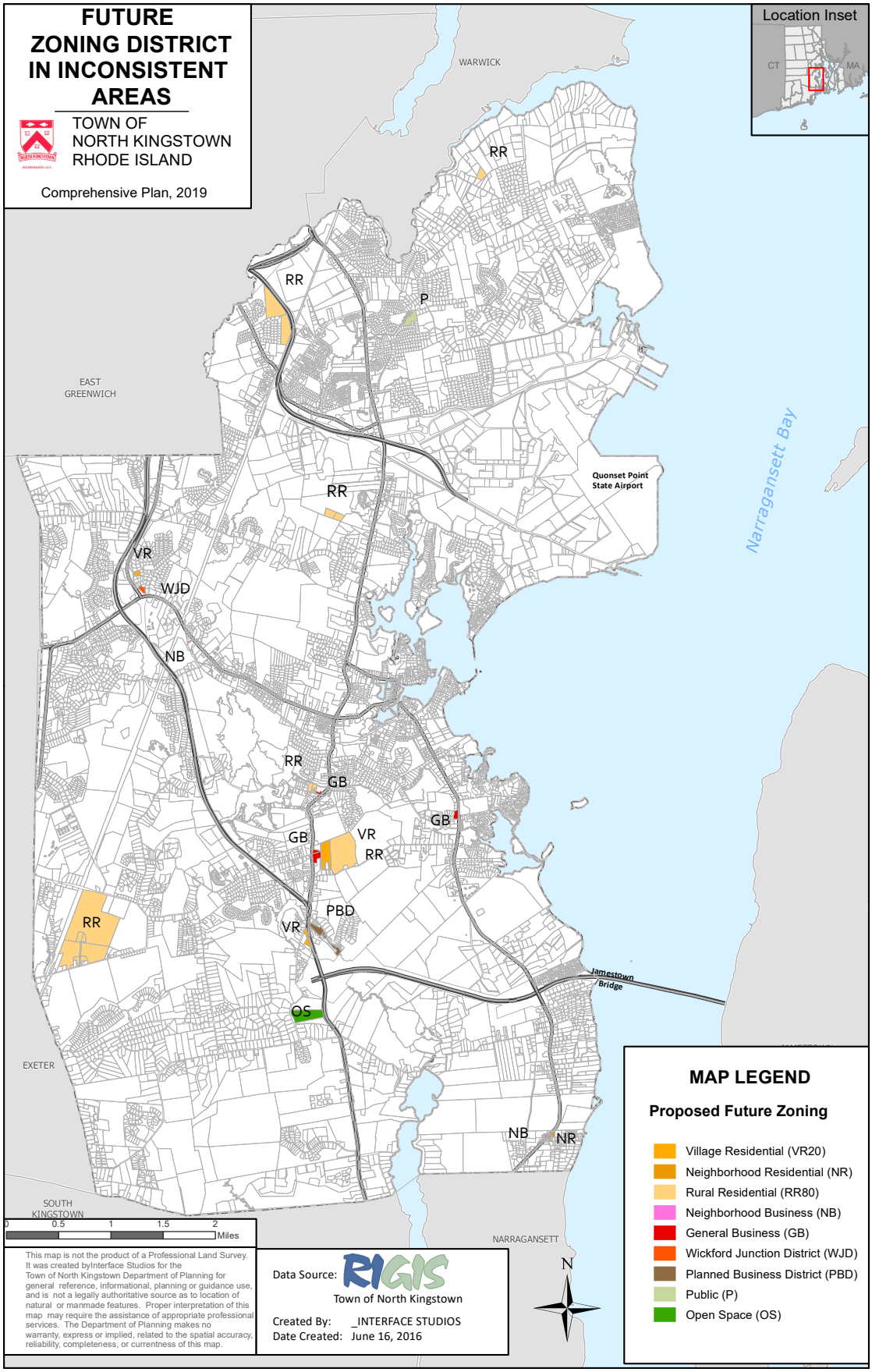
Data Source: RIGIS
Town of North Kingstown
Created By: _INTERFACE STUDIOS
Date Created: July 2019
N


FUTURE ZONING DISTRICT IN INCONSISTENT AREAS
TOWN OF NORTH KINGSTOWN RHODE ISLAND
Comprehensive Plan, 2019
Location Inset
CT
RI
MA
WARWICK
EAST GREENWICH
EXETER
SOUTH KINGSTOWN
NARRAGANSETT
Quonset Point State Airport
Narragansett Bay
Jamestown Bridge
RR
P
VR
WJD
NB
GB
PBD
OS
NR
0 0.5 1 1.5 2 Miles
This map is not the product of a Professional Land Survey. It was created byInterface Studios for the Town of North Kingstown Department of Planning for general reference, informational, planning or guidance use, and is not a legally authoritative source as to location of natural or manmade features. Proper interpretation of this map may require the assistance of appropriate professional services. The Department of Planning makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currentness of this map.
Data Source: RIGIS
Town of North Kingstown
Created By: _INTERFACE STUDIOS
Date Created: June 16, 2016
N
MAP LEGEND
Proposed Future Zoning
Village Residential (VR20)
Neighborhood Residential (NR)
Rural Residential (RR80)
Neighborhood Business (NB)
General Business (GB)
Wickford Junction District (WJD)
Planned Business District (PBD)
Public (P)
Open Space (OS)

12. PUBLIC FORUM SUMMARY

SUMMARY OF RESULTS
NORTH KINGSTOWN COMPREHENSIVE PLAN
PUBLIC MEETING 1 and COLLABORATIVE MAPPING
JULY 13 – AUGUST 14, 2015

EXERCISE 1: TODAY & TOMORROW

Instruction: What is North Kingstown Today and what should it be Tomorrow?

TODAY)	**Total 35**
Great potential, but subject to over-dev. and sprawl	
Taxes are too high	
Confused	
Growth in wrong areas sprawl	
Business unfriendly	
Confused	
Missing opportunities to make connections	
Making changes to better plan for the future	
Holding its breath, waiting for something to happen	
A bit of a hodgepodge	
In need of business development and supportive infrastructure	
Bed occupy community	
Sprawl	
Uncertain about what future should be –somewhat fractured	
Bedroom community of providence	
Disconnected neighborhoods and commercial areas	
About to be submerged by next storm surge	
Quant Coastal Community	
Rural Quality of Life	
White	
Only wet a king tides	
Subject to sprawling unattractive commercial and residential development	
Looks like Bald Hill Rd. in Warwick Not a good thing	
Quick to change vision and rules (e.g. Urban service boundary) to accommodate development	
Diversity of Development Types: economic, residential, industrial, single family, agriculture, condo, marine, multi-family, elders	
The basic structure for very positive growth	
Disorganized, Mismanaged	
Hodgepodge of different disjoint communities	
Lost its direction	
Expensive	
Help businesses downtown	
Fairly wealthy suburban community with many retirees	
Wildly over-developing	
Great art center, Economically depressed, Resource rich, Over taxed, Bad road	
Disjointed sea of un-connected residential compounds	

TOMORROW)	**Total 35**
Improved + expanded open space farmland QDC Wickford	
Collection of connected villages supported by strong commercial areas	
Town Leader	
Diverse	
Bike trail to village from Quonset	
Outdoorsy	
Making things happen-viable mixed use cultural center	
A town that feels and looks unified	
Walkable community with restaurants that vary like EG	
Quaint Village	
Shoreline connection available	
Arts + Culture center (with strong libraries)	
More Wickford restaurants	
Interconnected neighborhoods, commercial areas	
Sense of community, Diverse, Resilient (added floody issue)	
Hub and Spoke town	
Destination location	
Resilient to climate change. May require moving structure	
Maintain character and charm	
Growth in designated business centers	
Flood resistant	
Less expensive taxes, better arts support	
Thoughtful about development	
Environmentally progressive	
Use of urban service boundary to help Wickford, Solar power school	
Town inclusion through Post Road development	
Re-imagination of Post Rd., recognizing changed demographics, needs multimodal transportation improvements	
Supportive community, Destination location	
Able to set vision and zoning and stick with it	
We need a new mayor!	
Attracts people to visit and capitalizes on people who work here	
Fiscally responsible	
Bike trail to tour from bike trail at Quonset	
As much open space as possible	
More trees, parks, nature – not like a city	

EXERCISE 2: "ANY OTHER COMMENTS?"

COMMENTS	Total 7
Energy usage at schools –solar power year round, LEEDS –office & municipal buildings, Use of "gray" water at Quonset Area	
Please let's start to talk positively regarding our town and the attempted improvements. Negativity sells nothing!	
Ask local businesses for advice	
Please help save Saw Mill Pond!	
Don't forget very north end commercial/Frenchtown area	
Preserve open space and family farms as the #1 priority, because once it's gone, it will never come back.	
It is misleading to characterize flooding as due to rain. We have coastal flooding, exacerbated by sea level rise, which will increase in the years ahead. Part of this plan must consider Sea Level Rise, coastal flooding, insurance rates. We also have flooding due to increasingly intense rain, but it is secondary to coastal flooding.	
Energy usage at schools –solar power year round, LEEDS –office & municipal buildings, Use of "gray" water at Quonset Area	

EXERCISE 3: COLLABORATIVE MAPPING

- *Question 2) where is a hidden gem?*
- *Question 3) where would you spend money for improvements?*

Q2) WHERE IS A HIDDEN GEM?	Total 48
GEM	COMMENTS
Ryan Park	Outstanding trails, scenery, and open space
Wickford Shoreline	
Gilbert Stuart House / Camp Nokewa	Historic
Downtown Wickford	Needs help and is a gem
Biomes	Is a gem
The old trail bridge from Wickford Station to Wickford	Some is already protected, some is private land
Post Road Bike Trail	Old railroad right of way
Wickford Elementary School	
Saw Mill Pond	
Belleville Pong / Ryan's Park	Wonderful place to walk, mountain bike
Coastal Growers Market at Casey Farm	And Casey Farm in general
Signal Rock Ball Park	n/a
Saw Mill Pond	n/a
Saw Mill Pond	n/a
Saw Mill Pond	n/a
Open space / farms	n/a
Gilbert Stuart House	n/a
Biomes is terrific	n/a
Wickford Elementary	n/a
Cucumcussoc	n/a
Signal Rock Park	n/a
Public library connection with West Mail	Offers opportunity for pedestrian connection that isn't well marked
Biomes	n/a
Rt 1A Corridor	Vistas to the East, Casey Farm, the character and feel
Loop Road	A beautiful view of Wickford, birds, fishing
Rural gateway & farms	n/a
Saw Mill Pond, Davisville	n/a
Sawmill Pond	Beautiful water feature in the center of a dense neighborhood. Just needs to be cleaned and polished.

Q2) WHERE IS A HIDDEN GEM? - CONTINUED

GEM	COMMENTS
Saw Mill Pond	n/a
Cocumcossoc Park	n/a
Ryan Park	n/a
Rome Point	n/a
Davisville Free Library	n/a
Shady Lea Arts Center	n/a
Gilbert Stuart Museum	n/a
John Chaffee Preserve / Rome Point	n/a
Beaches on Quonset Point	n/a
Rail right of way / parking lot	West Davisville, see parking lot next to bridge, need a train set to start commuter train
Gilbert Stuart / Snuff Mill Roads	Favorite bicycle ride
Town Beach	With some sprucing up, this could be a real hotspot for NK residents
Farmlands and Rural Gateway	Scenic residential and farm land
open space	open space
Layfayette Mills	An emerging village on the Ten Rod Road connector between Wickford Junction and Wickford Village. The building by the waterfall is perfect for a small pub
Potential agriculture corridor trail between NK, EG and Exeter	Develop a "farmway trail" to promote our local farming and craft-food
Potential Transportation Hub	Transportation hub for access in
farms	protect the farms
Titled Barn Brewery	A wonderful hidden gem using farmland to support Newport Storm brewery (with hops) and growing and making their own beer. Family run.
New Marker	Farmland with established trees as a result of an existing nursery that would be great for creating an arboretum and walking trails.

Q3) WHERE WOULD YOU SPEND MONEY FOR IMPROVEMENTS? **Total 40**

WHERE THE MONEY SHOULD BE SPENT	COMMENTS
Post Road Help!	n/a
Post Road	n/a
Post Road Redevelopment + Beautification	Bike path for easy access from Wickford to Quonset
Downtown	Downtown is where people come to spend money but there is not enough to do.
Safe bike route	From train station area to Wickford area and also up Route 1
Post Road Bike Trail	Old railroad right of way
Wickford Sewers & Wickford Elementary	n/a
Cocumcussoc	n/a
Calf Pasture Beach	Needs a parking lot!
Rt. 1 between the police dept and Quonset	Make this area bike friendly, pedestrian friendly, connected.
Post Road development	South - Quonset to Wickford
Post Road	n/a
Downtown	Downtown is the gem that draws people here and there is little to do there. That has to change.
Post Road!!!	n/a
Post Road improvements	n/a
Signal Rock Ballfield/Park	n/a
Post Road	Post Road is a main connector -- we need to look at pedestrian

Q3) WHERE WOULD YOU SPEND MONEY FOR IMPROVEMENTS? - CONTINUED

WHERE THE MONEY SHOULD BE SPENT	COMMENTS
Post Road corridor	Needs reimagining. Rethink roadway, install sidewalks, bike lanes, create distinct pockets of different style
Route 2/102	Poised for substantial commercial sprawl. I would like to see the rural character protected.
Post Road North	n/a
Saw Mill Pond	Protect the environment, save the trees!!
Post Road	n/a
Post Road ped/bike route	We need a pedestrian
Post Road	Connect Davisville/ped + improved transportation safety
Post Road	Bury electric lines
Post Road	n/a
Post Road	n/a
Wickford Elementary	Consolidate all town services into the vacant Wickford Elementary School
Arts, culture, libraries	n/a
Wickford	Small business development
Post Road	n/a
Buy a train	RI owns the rail right of way
Better boat ramp	n/a
Park	The baseball field is great, but the rest of the open area is way under-utilized. This could be a great recreation area with access to hiking trails and other family friendly things to do.
Post Road	This entire Post Road area needs revitalization.
Post Road North	Focus commercial here with wider roads, existing businesses, and approval of sewers. Infill and support existing rather than neglecting and sprawling in open spaces
Post Road	n/a
post rd	n/a
post rd north	improve post rd
New Marker	Money currently going for infrastructure and incentives should be added to relocating businesses and drawing new business to existing available buildings.
Post Road	n/a

SUMMARY OF RESULTS
NORTH KINGSTOWN COMPREHENSIVE PLAN
PUBLIC MEETING 2 and ONLINE ACTIVITY
OCTOBER 15 – OCTOBER 26, 2015

Q1. **VISION: What do we want North Kingstown to be?**

Instruction: Choose three phrases and that most represents your vision of the future and place dots next to your choice.

Total Responses 212

Phrases	Count	(%)
A COASTAL COMMUNITY	28	13%
WALKABLE / BIKABLE	27	13%
SCENIC	18	8%
SAFE	17	8%
CONNECTED	16	8%
FAMILY-ORIENTED	16	8%
RURAL	15	7%
HISTORIC	14	7%
INNOVATIVE	13	6%
LIVELY	11	5%
FRIENDLY	10	5%
A DESTINATION	6	3%
AN ECONOMIC HUB	5	2%
RESILIENT	5	2%
Other: Vibrant	4	2%
Other: Modern/Trendy	3	1%
DIVERSE	2	1%
AUTHENTIC	1	0%
Other	1	0%

Q2. **POST ROAD: How can we make Post Road better?**

Instruction: Choose three treatments that you think would most change the look, feel, and function of Post Road. Place dots next to your choice.

Total Responses 211

Treatments	Count	(%)
LANDSCAPING	34	16%
SIDEWALKS	31	15%
BIKE LANE	30	14%
TREES	30	14%
ZONING FLEXIBILITY	24	11%
CROSSWALKS & PEDESTRIAN SIGNALS	18	9%
CONTINUOUS PARKING LOTS & FEWER CURB CUTS	11	5%
OUTDOOR SEATING	9	4%
LIGHTING	4	2%
SIGNAGE	4	2%
Other: Pavement / Better Road	4	2%
Other: Mix in Residential Cluster Development for Seniors	2	1%
Other: Put Powerlines Underground	2	1%
Other: Center Turn Lane	2	1%
Other: Infill development / fill vacant buildings	2	1%
BUS SHELTERS	1	0%
Other: More connections to main roads	1	0%
Other: Move Shady Lea Art Community to Post Road	1	0%
Other: Parks	1	0%

Q3. **WICKFORD: How can we make Wickford Better?**

Instructions: Choose three actions that you think would have the biggest impact for Wickford and place dots next to your choice.

Total Responses 202

Actions	Count	(%)
CREATING MORE PUBLIC SPACE & ACCESS ALONG THE WATERFRONT	47	23%
ATTRACTING BOATERS AND TOURISTS	37	18%
DEVELOPING ALONG THE WATERFRONT	27	13%
ENCOURAGING MORE BUSINESSES TO STAY OPEN LATE DURING EVENTS	25	12%
REGULARIZING BUSINESS HOURS	21	10%
HOLDING MORE EVENTS	17	8%
INSTALLING PUBLIC ART	9	4%
Other: Resutaurants / Bars	6	3%
Other: Historical branding / signage / programming	3	1%
Other: Sewers	2	1%
Other: Senior Housing Cluster Developments with Transportation to Shopping and Train	2	1%
Other: Remove Poison Ivy from the Road and Wilson Park	1	0%
Other: Reduce traffic / increase bikabilty	1	0%
Other: Harbor Tours	1	0%
Other: Canoeing & Kayaking Expansion	1	0%
Other: Be More Small-Business Friendly	1	0%
Other	1	0%

Q4. **WATERFRONT: How can we make waterfront better?**

Instructions: For both Wickford waterfront & Town-wide waterfront, write and place a sticky note on the map.

Waterfront : Wickford	**Total 31**
Waterfront Dining- Micro brew pub	
Restaurants with outdoor seating	
More of a social hub instead of closing so early because of cranky residents	
Drivers cannot see pedestrians or oncoming traffic at this intersection – Franklin & Brown	
Planning Dept. building change to arts & culture center. Not need offices in basement at sea level	
Give bike access to Wickford from Post Road	
Create a public market like Pike Place or Boston (can be elevated to accommodate SLR); something open all year	
Create other close by parking (walking distance). Make this walk interesting so it will be used	
Walking bridge here [from the south tip of Beach Rose Café to the parking lot]	
Waterfront walkway connecting Brown St. Bridge to Hussey Bridge	
Move parking lot inland (near library?) then make open space where parking lot used to be. Add kayak/paddle boat ramps	
Landscape this lot [parking lot]	
[on the parking lot] public space, green space with benches; Kayak/canoe put-in; event/gazebo area (photo op); beachy/rocky access for daring young kids; bathroom open more	
Marine check in with kiosk [on the parking lot]	
More parking; we just took (3) spaces for a rock! [on the parking lot]	
Coastal perennial landscape/seating	
Landscape Public Access along shoreline connect to town beach property	
More usable space for recreational activities along waterfront (park space, etc…)	
Seasonal outdoor dining; outdoor seasonal events	

Waterfront : Wickford – CONTINUED
Reduce size of this parking lot and provide additional parking at Wilson Park and WMS. Get people to walk through village
Stage at Brown St Wharf
Pedestrian Friendly
Allow businesses to stay open; Create some open space; Green space & seating, liquor license lot hours
More seating available/ grass areas to enjoy the boaters and water
Kiosk
More seating and picnic tables
More restaurants in Wickford after sewers go in...
Dredge Wickford Cove
Convert some more parking on Brown St to park, music, market space
More seating areas on water in Wickford.
Attractive Development to draw people to Wickford

Waterfront : Town-wide	**Total 32**
Canoe/kayak put-ins; signage to outdoor areas; parking at outdoor areas i.e. Chaffee Natural Preserve	
Provide bike racks at end of bike path	
Sandy beach (as opposed to mud)	
More water recreation … kayaks/paddle boarding	
Create and publicize activity stations on trails or specific shoreline locations (i.e. Rome Point)	
Access and signage for Wickford restaurants & outdoor Rec @ Jamestown Bridge Exit	
Maintain trash and recycle receptacles	
Water activities available to rent	
New playground at the town beach	
Perfect the way it is	
More parking at Blue Beach, building bathrooms and changing rooms	
West Bay bike path	
As a new resident, I'm not even sure where we can go for beach access. I'd like to see more resources on this information with accessible beaches for townspeople and tourists that have good parking and safe beach access with family oriented activities.	
Town beach needs upgrades.... more public access to the beaches as a whole	
walkways or bike paths along the waterfront at any/all town waterfront locations	
Bike path connecting from Mount view along the coast	
Clean up the grassy area and playground at the town beach. Looks dumpy!	
Biking paths connecting green spaces via power line right of ways	
Pedestrian/bike access along entire coast for scenic bike ride	
Natural-material seating and shelter along Rome Point trails and seashore	
Clear communication on access points for kayakers	
Better (clear, well maintained paths/ entrance access to public water points	
I enjoy our waterfront	
Better stands at Ryan park for games	
More open space and access to the waterfront	
Better advertising of all NK has to offer!	
More sidewalks and bike paths connecting all roads to the beaches and parks; more bus services on Sunday uniting Wickford to Newport	
Better promoting the waterfront areas. The Public does not even know they exist.	
Extend bike path to provide greater pedestrian access to the waterfront area.	
pedestrian access and restaurants on waterfront	
Encourage development. The number one concern is high taxes. Only economic growth can reduce or stabilize taxes.	
Better access to beaches for pedestrians and cyclists (people not driving a car)	

Q5. **WICKFORD JUNCTION: How can we improve Wickford Junction?**

Instructions: Using the map and a card choose three most important improvements for Wickford Junction.

Total Responses 180

Improvements	**Weighted**
BETTER TRANSIT (NK - PROVIDENCE - BOSTON)	59
PROGRAMMING (FARMERS MARKET, OUTOOR ACTIVITIES)	59
BIKE CONNECTIONS	53
A MIX OF USES (HOUSING & RETAIL & OFFICE)	49
RETAIL	29
PARK & RIDE / TRANSIT HUB	20
OPEN SPACE	18
OFFICES/WORKSPACE	14
OTHER: IN-TOWN SHUTTLE BUS	11
OTHER: IN-TOWN TRANSIT	11
SIGNAGE	9
OTHER: SIDWALK	7
PUBLIC ART	5
OTHER: COMMUNITY CENTER; POSSIBLY SOCIAL SERVICES, HUB	3

SUMMARY OF RESULTS
NORTH KINGSTOWN COMPREHENSIVE PLAN
PUBLIC MEETING 3 and ONLINE SURVEY
FEBRUARY 11 – 21, 2016

Q1. **Do you support each the following goals?**

Instructions: For each of the goals, indicate one of the following: "Yes, I support this goal," "Maybe, I would support this if…", or "No, I don't support this goal because…" If you answer "Maybe" or "No" tell us why. [Comments are located at the end.]

	Yes (Total)	Yes (%)	Maybe (Total)	Maybe (%)	No (Total)	No (%)
CIRCULATION Goal 1: Design safer and more attractive roadways for all users	51	78%	9	14%	5	8%
CIRCULATION Goal 2: Promote alternative transportation options for better local and regional connections	50	72%	14	20%	5	7%
CIRCULATION Goal 3: Upgrade and maintain transportation infrastructure	49	79%	10	16%	3	5%
COMMUNITY SERVICES, FACILITIES, AND COMMUNICATIONS Goal 1: Ensure high quality services that provide for health, welfare, education, and public safety	54	86%	8	13%	1	2%
COMMUNITY SERVICES, FACILITIES, AND COMMUNICATIONS Goal 2: Maintain and upgrade town facilities to ensure access to and safe provision of services	45	69%	17	26%	3	5%
ECONOMIC DEVELOPMENT Goal 1: Position North Kingstown as a competitive economic hub and good place for business	50	75%	16	24%	1	1%
ECONOMIC DEVELOPMENT Goal 2: Leverage the success of Quonset as a jobs center for the benefit of the town as a whole	57	84%	9	13%	2	3%
ECONOMIC DEVELOPMENT Goal 3: Encourage the development and redevelopment of existing commercial areas, mainly Post Road, Wickford Junction, and Wickford Village	45	73%	14	23%	3	5%
ECONOMIC DEVELOPMENT Goal 4: Position North Kingstown as a tourist destination	41	62%	22	33%	3	5%
ECONOMIC DEVELOPMENT Goal 5: Encourage place-specific, resource-based businesses, such as agriculture and marine-related industries, that enhance sense of place	60	88%	7	10%	1	1%
HISTORIC AND CULTURAL RESOURCES Goal 1: Protect and promote the town's historic assets	70	92%	3	4%	3	4%
HISTORIC AND CULTURAL RESOURCES Goal 2: Promote and foster local arts programs	58	85%	6	9%	4	6%
HOUSING Goal 1: Provide a range of housing choices to retain and attract diverse residents	37	54%	20	29%	12	17%

Q1. CONTINUED	Yes (Total)	Yes (%)	Maybe (Total)	Maybe (%)	No (Total)	No (%)
HOUSING Goal 2: Encourage residential development that is sensitive to environmental constraints, reflects town character, and supports walkable neighborhoods	63	93%	4	6%	1	1%
LAND USE AND ZONING Goal 1: Promote sustainable patterns of development that support walkable neighborhoods, thriving commercial areas, job growth, and access to natural assets	50	77%	13	20%	2	3%
LAND USE AND ZONING Goal 2: Focus growth in existing and designated growth areas that provide access to jobs, housing, services and transportation	54	79%	10	15%	4	6%
LAND USE AND ZONING Goal 3: Maintain town character and preserve natural resources while adapting to climate change conditions	55	81%	9	13%	4	6%
NATURAL HAZARD AND CLIMATE ADAPTATION Goal 1: Promote resilience and adaptation to natural hazards and a changing climate to protect lives, infrastructure, resources, and property	51	77%	10	15%	5	8%
OPEN SPACE AND THE ENVIRONMENT Goal 1: Protect, preserve, and restore natural resources	64	91%	5	7%	1	1%
OPEN SPACE AND THE ENVIRONMENT Goal 2: Promote sustainable water and energy measures to conserve resources and reduce greenhouse gas emissions	54	82%	9	14%	3	5%
OPEN SPACE AND THE ENVIRONMENT Goal 3: Increase public awareness on conservation and sustainability	54	86%	5	8%	4	6%
OPEN SPACE AND THE ENVIRONMENT Goal 4: Provide high quality recreation facilities and opportunities for all residents	51	81%	10	16%	2	3%
OPEN SPACE AND THE ENVIRONMENT Goal 5: Enhance public access to active open space, recreation areas and the waterfront	59	87%	7	10%	2	3%

Q2. **How should we commit our limited resources?**

Instructions: Choose those actions you think are most important to complete first. Also, indicate next to just one action if it is something concerning which you would be willing to volunteer time and effort. [NOTE: Actions related to Natural Hazards and Climate Adaptation are folded into the other topic areas for this question.]

	Votes	Volunteers
01) HOUSING: Encourage the development of: transit-oriented, walkable housing, senior housing & workforce housing.	12	0
02) HOUSING: Create and expand tools for new housing including a housing trust fund and density bonuses.	0	0
03) HOUSING: Upgrade / strengthen codes to require low-impact and conservation development in areas with existing infrastructure.	10	0
04) HOUSING: Change the zoning to allow accessory housing units and live/work spaces to accommodate changing household needs.	2	0
05) HOUSING: Continue to develop and implement programs to help people maintain and stay in their homes.	8	0
06) HOUSING: Encourage voluntary implementation of flood resilience measures and provide guidance and incentives to property owners and builders.	6	1
07) HOUSING: Create a housing task force to assess housing needs, address housing affordability and monitor progress.	1	0
08) ECONOMIC DEVELOPMENT: Develop an economic develop plan, marketing strategy and tools such as an economic revitalization/development fund and inventory of sites, incentives and regulatory information.	6	0
09) ECONOMIC DEVELOPMENT: Streamline regulations and regulatory process and implement LEAN findings.	10	0
10) ECONOMIC DEVELOPMENT: Support and promote small business by expanding shop local initiatives and developing training and incubation programs.	11	0
11) ECONOMIC DEVELOPMENT: Connect Quonset and North Kingstown by linking workers to Town events and businesses, and continuing to develop the Gateway as a mixed use center.	10	0
12) ECONOMIC DEVELOPMENT: Revitalize Post Road by addressing regulatory challenges including: zoning ordinance revision, utilities and easements, and connected parking lots.	26	1
13) ECONOMIC DEVELOPMENT: Revitalize Post Road by addressing physical challenges including: sewer installation, utilities and easements, complete streets redesign, landscaping, and property improvements.	30	2
14) ECONOMIC DEVELOPMENT: Enhance Wickford as a destination through improved connections, flood-resistant programming and public space, a waterfront walkway, boater amenities, sewers, and managed parking.	26	1
15) ECONOMIC DEVELOPMENT: Encourage activity and better connections at Wickford Junction through programming, complete streets improvements, and walkable mixed use development.	5	0
16) ECONOMIC DEVELOPMENT: Promote tourism through marketing, signage, and relationships with regional and state tourism industry.	6	0
17) ECONOMIC DEVELOPMENT: Implement agricultural preservation program and amend zoning to allow for new agricultural trends and activities.	8	0

Q2. CONTINUED	**Votes**	**Volunteers**
18) CIRCULATION: Develop integrated transportation plan and link top actions to state Transportation Improvement Program application.	4	0
19) CIRCULATION: Encourage Complete Streets design with sidewalks, safer crossings, and bike infrastructure where possible.	20	1
20) CIRCULATION: Expand the bike network and install bike racks at destinations.	6	3
21) CIRCULATION: Expand transit and alternative transportation options, including RIPTA service, carpooling, on-demand and senior car service, private shuttle.	6	0
22) CIRCULATION: Identify strategies to protect evacuation routes and prioritize roads currently and potentially impacted by flooding for inclusion on the state Transportation Improvement Program and town Capital Improvement Program.	1	0
23) OPEN SPACE/ENVIRONMENT: Reduce nutrient pollution through lawn alternatives such as pollinator habitats, green infrastructure for storm water management, septic system inspection and upgrades, and cesspool phase out.	6	0
24) OPEN SPACE/ENVIRONMENT: Conserve water through demand management techniques, irrigation regulations, and greywater reuse and rainwater harvesting for landscape irrigation.	4	1
25) OPEN SPACE/ENVIRONMENT: Preserve open space for natural resource protection and climate adaptation using purchase of land and development rights, land dedication, easements, and potential Purchase of Development Rights program.	20	2
26) OPEN SPACE/ENVIRONMENT: Encourage alternative energy solutions and cost-saving efficiency upgrades for residents, businesses and municipal operations and facilities.	8	1
27) OPEN SPACE/ENVIRONMENT: Continue town-wide environmental education through town committees, partnerships with North Kingstown schools, pilot projects and interpretative signage.	3	3
28) OPEN SPACE/ENVIRONMENT: Explore the creation of new recreation facilities including: pocket parks, indoor community and recreation center, open space and waterfront trails, and waterfront access points such as boat launches.	12	5
29) OPEN SPACE/ENVIRONMENT: Encourage the involvement of community organizations and businesses in the maintenance and beautification of parks and public spaces.	6	0
30) HISTORIC/CULTURAL RESOURCES: Maintain inventory of extant historic structures and identify priorities for rehabilitation, redevelopment and historic designation.	16	1
31) HISTORIC/CULTURAL RESOURCES: Promote town history and historic assets through tours, educational programs, signage, marketing, and partnerships with regional and state tourism efforts.	16	3
32) HISTORIC/CULTURAL RESOURCES: Support arts-related events and organizations, and expand arts programming for all age groups.	7	1
33) COMMUNITY SERVICES, FACILITIES, COMMUNICATION: Develop a plan for consolidating town government and school offices in one location.	4	0

Q2. CONTINUED	**Votes**	**Volunteers**
34) COMMUNITY SERVICES, FACILITIES, COMMUNICATION: Increase waste diversion rate through precycling (i.e. reducing use of packaging, disposable products), recycling, and composting.	2	1
35) COMMUNITY SERVICES, FACILITIES, COMMUNICATION: Develop a communication strategy that includes a user-friendly Town website and information infrastructure, social media, and regular communication with community and civic organizations.	9	3
36) COMMUNITY SERVICES, FACILITIES, COMMUNICATION: Encourage youth involvement through volunteer or internship programs, and civics education in schools.	9	3
37) LAND USE/ZONING: Encourage mixed use and transit-oriented development that is connected to surrounding neighborhoods, commercial centers, and open space.	3	0
38) LAND USE/ZONING: Direct future growth and higher density development out of current flood zones and areas projected to be affected by sea level rise, and consider a sea level rise overlay zone to evaluate future land use proposals.	8	1
39) LAND USE/ZONING: Direct growth to areas with infrastructure by designating growth centers at Wickford Junction and Post Road, and revising Transfer of Development Rights to enable high density residential and commercial development in these receiving areas.	5	0
40) LAND USE/ZONING: Consider establishing a Redevelopment Agency to administer redevelopment projects within blighted areas of town and investigate incentive programs such as low-interest loans, density incentives, tax incentives and tax increment financing.	3	0
41) LAND USE/ZONING: Update Zoning Ordinance and Subdivision and Land Development Regulations, and continue to enforce zoning and overlay standards.	1	1
42) LAND USE/ZONING: Plan regionally with neighboring Washington County towns and the State particularly for shared resources and transportation systems.	4	0

COMMENTS IN RESPONSE TO:

Q1. **Do you support each the following goals?**

Instructions: If you answer "Maybe" or "No" tell us why.

1. HOUSING Goal 1: Provide a range of housing choices to retain and attract diverse residents

1 This isn't a town government responsibility. Support, perhaps, but let the free market provide.

2 Diversity is important -- we should be a welcoming and hospitable community.

3 If "diverse" = low income the town has met the quota for low income units and there have been empty units in town in that category.

4 Not the role of government.

5 Having affordable housing is a necessity so that just expensive homes are built. The town should not end up a Newport of building subsidized housing meccas en masse.

6 It is unclear what the goal in attracting diverse residents is.

7 I might be reading this wrong, but I am against section 8 expansion particularly signal rock neighborhood. First the neighborhood is not accessible to public transportation which makes no sense. Also trailer park homes should be recoded to meet the need for low income housing ratio. In addition, signal rock and my neighborhood consists of a strong middle class and very safe. I grew up in New York and saw many a neighborhood destroyed by section 8 expansion. I got educated and moved away from that. There is no exception to an increase in crime when section 8 is expanded to an area.

8 We currently have multiple options for affordable housing in Wickford and NK.

9 It would depend on the specifics in terms of location and type.

10 In terms of low-income housing, it is my understanding that North Kingstown has more than any of our immediate surrounding towns.

11 I support this goal, provided the location takes respects historic areas and is appropriate for the planned population density.

12 Sounds good, but we have been adequate in this area and neglectful in others

13 WE already have enough housing, we need more non-residential development to help our tax base improve.

14 North end of town is housing too much of low income properties

15 Depends on how you define "range of housing choices." I would say it's important to provide a range of housing options from "in town" to "rural" that vary on "walkability" - which is what you would want in town to preserved green space - which is what you would want in rural.

16 I the village, this would probably mean increasing the number of available apartments since the homes, in general, are very expensive. An increase in apartments would put a strain on the already limited parking available. Additionally, some of the houses currently used as apartments are not well maintained.

17 We have enough of a range. No more mobile home and low income housing!!!

18 It would increase crime

19 Not sure schools could handle

20 I agree with the goal of constructing affordable apartments and condos, as well as the many single-family home, but I do not think NK should expand low income housing.

21 Need to MAINTAIN historic assets

22 We can't maintain NK by allowing all sorts of housing choices. Low income housing residents can't support expensive boutiques in Wickford.

23 I agree, but I want to emphasize that diverse housing should be spread throughout the town. Different priced housing shouldn't be concentrated in different pockets, isolating economic groups.

24 People are looking for different things.

25 Not sure what this means exactly. More condos, no. More apartments above businesses, sure.

26 Difficult and complicated to achieve; not a priority

27 Less housing the better. Mixed is better than low and high income.

2. HOUSING Goal 2: Encourage residential development that is sensitive to environmental constraints, reflects town character, and supports walkable neighborhoods

1 Even residential development should not be overdone.

2 Environmental constraints are far too often stretched to the limit to allow development. Not all neighborhoods are walkable and to try and convert would be expensive and ruin the rural component of why people bought their particular property.

3 Not the role of government.

4 It would depend on what type and amount of development is needed and whether developing a residential neighborhood necessitated commercial development.

5 However, in a huge town such as North Kingstown walkable neighborhoods may not be as achievable. Priority should be in preserving historic buildings.

6 see #1

7 See above. North Kingstown is LARGE. Not all of it can or should be "walkable" - some of it should be preserved to be more rural with larger green spaces.

3. ECONOMIC DEVELOPMENT Goal 1: Position North Kingstown as a competitive economic hub and good place for business

1 This should be the top goal.

2 Certain areas such as Quonset would be part of an economic hub, but I don't think all of North Kingstown should be positioned like this. Small business is better suited for most of the town.

3 Not if the character of the Town/Villages is compromised and turned into an urban sprawl.

4 Truck tolls on the roads are not going to help economic expansion or development.

5 The number 1 goal for economic development should be to invest in and establish a good quality school system.

6 Economic Development should come from the private sector. The Town should not be doing the marketing for commercial business.

7 Terrible idea. General economic development in NK has consistently favored new development of undeveloped land to the detriment of pre-existing sites. It is a losing strategy in the long term for the town's residents and only benefits developers.

8 It would depend on the operational definition of economic hub and what activities were required to make it one.

9 Not at the risk of changing the character of historic villages, landscapes and scenery.

10 More businesses in Quonset does not seem to affect our taxes appreciably, so not as high a priority as quality of life investment

11 Yes -- but not at the expense of the people who live here and make their home here. One of the things that detracts from North Kingstown are the perception of "decaying" or "dying" economic regions -- such as down Post Road. It is most important to revitalize that area, rather than develop new economic regions.

12 The word "hub" bothers me. I wouldn't want downtown Wickford to look like downtown East Greenwich. There can be economic areas/hubs which we already have in Quonset. I think overall the Town needs to help new business get started. Appropriate businesses in appropriate areas.

13 I very much support this goal but only in areas that already have failed businesses. I do not support further clearing of land to build more businesses. Use the vacant business lots on Post Rd

14 Not clear what "economic hub" entails

15 Limit businesses not fitting town character such as gambling, dog races.

16 No more new retail space. Use what we already have!

17 Concerned about over commercialization affecting the character of NK

18 Post Rd only. W Junction is awful due to non-small business appeal

4. ECONOMIC DEVELOPMENT Goal 2: Leverage the success of Quonset as a jobs center for the benefit of the town as a whole

1 How?

2 And I would support mixed use to incorporate housing as well. It's beautiful out there!

3 There is really little control over Quonset as the Town of NK walked away many years ago and let the State of RI be the controlling entity. Development at Quonset has been slow and iffy since the base closed for a variety of reasons.

4 Homeowners want lower taxes and a good commercial base is a necessity. Quonset is our gem here for business growth but the businesses must pay their fair share of taxes and municipal services they use & impact.

5 It would require more information on what the Quonset business model was, how much voice the residents of NK had over development (what and where) and what were the implications for the character of the Town.

6 We should be careful that we used concert to benefit North Kingstown, rather than the other way around.

7 Big businesses do not help adequately

8 What do you mean by the success of Quonset as a jobs center? Currently, you have a very large, vacant commercial property there (old Lowe's building). I'm not sure what "model" you believe this represents... How do you see it as a benefit for the town? Dave's grocery and Wide World of Sports have both been significant contributors to this community.

9 The State of RI seems to get more benefits from Quonset that NK does?

10 Quonset is underutilized and is by far one of the best places in the state for new businesses.

11 Depends on how you would go about it.

5. ECONOMIC DEVELOPMENT Goal 3: Encourage the development and redevelopment of existing commercial areas, mainly Post Road, Wickford Junction, and Wickford Village

1 How? This is fairly vague. Again, let the free market decide.

2 Wickford Junction also needs a housing component.

3 I encourage development of the Post Road existing commercial area, but not overdevelopment or big box stores. I feel there also should be restraint on the development of Wickford Village. Scale and character and retention of historic district is important there. I feel strongly against more commercial development at Wickford Junction, as I feel it is already overdeveloped. I dislike that whole area now because of the congestion.

4 Use the existing vacant properties in all 3 areas, promote businesses to use those properties rather than developing vacant land. Make sure that the incoming/moving businesses fit the neighborhood and area as it exists historically. Don't allow over development on a piece of property because someone has an idea, live with the Comprehensive Plan and quit changing it to fit a particular idea.

5 Wickford Junction is primarily residential and should be viewed as such. Wickford Village is heavily residential and new development should be sensitive to that (no roof-top bar!)

6 Things need to be done with care in Wickford

7 I am not in favor of the wickford el project because of it's size that is grossly out of character with wickford. All other development in north kingstown should be in character with the town. I am not looking to live in a Warwick-like town!

8 I am very much in support of developing and redeveloping Post Road and Wickford. Development at Wickford Junction would need to not be a slippery slope to commercial creep onto the other side of Rt 4 for it to be supported and should be done reflecting the character of the Town with a limit on types of businesses (e.g., big box, banks and chain stores) and encouragement of others (smaller, local businesses or restaurants).

9 The majority of the economic development should be in Wickford and on Post Road. Not in Wickford junction. We are creating sprawl.

10 No, the town is not a good steward of these sites.

11 Wickford Junction, Post Road (between Ten Rod Road and East Greenwich), Quonset and Route 2 are excellent for general commercial development. Wickford Village should be restricted to smaller, owner operated stores and restaurants.

12 Wickford Junction ("Mini Warwick") should not have been built

13 Post Road needs to be re-developed. The coming of sewers will allow new projects that could not have been done earlier and it will improve the density which will help to make them financially viable.

14 Post Road needs attention before Wickford Junction. Post Road is adjacent to Quonset and from my perspective there is much room for viable business in the area.

15 Yes, but I would add that in Wickford Village, it is also important to maintain the historic nature of the town.

16 Post Road is in terrible shape and has a high volume of traffic. While redeveloping the existing and often empty commercial areas should be a priority, it has to go hand in hand with improving Post Road itself.

17 Redevelopment of existing and if it is in keeping with the towns character. I am very concerned with the old Victorians on west main Ave and 102

18 Would support innovative and needed small business-not any more Walmarts

19 Some commercial areas should be converted back to open or less intrusive area

20 Development near aquifers must be restricted. Nitrate overload is Wickford Junction would pollute the aquifer it borders. Our largest and most valuable.

6. ECONOMIC DEVELOPMENT Goal 4: Position North Kingstown as a tourist destination

1 Mainly but not entirely Wickford-- so this goal needs support from the other elements like transportation and marketing.

2 If commercial and residential development is restrained, I feel we would attract tourists just by the natural beauty of our surroundings and history.

3 Wickford/North Kingstown has been a destination for many years due to the character of Wickford Village, the restoration and care given to historic properties, and good harbor. The town does need a good marine supply store to support the marinas.

4 There are already many tourists that come to Wickford. More restaurants and parking are needed to support increases in tourism. The roads in Wickford are already bumper-to-bumper in the summertime.

5 Details as to how it would be positioned required.

6 See above

7 Depending on what it would mean to be a tourist destination.

8 This should be within the bounds of the nature of the particular area, in other words Wickford may not be an appropriate for a huge Disneyland type development, for example.

9 Historic Wickford Village should be made a draw for tourists. We need a tourist center in the village with information (walking maps, etc.) guiding them to the historic sites like the Main Street and the Narragansett Church. Right now, the just see Brown Street which is pleasant enough, but not worth a significant drive. They don't come for the shops, but if they come for the sites, they will surely eat and shop. A center could also guide them to Gilbert Stuart and Smith's Castle. If it were ambitious, it could be a tourist hub for South County, pointing out places like the great swamp. Kenyon's Grist Mill, etc. With or without the center, walking tours of the historic village at high-tourist times would be a nice draw.

10 Wickford ok but not the rest of town

11 As a tourist destination it is important to preserve the historic qualities of the town. The village needs tourists to survive. Very sad to see the multiple empty store fronts and a blighted area of garbage dumpsters and discarded buckets/chairs etc. between Green Ink and the sliver shop. Not inviting to tourists or to myself.

12 North Kingstown should primarily focus on being a great place for people to live. Although tourism can be a component of the economy of the town, we do not have enough attractions to have tourism be a primary focus of the town.

13 Definitely! I think the Annex would make a wonderful tourist headquarters.

14 I think there will be enough expense associated with other housing and economic initiatives.

15 Wise selection of which areas to promote as a "touristy" spot, Wickford is already congested, I prefer building up other locations such as Smith's Castle and Gilbert Stuart building.

16 Too much tourism without the infrastructure can lead to parking and other ligistic problems. Also too much tourism can lead to cheap touristy souvenier pop-up businesses. So tourism is good but needs to be brought on responsibly.

17 I want other RI'ers to visit NK to utilize the recreational activities, leading to economic growth. Not necessarily hotels for vacationers.

18 Focus on specific destinations rather than the entire town as a tourist draw. COORDINATE special events to ensure no or few conflicts with parking / access / or traffic -- OR competing events that might unnecessarily draw business away from economic centers. Use tourist-related events in coordination with economic centers to get customers to NK businesses

19 Why bring more people to town? NK is not a tourist attraction.

20 Although tourism is great, NK is residential and quiet. I'm not sure that will change too much.

21 Tourism is not a priority. Wickford is promoted by many other organizations. Unnecessary use of money.

22 Concerned about over commercialization affecting the character of NK

7. ECONOMIC DEVELOPMENT Goal 5: Encourage place-specific, resource-based businesses, such as agriculture and marine-related industries, that enhance sense of place

1 Too restrictive. Why only these? Who are we to decide the winners?

2 In addition to general economic development.

3 use the existing vacant buildings first!

4 This sounds like it could be a good idea, but it is not clear a clear goal.

5 Schartner farms has been a vital part of this community - and was part of what drew us to settle in this town. The Farmer's market has also been an important part of this community for us. Where I went to college, there were industries that were linked to educational opportunities and the environment - such as marine locations that help support biology studies in the school, provided tourist opportunities to observe or participate in fishing, and were also an industry in their own right, selling to local markets and restaurants.

6 The Town Dock (located at end of Main St.) is established as a dock for commercial vessels. I think this should be promoted and the parking area could be used to help the fishermen sell their catch. If it were connected to the Wickford area through an over-the-water walkway, it would be beautiful.

7 Expand goal to allow internet based companies to grow any place

8 In moderation. Too much sense of place can be overkill. Sometimes a nice waterfront bar is just as good as a fish hatchery.

9 concentrated businesses would create a hub in that industry -- isolated businesses would have less impact.

8. CIRCULATION Goal 1: Design safer and more attractive roadways for all users

1 Again, vague.

2 A high priority!

3 The most unsafe roadways in North Kingstown are State roads.

4 More bikeways and pedestrian friendly paths are needed to ensure safety of those who use those areas.

5 Post Road is a debacle with the amount of stop lights that are never in sync and make this town so much like a Warwick strip instead of a suburban town.

6 For the most part I support this, particularly along Post Road. There is some concern that some prior suggestions to changing roadways would actually become more problematic and work against the character of the Town.

7 Reducing Post Road and other major thru ways to one lane is not wise, & I don't think most residents support that. I also think it is a huge mistake to put in a rotary at the intersection of 102 and 2.

8 This implies roadways for cars. I support bikeways and walkways.

9 There are a few roadways that could be made more attractive (e.g. Route 1), but I find most driving in the town to be quite beautiful, fitting this place. I am unaware of a significant traffic safety problem. Though there may be some very specific locations that need to be addressed, as a general goal, this goal sounds like a solution in search of a problem,

10 Again - depends on what you mean by this. I do not want traffic lanes increased, as that only serves to increase the volume of traffic -- which is not necessarily a good thing. There are some intersections, however, that are dangerous - and I think we often lack adequate sidewalks to encourage people to walk in the community.

11 There are transportation experts that could deal with this. I'm not qualified. The plan showed many variations for highway plans.

12 Maintain the roads we have that's about it. We don't need some big plan that will cost millions

13 Post Road south is at max capacity and [unclear] is not best answer needs wider road [unclear] utilities

14 Not necessarily a priority based on cost

9. CIRCULATION Goal 2: Promote alternative transportation options for better local and regional connections

1 Tired of subsidizing transportation. I would support this if it didn't drive up taxes.

2 Saying yes to bike routes and better bus stops with this "yes" vote.

3 Since RIPTA and MBTA have restricted schedules this is difficult. The day the train station opened in 2012 promises were made to have weekend service. As it is now a family cannot go to a concert and come home to Wickford afterwards, but they can get to Providence MAYBE afterwards.

4 More bus service and trains need to run more frequently out of Wickford Junction, especially on weekends and up to Boston.

5 This should be the number 1 goal.

6 Must be realistic, recognizing that we have a long winter season that impairs pedestrians and bikes.

7 Not sure with all other stated goals this would be fiscally possible

8 Would need to have more specifics on options.

9 If there is significant demand for such options, I would agree, but I see NK as not densely populated enough to have a high enough demand to support an ongoing system.

10 better choices in train schedules to Boston and New York.

11 Most of this goal would require support from areas outside of our control. For example, I work in Providence -- and although we have the train station here -- I would not use it -- as it is very difficult to get from the train station in Providence to my place of work. I would enjoy, however, having more opportunity to take the train from Wickford to Boston (or to New York) for weekend trips.

12 Not sure what you mean.

13 That means more money spent on nonsense. Wickford Junction Rail is a waste and vastly underused

14 This is important but not a top priority for me. I do think it is important that we ensure that residents without cars or those in lower income housing are able to access schools and town resources easily.

15 Wholeheartedly

16 Robert Moses made the highway overpasses to Long Island's parks and beaches too low to allow busses to get through thus preventing the character of the parks from being turned into a circus carnival. So we should tread carefully about how much and where this access is provided.

16 No one would use it

10. CIRCULATION Goal 3: Upgrade and maintain transportation infrastructure

1 Maintain is an 'of course'. What needs upgrading?

2 What does this mean -- roads? Train station? Bus stops? The train station is new-- of course needs upkeep but is that local? Confused by this one.

3 Paving and drainage on many of the town owned streets do need to be upgraded. The Town needs to figure out how to pay for this without driving homeowners out of town with increased taxes.

4 I am concerned about the 10' lane width. It is already very tight on Post Rd. South, especially between state police and west main St. If lanes are tighter than existing 10'5" lanes there will be more accidents.

5 Would need to know more about what needed to be upgraded.

6 As long as the owner of (for example), the train station does not rely on the residents of North Kingstown to pay for the station, I am comfortable with that.

7 I don't know what this means.

8 See response above.

9 Bus service needs to have a stop in Wickford because Wickford Junction not connected

10 This is a rather ambiguous goal. Should be decomposed further.

11. OPEN SPACE AND THE ENVIRONMENT Goal 1: Protect, preserve, and restore natural resources

1 Too vague again. At what cost? Whose opinion? Too broad..put this in perspective...

2 Quit tearing up vacant land for development of shopping centers/combined use centers and use the existing vacant properties. Keep the rural character of the town.

3 Buying up open space can drive up the cost of real estate and housing development. Good for those who have invested in their homes, bad to affordable housing.

4 Far too often we see individuals being denied permission to build one single house in an area due to water concerns and then shortly after the town successfully receives permission to build some large project in the watershed.

5 Part of the reason we chose North Kingstown was the beauty and open green spaces. I have spent many days in Wickford park, on the bike trail, and down by the beach. I choose to commute to Providence because it is important for me to live and be closer to green spaces and natural resources.

6 I do not support this goal if it means clear cutting existing land to make open space. I am extremely unhappy with the new rec fields at Quonset. The destruction of acres of land for a ball park that already exists at the end of Signal Rock and is not maintained

7 a no-brainer

8 I feel this goal would be a natural beneficiary of focusing on the other economic development goals, i.e. if we focus on redeveloping existing commercial resources, there will be no stress on existing open space.

9 Regarding OS1 - 5, More focus and emphasis on urban and community forestry and trees generally.

12. OPEN SPACE AND THE ENVIRONMENT Goal 2: Promote sustainable water and energy measures to conserve resources and reduce greenhouse gas emissions

1 We already pay enough in utility bills.

2 Yes the town should provide rain barrels to all taxpayers who wish to participate just as they provide recycle bins. The Town should also be considering as they replace fleet vehicles the person/department using said vehicle, not everyone needs a 4 wheel drive big SUV. Cutting some of the fuel costs.

3 I don't think that reducing greenhouse gas emissions should be a priority of the Town.

4 WE NEED SEWERS

5 Within limits...for example, some of the climate change legislation is extremely crippling financially for businesses.

6 Yes - but you also have to be aware of the impact of some of these measures on people nearby -- and are those measures going to benefit the entire town and not just one person.

7 Green energy is an excuse for our govt to spend tax payer dollars on a made up crisis

8 This is important, but seems secondary to some of the other goals listed.

9 another no-brainer

10 Incorporate guidelines where wind turbine cannot go -- examples: town beach or library but could go to school grounds

11 As long as it is not regulated, mandated or causes our taxes to go up

12 This can be a complex systems problem, and good sounding actions may have unintended consequences. Actually I'd live to move my dot from maybe to no.

13. OPEN SPACE AND THE ENVIRONMENT Goal 3: Increase public awareness on conservation and sustainability

1 Really? We have enough non profits already doing this.

2 Partner with state (DEM) PR efforts -- we only have so much to spend.

3 If it makes sense and is affordable to the homeowner.

4 Frankly, I do not feel it is the role of government to spend taxpayer money to "teach" the taxpayers about whatever particular agenda the government has.

5 As a general goal, I support it, but I don't see what NK can do over and above what is done at the state and national level, both public and private.

6 Who would actually do this and with what expertise?

14. OPEN SPACE AND THE ENVIRONMENT Goal 4: Provide high quality recreation facilities and opportunities for all residents

1 Too vague. What is high quality? Is it more than we already have? Cost? Trade offs?

2 Where is the money going to come from? The town didn't not have the money years ago to utilize the athletic/theater/pool area at Davisville.

3 Waste of taxpayer money.

4 I believe we already have an amazing amount of these facilities available.

5 Taxes are quite high in North Kingstown, and while I would love to see the town have a swimming pool or skating rink, I am cognizant of residents who can no longer afford to live here due to taxes.

6 Yes this would be a good investment, much better than an unnecessary new town hall.

7 Parks, playgrounds, the town beach, walking paths, nature preserves, senior centers etc. I strongly support. Sports, complexes and the like should come from small businesses.

8 We do this now! The only item that I would support would be a public pool like the one that the City of Cranston has.

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

10 Maintain what we have

11 I would like to highlight ALL residents - not just the ones with a lot of money.

12 we have a lot of great spaces now

13 Better in fewer high quality than many mediocre (i.e. watering ballfields)

14 Not best use of budget and land use. Not a priority.

15 Switch order with next goal. We have great rec opportunities. Need more access.

15. OPEN SPACE AND THE ENVIRONMENT Goal 5: Enhance public access to active open space, recreation areas and the waterfront

1 High priority.

2 Yes have the town engineer go back and re-claim all the right of ways to the water that have been taken over by homeowners.

3 public access to watefront that is for town residents only.

4 I already find this accessible, so I don't know what you mean by "enhance public access."

5 Have to keep in mind the privacy of nearby homeowners, traffic flow, safety, etc.

6 There is plenty of access

7 I am not a believer of the "if you build it, they will come" policy.

8 Recreation facilities -- purposeful - attract visitors - good for business - help youth development

9 Switch order with previous goal. We have great rec opportunities. Need more access.

16. HISTORIC AND CULTURAL RESOURCES Goal 1: Protect and promote the town's historic assets

1 Cost? Trade offs? What assets? Again, too vague.

2 Shameful state of town buildings is unfortunate and should not have been allowed to occur.

3 If the historical aspect and assets of this town are torn down/facades changed then urban sprawl takes over in the attempt to "build business"

4 Sell town assets and cut taxes is a better idea.

5 The Town has a lot of high-maintenance properties that would be better off in private hands.

6 It would be a shame to allow the town's historic buildings to be abandoned as we have seen happen in the recent past.

7 The town needs to celebrate and maintain its own historic properties, leading and supporting the private owner preservationists who have invested much more on a proportion of assets basis.

8 Very much so. Wickford village in particular, bit other assets throughout the town. I can't think of any other place in RI or nearby where one can walk around and get so much a feel for what a colonial federal village was like. The area of town east of route 1, from Wilson Park in the north to Beach Street in the South is fragile and its character can easily be ruined. The current plans for Wickford Elementary in particular could leave a permanent scar on the historic ambiance of this place. A similar threat for the town hall and annex is potential, but real. I am not a "don't change anything" person, but I lived away from South County for 45 years and have returned with a much greater appreciation of just how special Wickford is.

9 Highest priority. Wickford El should have been reclaimed. The no vote to turn it into a Town Hall was lobbied for by groups trying to get it back to a school. We should vote again.

10 Depends on what you call "assets." The Town Beach is an asset but it's not historic. Historic churches are lovely and should be controlled by their congregations and supported by the Town. Don't like Historic Zoning as they dictate too much to the homeowner in details they are not qualified to control.

11 However, I feel the HDC is heavy handed in their application of the Dept of Interior guidelines for the preservation of historic places. We have to remember the village is families first, historic homes second.

12 The HDC operates like a tyrant rather than a support to historic home owners.

13 NK's history is trivial. It's not wise to protect the history in lieu of economic development. God is not making any more land ya know.

17. HISTORIC AND CULTURAL RESOURCES Goal 2: Promote and foster local arts programs

1 Non profit groups ok...not tax dollars

2 Cultural activity beyond the annual arts festival would be helpful.

3 The Art Association does a wonderful job of promoting art. We have many talented artists in this town who support in many ways.

4 Not if it increases our taxes.

5 Again, although I love and enjoy the arts community in Wickford, I feel the role of government should be more minimal. Taxpayers should not be paying, as they are at the state level, for example for sound systems of bird noises at a state court house.

6 In conjunction with bringing business to historic Wickford Village

7 We already do a lot + it should be volunteer based. We have more pressing matters.

8 Unless it's blues or jazz don't waste my tax dollars on the arts.

18. COMMUNITY SERVICES, FACILITIES, AND COMMUNICATIONS Goal 1: Ensure high quality services that provide for health, welfare, education, and public safety

1 Again, who defines high quality? Is sufficient good enough?

2 We have a great library, schools, and both local and state police presence -- support for economically disadvantaged is where effort is most needed. I would like to see an element to address military and veteran populations.

3 This is more money - The Senior Center provides great service to the Seniors. Bridging the Gap is working with at risk youth. Perhaps add some personnel to the NKPD to be able to round up some of the drug dealers in town.

4 This seems like it has largely been done with a new senior center and housing projects.

5 need more information

6 Don't we already have oversight of these services?

7 Taxes are already too high for very few services i.e. no trash pickup

8 Expensive; sometimes the best use of taxpayers money

19. COMMUNITY SERVICES, FACILITIES, AND COMMUNICATIONS Goal 2: Maintain and upgrade town facilities to ensure access to and safe provision of services

1 Very high priority.

2 The historic buildings/assets of the town need to be maintained and used. The budget needs reflect the needs and importance of maintenance. Town employees of the Buildings and Maintenance need to be able to do some of the regular maintenance, not just mow lawns and shovel snow.

3 The present town hall needs to be preserved, not demolished. It should be made safe for all who work there or use the facility, but not to the detriment of a historic structure.

4 Again I believe we have adequate facilities for residents currently.

5 Save the town hall and annex as they exist today!!!

6 I support this goal, but is should go hand-in-hand with goal 16.

7 ????

8 "Maintain all public buildings. Our historic public buildings have been neglected for many years and now a knee jerk reaction has taken over some members of the town council. Preserve, upgrade, maintain the facilities that we now have in our community. It is not in the best interest of our town to abandon our heritage. Wickford El should be an example of a poor decision leading to the neglect of the building. Wickford is a gem and is enhanced by the historic town hall and annex building."

9 I don't know what the issues are with the town facilities and why that would limit access to services.

10 All the Town offices should be in one place.

11 Maintain the current Police and Fire facilities and upgrade the town hall without moving.

12 Maintain yes

13 I support maintaining and upgrading current town facilities, such as the Town Hall, Annex and the schools, but don't support a new government center.

14 would depend upon what facility

15 Too open ended, need more specific action item

20. COMMUNITY SERVICES, FACILITIES, AND COMMUNICATIONS Goal 3: Share information effectively and expand the town's civic infrastructure

1 The website needs help, although info is there is you hunt -- but that can't be the only communications outreach -- need a lot of work in this area.

2 "Civic Infrastructure" would begin with elected officials/town employees hearing and acting on the will of the taxpayers. Transparency.

3 I would support more regional between towns of these services...we are building fiefdoms in towns now and it is not cost effective long term with the growth of tax burden

4 See above

5 Maintain but not upgrade because this could be interpreted to mean new facilities.

6 I support this goal, but is should go hand-in-hand with goal 16.

7 Maintain town facilities that we now own. The access and safe provision of services will follow if the many years of neglect are tended to now.

8 Based on all debate and delays of town hall not sure we have leadership that can get this done within budget and on time

9 This is the exact same goal as #19 -- see my answer to the one above.

10 see above

11 Maintain yes

12 repeat of #19

13 same question as above

14 Unclear good.

15 Unsure of definition of civic infrastructure (cost?)

21. NATURAL HAZARD AND CLIMATE ADAPTATION Goal 1: Promote resilience and adaptation to natural hazards and a changing climate to protect lives, infrastructure, resources, and property

1 Too vague. What measures? Cost? Trade offs?

2 Should be incorporated into building codes and permitting. Can't be left to voluntary compliance.

3 Building codes are providing more resilience to hazardous weather conditions/building in flood zones. Need to be enforced though, not overlooked. Building the Senior Center in a flood zone was the most stupid move the Town could make for some of the

most vulnerable citizens, it is not available for any evacuations support and is one of the first places to be shut down in an emergency.

4 This is too difficult for wickford.

5 Again -- not sure what you are asking with this. I do think the town needs to think through measures to respond to floods, blizzards, and other natural disasters, particularly as weather becomes increasingly unstable.

6 Broad question. What exactly do you mean?

7 will suffer the consequences if we don't

8 Don't burden those that are already responsive. Tax payers should not foot the bill for those reaping the benefits now of water front property.

9 Must look long term and spend wisely (could be wasteful)

22. LAND USE AND ZONING Goal 1: Promote sustainable patterns of development that support walkable neighborhoods, thriving commercial areas, job growth, and access to natural assets

1 No more developments/subdivisions. There is plenty of property in town that needs to be re-habbed/re-used. There are lots all over that could support a home fitting into that area. Thriving commercial areas - USE what is already there and vacant."

2 Not everyone wants to live in an urban setting. We love the quiet nature of the sod farms around us.

3 This sounds promising, but the patterns of development would need to be clearly specified.

4 It would depend on the type of zoning and location.

5 I have seen some of these regulations utilized by local boards to circumvent traditional zoning laws in what I feel is in opposition to the public's wishes.

6 See all comments above. I agree with this statement in theory, but have seen the town often try to "twist" this goal into a way to justify over developing this area.

7 Sustainable developments in existing areas

8 Unknown costs; may not be best use of taxpayer money

23. LAND USE AND ZONING Goal 2: Focus growth in existing and designated growth areas that provide access to jobs, housing, services and transportation

1 Zoning already does this. Free market.

2 Growth has to be restrained. We have the potential to overdevelop. I am not totally supportive of designated growth areas as it pushes development of natural land. It is nice to have open spaces throughout the town.

3 Focusing growth in this area will isolate existing neighborhoods and areas of town that are vital to the character of the town.

4 This should be market driven.

5 Agree with focusing growth along Post Road and Wickford and to the most part Wickford Junction as long as it stops at Route 4

6 With the caveat expressed above.

7 Mostly yes, but I don't know what is designated as a growth area, so goal 16 is of concern.

8 I believe it is important to focus on the assets we now own. Repair, upgrade, maintain.

9 Same response as #22

10 Yes existing areas yes

11 Too open ended, need more specific action item

12 I disagree with increasing housing. We have to increase access to other towns or redevelop existing areas.

24. LAND USE AND ZONING Goal 3: Maintain town character and preserve natural resources while adapting to climate change conditions

1 Climate change? Why do we include a theory in a plan? What are we really looking at? Storm surges? Flooding? Try to be specific without including the PC theory....

2 Yes maintain the town character.

3 Wickford Village is our gem and needs to be preserved for future generations.

4 The type of adaptation intended by this should be clarified.

5 Depends on what is meant by adapting to climate change conditions. Would not agree with adding more turbines.

6 Out of all the goals noted I would spend less time and money on this and fix the many others noted first

7 Again - this is a very vague statement, and I'm not sure how this would be operationalized.

8 Too open ended, need more specific action item

9 There is a trade-off here. We may want to change the town character some if it allows better / more affordable mitigations

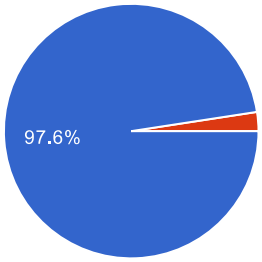
10 Should be goal #1. Preservation of local culture and natural resources.

13. RESIDENT SURVEY 2015

- Raw Data - 662 Responses

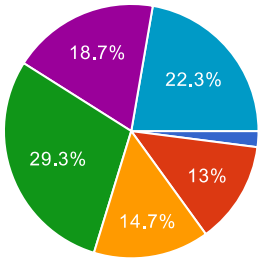
Resident Survey

Do you live in North Kingstown?



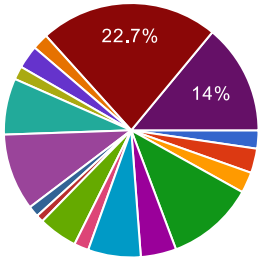
Yes	**646**	97.6%
No	**16**	2.4%

How long have you lived in North Kingstown?



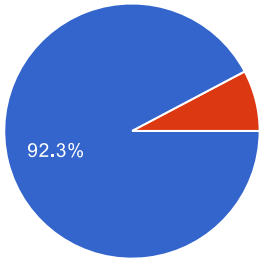
Less than 1 year	**13**	2%
1-5 years	**84**	13%
6-10 years	**95**	14.7%
11-20 years	**189**	29.3%
21-30 years	**121**	18.7%
More than 30 years	**144**	22.3%

Where do you live?



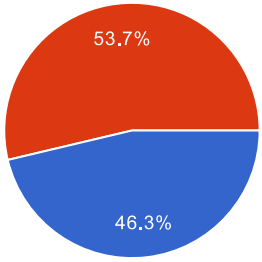
Allenton	**15**	2.3%
Annaquatucket	**20**	3.1%
Belleville	**17**	2.6%
Davisville	**72**	11.2%
Hamilton	**29**	4.5%
Lafayette	**43**	6.7%
Mount View	**12**	1.9%
North End	**32**	5%
Plum Beach	**6**	0.9%
Poplar Point	**9**	1.4%
Quidnesset	**63**	9.8%
Saunderstown	**46**	7.2%
Scrabbletown	**11**	1.7%
Slocum	**19**	3%
South End	**13**	2%
Wickford	**146**	22.7%
Other	**90**	14%

Do you own or rent your home?



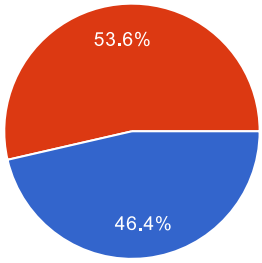
Own	**596**	92.3%
Rent	**50**	7.7%

Do you have any children under the age of 18 living at home with you?



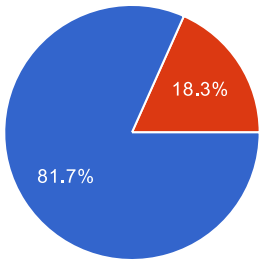
Yes	**298**	46.3%
No	**346**	53.7%

Have you had any children enrolled in North Kingstown's public school system within the past 3 years?



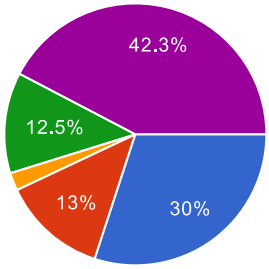
Yes	**296**	46.4%
No	**342**	53.6%

Are you a wage earner?



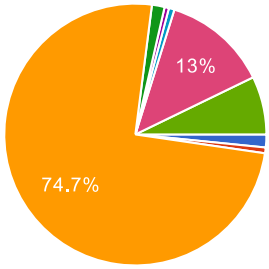
Yes	**526**	81.7%
No	**118**	18.3%

Where do you work?



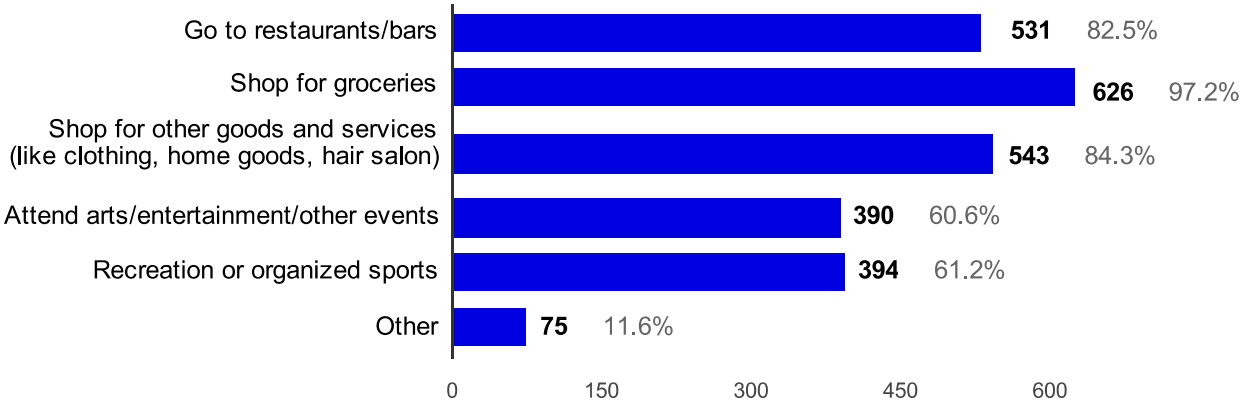
North Kingstown	**178**	30%
Providence	**77**	13%
Boston	**13**	2.2%
N/A	**74**	12.5%
Other	**251**	42.3%

How do you primarily get to work?

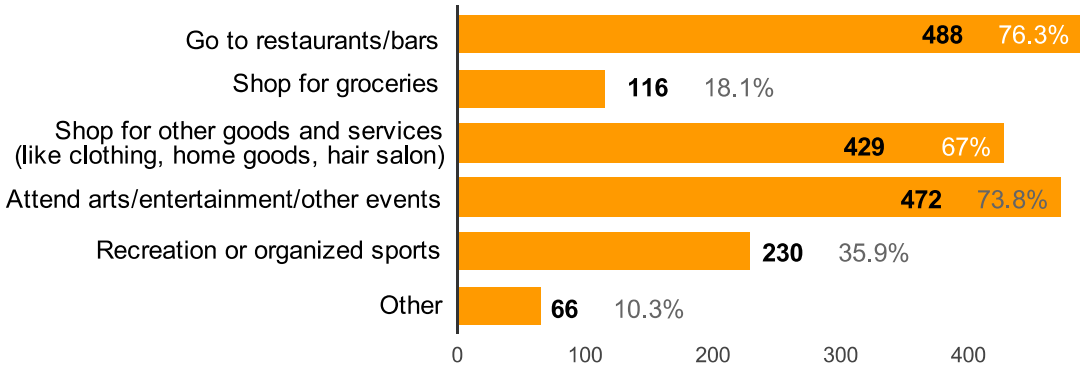


Walk	**9**	1.6%
Bike	**4**	0.7%
Drive alone	**426**	74.7%
Carpool	**9**	1.6%
RIPTA bus	**3**	0.5%
MBTA train	**4**	0.7%
Work at home	**74**	13%
Other	**41**	7.2%

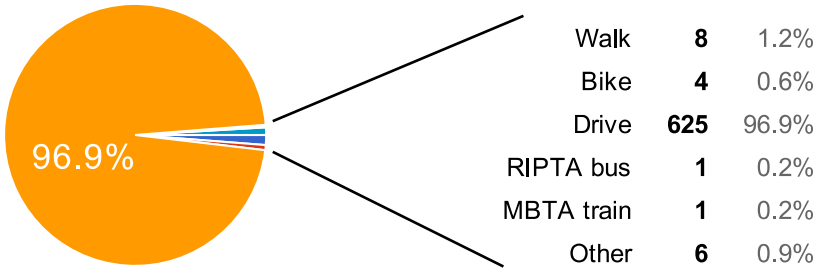
What activities do you do in North Kingstown?



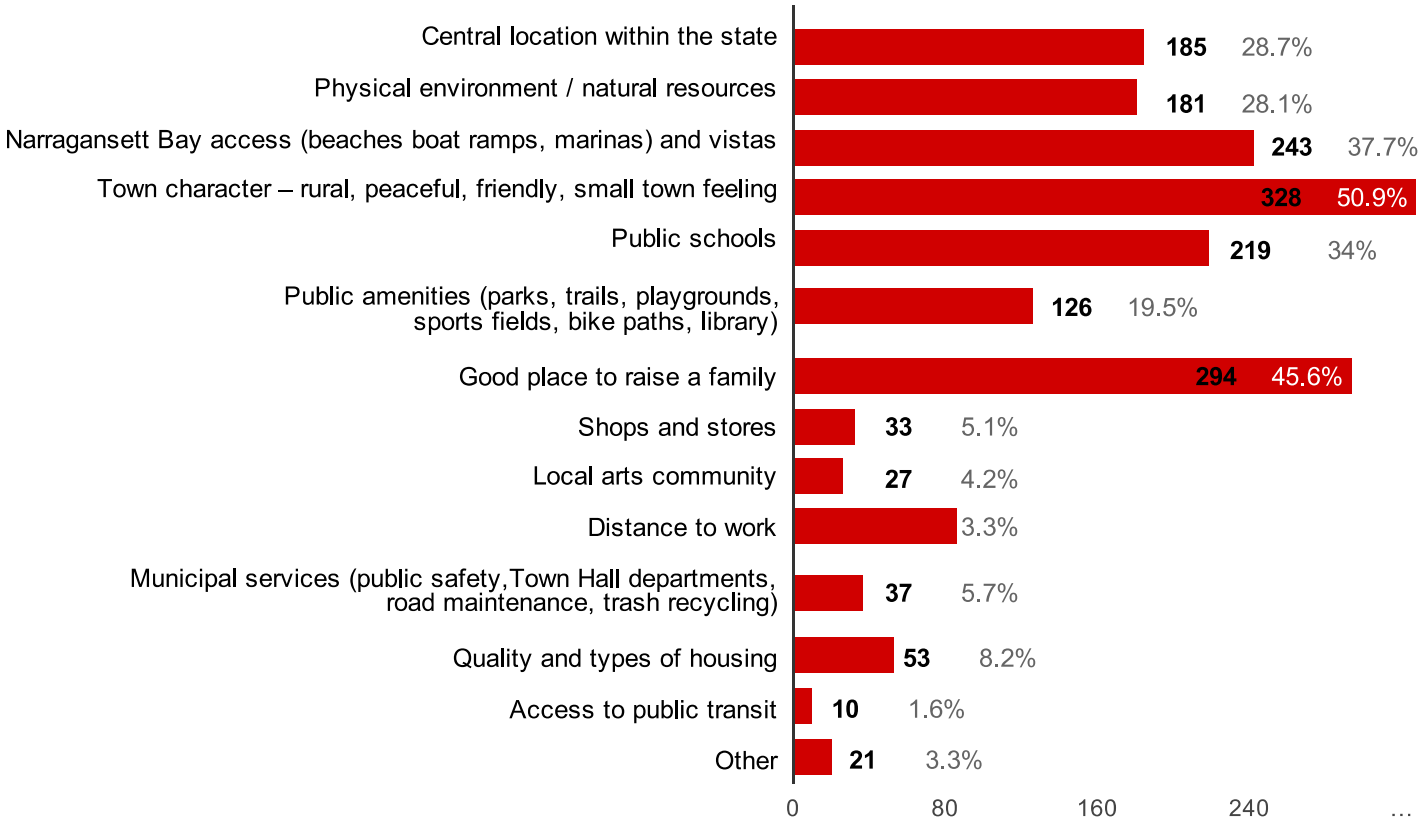
What activities do you need to leave North Kingstown for?



How do you primarily get to activities, shopping, and services?



What do you like BEST about living in North Kingstown?



Why did you choose those three?

N/A
Quality of life
They are important to me
I had hopes that the town would have grown even better, but its become so vacant of culture, foods, etc, that location and love of my neighbors are the only reasons we've stayed. The new Wendy's is a dreadful reminder of how poorly our town has been planned, managed and directed.
Moving from another state with kids always means looking at schools first. Love access to the Bay and proximity to entire state. Glad moved to NK instead of EG - more laid back.
We choose to move here because of the location and the high quality of the public school system. We were fortunate to also have our youngest child enrolled in a local charter school which was the absolute best place for his needs and development.
I enjoy that I live in what feels like a rural environment , near farms etc. yet I have great highway access. I don't want any more development in NK besides giving Post Road a facelift.
Close to work for both of us... One in Warwick and one in NK. Great house builder, Dave Cote Good neighborhood, schools and convenient to highway and back roads
When we bought the house in1983 it was a good place to raise a family
I have 2 young children and want to raise them in a place like NK....
rural, peaceful, friendly, small town feeling
Because public safety (fire department) is honestly disgusting the trucks and stations are appalling. The police are great.. The town is growing but business isn't. I live in Wickford and would love for it to mirror Main St in EG
NK is a great town to raise kids. Good opertunity for sports and recreation. I don't feel NK has any small town charm, especially in the north end which seems more urban than suburban. I feel NK
has no decent activities for adults. Wickford is a waste of waterfront realty and offers nothing for young adults, we leave NK for eating out. The town should probably beef up its Fire and Police in the north end, seems like it's a hotbed for that kind of activity.
We love the small town, rural feel of NK. To have that feeling, but only 20 minutes from both Providence and Newport is really great. Living in a community on Narragansett Bay is also a real treat. Sitting at NK Town Beach or walking through Wickford is just about the most relaxing thing there is to do RI. Wickford is a hidden gem.
chose more than three. NK has so much to offer.
1. I like having a 10 minute scenic commute to work. 2. I utilize the library and Ryan park regularly and luckily my friends and neighbors let me cut through their yards so I don't have to walk on roads where there are no side walks. Shame on NK for not installing sidewalks at least on BNeck Road so HS kids don't have to walk on that raceway during snow and icy conditions! 3. I have boats and love to play on the bay.
Why wouldn't I?

over 40 yrs in town, Providence native... can you figure it out ??
Because you asked me what I liked best.
Like the area. Have a RIPTA busstop in front of my home when I no longer drive.
Love, Boating and local shops.
The most important.
It was difficult to narrow it down but I finally chose the three that seemed to best fit the life my husband and I have had. Our children walked to school, to the beach, to the library and to church. They enjoyed everything our town has/had to offer. We continue to enjoy these aspects of our town.
Schools are the most important factor in choosing where to live. Also, it's important to me and my family to live in a small town with friendly people and a rural feeling.
Grew up in North Kingstown in a historic house in the village. Small town with community connections and commitments. Excellent public schools. Going forward we need to concentrate on revitalizing the town where it is already developed and NOT continue to bend the rules and allow new super developments that remain unfinished and have destroyed historic landmarks because they could or did not meet timelines as presented in the Planning hearings.
Because they are the most important to me.
We moved from out of state and I have lived in four other states. We compare and contrast and moved too no for the above along with the schools. We are prepared to move as others due to taxes on s.s. Death tax structure and cost of living. If you change the character of this town you will make my decision and others easier
We moved to NK, and the particular location within NK because it was in a rural area with no high density businesses or retail stores in the immediate vicinity. NK was small enough, however, that it was easy to get to everything we needed, as well as public amenities. We were also starting school with our children and had looked at the school ratings which were some of the highest in the State. We have had several concerns with the character of Town officials though since moving and the apparent failure to listen to Townspeople feedback. As such, we are very concerned with development that would change the character of the rural area in which we live.
I was raised in North Providence and after I graduated college I knew I did not want to live anyplace that even remotely resembled North Providence. I love nature, quiet, grass, trees, birds, gardens. My big fear is the Post Road is beginning to look like Mineral Spring Avenue, one of the ugliest (if not THE ugliest) road in the state. We have to be careful not to commit the sin of overdevelopment, driving the wildlife from their habitats and risking e-coli in our water supply as a result.
We wanted to live in neighborhood with a rural feel. We wanted easy access to South County and the bay. Along with a good school system made NK the choice for us. If I could have chosen 4 items, I would have selected the public schools.
Kids/grandkids Al Southwick Town beach & senior center.
Knowing the state fairly well, I find North Kingstown to be less crowded, more clean, and overall perfectly located to get anywhere.

The beauty of the town is what keeps me here.
I choose those three because they are important to me and where I live
My wife and I are teachers at a local private school, and we wanted our children to attend a quality public school program. Girls are currently in Hamilton Elementary and Wickford Middle School and both are thriving! Sports rec programs and NK Soccer associations big pluses as well.
I don't want to live in a city or crowded suburb with strip malls and national chains!!!
These are the things I appreciate the most about where I live. Given a fourth option, I would have chosen public schools. We have excellent schools, with great teachers and administrators. Schools were not among my top three only because I have had to send my son to an independent school, as his advanced academics could not be addressed in NK.
My family has lived on the same land since the 1800s,there are many reasons why I live here those being just 3 of the reasons.
Location, primarily. Lovely neighborhood.
I don't want to have neighbors close, I work hard for my privacy and if NK turned into a big city I would move.
These have been very good reasons to STAY in North Kingstown, but they are definitely GOING DOWN HILL. North Kingstown is bringing in more low income housing, families, etc which is brining down the overall quality of the town. The town is not as safe anymore, has more loitering, more people begging for money, and I am not pleased with this. This was a town with families who worked hard to live here and raise families. Bringing in all this low income housing is really putting a strain on the town as well as the overall safety. We have never had to lock our doors.. now we do. We have never had to worry about kids playing outside, now we do. Yes, the world has changed, but a lot of crime does come with the stigma of low income housing. Hearing someone overdosed off navy drive and then was dumped underneath the stair well.. that is not something I want my kids hearing about in school!!!!!!!!
Great place to raise a family. This is how it was 16 years ago when I moved here.
Great Schools
I'm a retired senior and those things are important to me at this time of my life.
Moved here because of school system. Don't want to live in overcrowded area. Good place to raise a family is a huge priority.
We chose North Kingstown to be close enough to my place of work (Providence) - but be far enough from the city so that we could enjoy outdoor life, the ocean, open spaces, and a healthy environment for raising children.
they matter most

These are the reasons we moved here.
Chose to live here because it is rural. Lately it has gone downhill and looks like Detroit as all the businesses have been driven out. Groceries and lumber can be shopped locally, but most everything else is overpriced or not adequate selection.
I grew up here and those are the most important factors for me.
Like shopping in Wickford and the neighborhood with beach access where I live. Also like the people here, a friendly bunch.
Family values
Born and raised here. Now that children are grown and we are nearing retirement we are finding it necessary to leave. Taxes are way too high and newcomers are trying to change all that was good about wickford!!!!
It is unique to have access to a protected harbor off a protected bay. Schools are good, though our kids are in private school in early education.
Things that I enjoy
Wickford is on the waterfront, excellent for boating, lots of marinas Wyc It is extremely safe, and a very nice environment to live and work in I can walk to work
Unique living in old houses and having a village (small shops and local restaurants) in walking distance
Nearing retirement and these issues, among others, are important.
My children attended Stony Lane, Davisville Middle and NKHS and I think they received a wonderful education. I lived near Schartner Farms and it was a wonderful place for my kids to grow up, play and eventually work. I have always loved Wickford and am thrilled to actually be able to live here now that my kids are on their own. The arts and small town feeling are just what I love.
These are reasons I have stayed this long.
Now that I'm retired, I have more time to appreciate the natural world. However, public schools are important; both my kids went to NK schools. I fear that low tax activists will always try to cut the school budget, which I believe is the most important funding requirement in the Town.
That is what I like about Wickford. It is what bought me here 51 years ago.
like them
My husband and I chose North Kingstown 15 years ago because of its rural character, charming Wickford town center, and excellent schools. I like being close to the bay, and I like that I can go to Dave's, the Y, or most places in town and see people I know. There's a small-town feeling and a strong sense of community that makes living here appealing. I am not happy about seeing every patch of open land turned into housing and other development. It's depressing to see what used to be trees and grass torn up and replaced with housing and commercial development. I chose NK because of it's rural characteristics.
I moved to town in 1976 because I liked the feel of Wickford. It was the small town atmosphere I was looking for. I was recently divorced and lived in another part of the state. My children never attended North Kingstown schools but I never begrudged paying taxes to support the school system. I found and bought my present house in 1979. I love the quiet but I also like the easy access to convenient shopping and the new train station. My wife and I often go to Boston for the day.
I enjoy the scenery and recreation

I chose these three because I love our neighborhood and how everyone helps everyone out. I love that we are close to beaches and hiking trails. My husband works in Providence and we wanted to be closer to the beaches but not too far.
I grew up in Warwick and wanted a rural peaceful place to raise my family. That was 40 years ago.
I love historic houses, boating and access to the water.
Because we have become so disenchanted with the other aspects of NK.
Unfortunately, town character would have been a choice but it is slipping away fast. we're losing that rural, peaceful, friendly, small town feeling. The physical environment and natural resources are an enhancement including proximity to Narragansett Bay. Central location allows me to commute north to work yet enjoy the southern shore, Jamestown and Newport. The quality of public schools attracts families that value education and this strengthens our Town.
My wife and I both grew up in NK and attended local schools. Now, our daughters are enrolled in these same schools. We live near the shore, in a nice neighborhood. Our children enjoy what the town has to offer and so do we.
I only chose 2. To be honest, sometimes I wonder why I continue to live here. Taxes are high and I regularly have to leave town to find good restaurants and arts/cultural events, both of which are very important to me.
I love the bay, our library, and the charm of Wickford.
easy to drop our boat in the water and be anywhere in this state in just minutes, something that should be promoted more to people that you can come or go anywhere in your boat from NK. we love art.
I like the Town Council means of management rather than a Mayor. I like to shop locally and love all the shops in Wickford. I like the fact that I am close to the beaches and love the smell of the salt water. I have lived in town since 1966 raised my child here but I really must say we need a building moratorium in town, it is getting way too crowded.
Felt right
I love the ocean. The school system is great. A lot of great families in town.
family boats, wickford village (how it was when Wickford Elem. and Ryan's were open!) and schools served our 3 children well
I live alone with my dog and like having access to all the beautiful places we have to walk, kayak, swim. NK is a lovely town and it is easy and convenient to get to Providence and Newport if I want a more "happening" plave to spend a night out.
they were the most important ones for my family
Things I look for when choosing a place to hang my hat
It's a central location that is a decent (better than the surroundings) place to raise a family.
When I moved to town (30+ yrs. ago) I was working in Warwick so the commuter was fine. However, the character of the NK is what attracted me to this town rather than another.
Priorities in our family
Noticeably superior to other towns.
There are great playgrounds around and the bike path is great. The summer concert series for kids is an awesome amenity as well as the easter egg hunt. Very family oriented.
its a nice town with friendly people and this is where i want my kids to go to school

I love how close North Kingstown is to the water. The people in the community are wonderful
I did a ton of research on school system , area, etc. for raising a special needs child before moving to N.K.
We love the community of NK. It has all of the quaint character of a rural while also having the conveniences of a larger town/city. It's not over developed (yet). We would love to buy here, but are finding it hard to afford!
Close to work
Reason we moved to North Kingstown.
We like the quite living in Mt Veiw, our son was raised here. We feel save and we have great neighbors. We are close to everything we need and close to highway access.
When we were moving here we liked the feel on nk, being close to water, good schools, nice family environment
Moving here after our kids graduated from Smithfield pubic high school, my wife and I could live anywhere and chose Wickford Highlands. It was a new development at that time, and we were attracted by the nice small town feeling of Wickford.
because the services are very good..... the elementary schools were great .... This town no longer has the small town feeling as it did many years ago.
North Kingstown has abundant natural beauty and I especially enjoy it's marine assets.
PUBLIC SCHOOLS - We have 2 children in the NK school system and their education is very important to us. We think that the NK public schools are doing an excellent job, although we would like to see an increase in funding for schools and more town support for the work being done by the school administrators and the school committee. GOOD PLACE TO RAISE A FAMILY- We like the community and enjoy the NK area with our kids. CENTRAL LOCATION - Since we travel for work, we like being relatively close to TF Green airport.
I like what use to be the small town feel.
They all benefit my family.
We are a family, raising a young child so a safe and "good place to raise a family" is of most importance. Our lifestyle outside of work/school, we like to enjoy the "Narragansett Bay access" and really enjoy the town character coming from Cranston/Johnston.
I actually like that our development is so close to the new Wickford Station. I use it to go to Boston and have even used it to go into Providence. We longer work in Rhode Island; wages are lower and no opportunity in our areas of expertise. My husband and I both work in Massachusetts: he in Cambridge and I in the financial district. We live in Massachusetts during the week. We still maintain our home in North Kingstown and return there on the weekends. We are able to retirement and think about leaving the state altogether.
These are the reasons I moved to this town. I enjoy spending time outside in a rural, friendly atmosphere where community is valued and every individual has space to do what they enjoy.
I woudn't of pick any.. We need rubbish pick up for the taxes we pay in this town. and road really suck. They pave them they dig them up. why not get all the work done then pave instead of wasting money doing it over &over again.
We moved to RI from DC to raise our family. We bought our home in NK because it was convenient to URI (my job) and Providence (my husband's job), had good schools and was a beautiful community. Our kids walked to school at Wickford Elem (a while ago!), Wickford Middle and NKHS.

We chose NK as a retirement location and so I'm highlighting the amenities that we were looking for. If allowed more choices, public amenities, public schools and municipal services would also have ranked very high.
We chose to live here based on the rural character of the town and its open spaces. We are very concerned about all the recent growth in town, and if it keeps up, we will surely leave. We do not want to live in a town like Warwick. We think with better planning, growth can continue, but targeted to specific areas already developed like post road and Quonset. NOT in rural areas such as rt 2/102 area.
NK is a great place to raise my family and I wanted my children to attend NK schools. Also, our extended family also lives in NK. NK is a close-knit, safe town, and we value its peaceful and quiet atmosphere.
We primarily moved to NK for the schools and distance to two job locations. However NK schools is lacking in good judgment when it comes to special Ed and the arts. Therefore my three best likes are location in relationship to jobs/beach/providence as well as a safe environment raising a family.
Want a home that has it all
I would choose more butlimited to 3. These are my top three. Would also list. Natural resources and distance to work, did work in Providence previously.
I prefer to live in a rural, peaceful, friendly small town environment over the city life. Less traffic to deal with in a small town.
Because they are the three things I like best, of course.
They were the baseline for building my residence in NK
enhances quality of residing in NK
We chose to live in RI and this town first and foremost for the public schools and 20 minute drive from my husband's work. We love the small town feel.
I live near the bay and swim in it. I really enjoy being close to water and woods. We also moved here because the schools were good.
Moved here for schools and location to work
I grew up near the beach and love the parks and beaches that NK has to offer. My kids have enjoyed growing up here and all the activities they have participated in.
When we moved here we needed to be centrally located with access to 95.
I chose not to live in the city - because I wanted my children to have greater outdoor resources and great connection with the environment.
They are most important to me.
We love the beauty of this area, the friendliness of our community. I appreciate the clean water, the parks, trails, playgrounds, libraries--all things our family enjoys.
My wife and I chose to live in NK after we were married because the schools were very good, we didn't want to live in or near a city and we enjoy having open space between our house and the neighbors and space between neighborhoods.
Quality school system is obvious. We also love the beach/ocean environment. The town has in the past had nice parks, etc. I will tell you that Wilson Park is becoming a disaster. I play pickup soccer there and it is like playing on cement. Kids are getting foot injuries due to the conditions. Soccer has been played there for over 30+ years so it IS NOT in rough shape due to overuse.

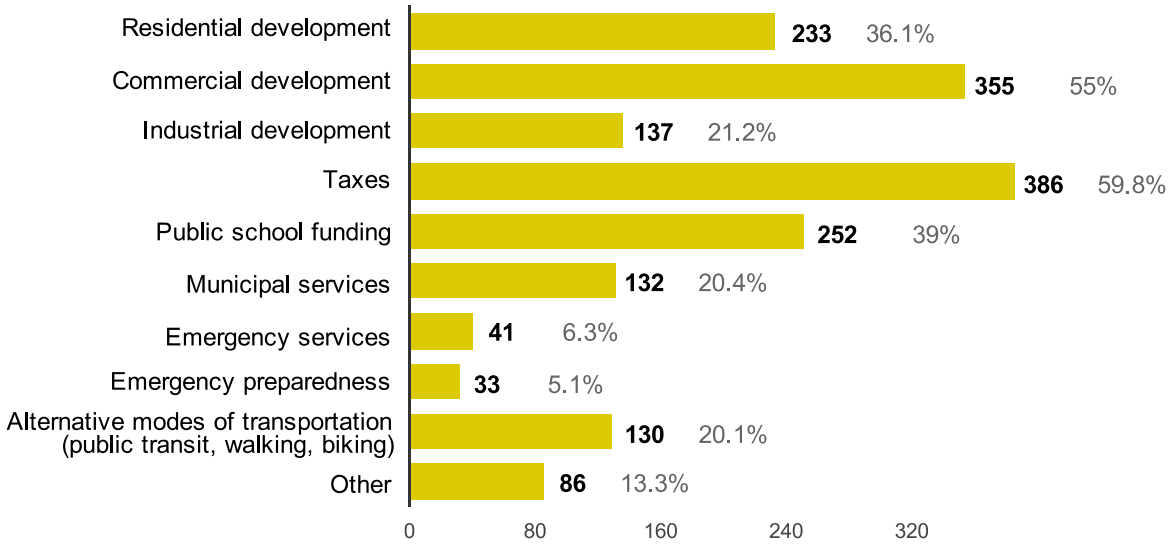
NKSA used to have 1000 members and now only has had 300 for several years and lacrosse adds maybe another 300. Still less kids in total compared to years ago. FOR THE PAST TWO YEARS THE TOWN HAS NOT WATERED THE FIELDS ON ANY REGULAR BASIS OR AT ALL. As a result the grass is burning up and getting ripped apart by even slight activity which leaves just dirt. The fields also continue to settle and have many deep holes which are a danger to anyone walking/playing on them. WATER THE GRASS REGULARLY AND THEY WILL BE IN MUCH BETTER SHAPE. PLEASE!
I love the ocean but hate the crowds in south county. I spend most days outside including some of my jobs. I have had a problem child, an honors child, a child on an IEP and a child on a 504 go thru the Nk school system and all are successful college students now. The problem child is going to grad school, the honors student is excelling in her college and the two who spent 8 + years starting at age 3 as sp ed students will both be living away at college in the fall.
Those are the things that matter most to my family and I.
We came to this town because of the schools, lots of new house construction and access to the beach.
I would like our town to stay small and not become another Warwick like place with all strip malls. I would like Wickford to become more of an active place for people in town and out to visit daily and at night. It shuts down at 5. Go to EG it is hopping.
BECAUSE THEY BEST REFLECT THE CHARSCTERUSTICS OF NK
All 3 choices are things I access regularly, or enjoy. Some choices are laughable: Access to public transportation and road maintenance, are at the top of the list.
They were important factors in chosing a home here
They are the only 3 things I still like about NK.
We love the opportunity NK boasts for families- great people, schools, activities and location.
I had a lot of trouble because I could have added at least 3 more. I have always been satisfied with many of the items on the list that I didn't check off.
I choose to live in Wickford because I close to the water for boating and fishing. Living in this part of town is like always being on vacation - except the winter months.
Need to make a living and work long hours so being close to work is important.
I am not native to RI. Moved to NK because we believed the community was friendly and not pretentious. A range of people and activities.
Schools are an important foundation to any community. And the physical character of the community creates a comfortable environment in which to raise a family.
Because they were accurate to our situation
I value the education my kids have/are received and believe this contributes to the value of my home as well. I grew up in this town and now raise my own family here in a great town character with good schools and recreation/sports. I am an artist and appreciate the art resources.
B/c it is a nice place to raise a family. I like being close to the beaches in Narragansett and being close to Providence as well.
We wanted to live near the beach/water. North Kingstown has great schools and is a good place to raise a family.
Love my Oakdale neighborhood, moved here to be closer to work, and love my house

Everyone is friendly and careing. Great happy place to raise a Family
I lived in Peace Dale and it felt so much further from work and Providence. NK is an easy drive to anywhere. My husband and I walk and love the parks and open space in town. I also love the people and communities.
We have a young family so schools were a priority but it is also important to us that our children grow up in a town that has community values, character and town pride. NK had/had a competitive school system and a charming community with many cultural and artistic attractions.
Great place to raise a family in an excellent school district.
It was hard to choose.
North Kingstown's biggest drawer for me is the location. It is very central. Unfortunately it lacks much to do from an entertainment perspective. It is very close to a lot of fun places (EG, Narragansett, Jamestown, Newport, Providence).
North Kingstown has really disappointed me lately and those are the 3 things that I am still happy with.
I grew up here.
Pretty simple...good schools with extracurricular activities available and easy access to beaches, Newport and Providence. It is also and easy trip to the airport. I travel for business and without that, I would likely be taking my family to another state with lower taxes/cost of living, better community services/amenities and excellent schools. RI is still lacking in high paying jobs and I am lucky to be able to work remotely for a company with main offices in Charlotte and outside Philladelphia.
They revolve around the upbringing and safety of our family.
Raising my family is the most important
Schools - importance of education Location - not a far drive to/from work LOVE Brown Street/Main Street - we have serious lovely character in town Town is safe to raise a family
I prefer peace and quiet, privacy, open space.
It is why I moved here
because if I wanted to live amoungst criminals, I would move to the city
It is important to go home to a beautiful calm environment.
North Kingstown is a beautiful area in RI. A great place to raise children with an excellent community.
We moved to RI 11 years ago and choose NK specifically because of schools. That was top priority. Still is why we continue to live here.
Dumb question
I am not going to answer why I chose the 3 because those answers are obvious. However, I will make a comment to the 3 others choices I was not allowed to make. We also like Nk because of the access to the Bay, the town character and the physical environment.
My husband and I are raising two boys. We are active with the sports community. We require a good school system for them. As a family we are active outdoors.
Because of the list presented these are the best things I like about living in NK???
I am a transplant, so primarily here to raise our family. Having said that, I love the ocean and value the location of NK for easy access to the bay and other ocean areas. Also, the location for me to get out of NK to my other commitments out-of-state.

They are most important to me
When we moved here 21 years ago we wanted a nice town with a rural feel and a great school system for our kids
I like that NK has just about everything I need close by. Seeing all of the development i.e. the new Wendy's seems unnecessary. We have so many shopping areas with half empty buildings. If we need to be further developed we should start by filling those areas first. I want NK to be more like the way I remember it 20 years ago.
Working in town gives me quick access to my children to get them to afternoon activities
Enjoy the outdoors and the beauty of Wickford Harbor.
High quality of life, great schools. Access to lots of fun things!
I grew up in North Kingstown and now enjoy raising my own family here. I'm hoping it will maintain its small town feel, although the northern end of town is starting to resemble Warwick.
all related to family and quality of life
It is important to me that NK does NOT become a city like warwick and Cranston.
They most fit our lifestyle
Every town should show the feeling that it cares for residents by having these things be evident and cared for. It gives the town positive character and makes it a welcoming place to live.
Municipal services are very good. All that snow and still the roads were plowed/salted all the long winter. The Town Recreation Department has an excellent summer camp that my granddaughter goes to in the summer. The blue can is faithfully emptied of all the recyclables The police responded twice to the needs of my daughter's 911 calls once when horses were loose in the road and another when an elderly man crashed his car that she happened upon. The environment in our area is very peaceful and we have found nature to be extremely entertaining. We couldn't lack for anything with the abundance of stores/shopping.
Family oriented
best area for kids that was also within commuting distance to work (URI and Warwick) for both parents
I like the fact that NK is family oriented and has lots of activities and services for my family.
North Kingstown is close to my family. There are lots of places for my kids to play and have play dates.
We initially moved here for distance to work and beaches but have been really happy with the schools and family friendly environment.
School system.
There are many beautiful places in the state, but only a few communities can combine all three.
The quality of life in North Kingstown is fantastic - as long as our leaders do not try to turn us into new "Warwick" with malls and traffic congestion.
I could have chosen them all
A FIT WITH WHAT IS IMPORTANT TO US AND THE WAY WE WANT TO LIVE.
They represent just a fraction of what the opportunity to live in Wickford has meant to me.
The choices represent the best amenities available in NK
The historic charm and character of Wickford Village attracted me to North Kingstown, where I reside above my small business

We were expecting our first child when we moved in.
We moved to Wickford with two young boys. We live withing walking distance of Wilson Park and we use it all the time. Character of the old houses is what drew us to Wickford and the reason we bought an historic house. Friendly does not even come close to my neighborhood. We know each other, work each other and play with each other.
I think that Wickford in particular is a beautiful village on the bay, with good neighbors and nice shops. Those 3 are only part of what I like about Wickford, because I feel the neighborhood and the beauty of our village are important, but it is also many of the other amenities could easily have been chosen by me. We are lucky!
Access to the water is important for people living in RI; I like that the town has a lot of peaceful friendly neighborhoods; however, the development of Post Road and Quonset take away some of the small town feeling. Good quality schools are important.
Nice community atmosphere
Obviuosly the physical amenities and accessibility to other things.
Beautiful and peaceful. Lack of public services and restaurants big drawback. Need sewers the most
These three features set NK apart from many other towns in RI.

What are your major concerns, if any, which may affect the future of North Kingstown?



Why did you choose those three?

Gross lack of forward, creative thinking.
We pay high taxes but municipal services are not as good as other areas we have lived. Not used to private company for garbage pickup, parks and recreation information is very difficult to understand. Hope for more thoughtful commercial development. Strange that a Walmart was used as anchor store for train station.
We were pleased that the town has implemented full-day kindergarten, even though it does not directly affect our family. The issue of emergency preparedness is a difficult position to comment on as we have no idea what the does or does not have in place.
We don't need any new construction of res/commercial development while there are still retail vacancies at Wickford Junction.
We need good restaurants less gas stations and banks! Less low income due to high crime rate in Navy Drive and Yorktown areas due to low income! Great businesses.. Find them and keep them... Walmart, Home Depot add to the town encourage great businesses and fill these EMPTY buildings, It is pathetic to drive down Post Road and see emptiness! Please bring multiple restaurants to town so I can spend my money in town instead of going to Warwick and South Kingstown!
N/A
i want to be able to retire and own my house
Having 2 young children want to make sure schools are properly and adequately funded. Don't want excessive commercial development but understand need for it. want it located properly. Being a coastal community, want to be certain we are prepared for climate change and sea level rise.
Because the town has money yet the fire engines look like they belong in Providence or CF My son had to go to a fire station and said there was bird poop everywhere and looked dirty The public safety should be the top priority and it isn't and it's honestly a huge reason my family and I would like to move to another city or town
The Schools need to remain strong. To do that u need tax base. We need developments and business in the empty areas of town to help fund this. With development however comes a strain on emergency services, these services would have to be beefed up to deal with the demand without sacrificeing service
Very, very, very scared of NK getting overdeveloped and turning into Warwick. We moved to NK specifically because it isn't developed like Cranston and Warwick, yet it seems like the town is moving full speed ahead to follow in those footsteps. We're all for redeveloping Quonset and the Post Road area, but we don't need any more development outside those two areas. Allowing Tarbox to move to Quaker Lane was a travesty and we're very afraid of additional development along that road.
1. Roads going in/out of NK are already congested to the point that contact with a road rage induced maniac is a daily occurrence. 2. Some town of NK employees feel that their job is so secure that they can blatantly stand around flaunting no supervisor control without regard to tax payer concerns. 3. We need more side walks and bike paths!

I don't have any major concerns, however you will get a bunch of nutbags responding here that have no idea what their town even does so the results will be skewed.
Unhappy with expansion of new commercial development while existing areas are languishing. Old, tired, outdated shopping plazas should be razed or updated to attract new businesses or revert them to open space.
It seems the Fire and Police Departments are understaffed. Very scary!
To many low income apartments on the North End, business won't come to the Area because on the low income housing engulfing Post Rd. Thank you former Town Planner and Town Council who allowed this to happen. One Million dollars of deferred taxes surprisingly going to fund all day Kindergarden [Day Care for the low income] for our schools. Give the Tax payer a break. Oh sorry Quidnessett was a Title 1 School and had all day kindergarden as it was now a low income area. Thank the Idiots who run this Town.
Most important.
NK is not pedestrian or bike friendly and growth in town continues to favor car travel. Connections could be made between commercial areas that don't require a car for transport but town officials need to prioritize that in its vision.
Fiscal responsibility.
Historically problems here in NK
Both commercial and industrial development can help to reduce our residential tax rates. I am concerned, however, over some of the decisions made by our elected leaders and town manager in these issues.
I feel the town mistakenly is trying to make the Wickford Junction area the commercial center of North Kingstown, while neglecting the Post Road area. they have also added more low income housing than any of the other surrounding towns. While I support providing low income housing for the people of North Kingstown that need it, what the town has done is encouraged the poor from other cities to come to our town. I am also concerned about the Town tendency to raise taxes to the cap and limit the amount given to the schools. We really do not receive many town services for the amount of taxes we pay. Crime has increased due to these decisions. I am pro development, but I am pro smart development, not ad hoc development based on certain favored developers.
Without the oversight we are in the process of destroying that small town community and allowing big box companies to come in and dictate. Developers come in underfunded and ask for allowances in what their original proposals were/are and demand more infrastructure from the town. Taxes are out of control for what is given back. Town side of the budget is never cut substantially, but nothing is added back in the way of services to the taxpayers. How much is that "fire boat" costing the town when they go beyond the town boundaries on a call where they weren't even requested? Fire trucks speeding down Main St, then sitting at the Town Dock while firefighters fight over who is going to go on the boat...Recently there were 3 trucks and Rescue sitting there as the boat left.. What happens if there is an emergency in town? Mutual Aid? That costs! Transfer station is only open part-time. School side of the budget is ALWAYS cut back with the kids losing aides/teachers, curriculum (Arts programs), BUT the food services is finally solvent after much support from the SC to keep from outsourcing to strangers in our schools.
Taxes are too high and you blame the school district while NEVER cutting town budget. Schools drive property values, not golf carts. Keep slighting school district and expanding town budget and watch property values decrease. Residential development, primarily section 8 housing, is causing

degradation of our town. Graffiti and vandalism at Wilson Park increases as section 8 housing increases.
Taxes and out of control spending and cronyism in this state rate the highest in the nation
We have been concerned with the Town's desire to grow commercial outside of the urban services boundary and not fully utilize the areas that are within it that are currently underutilized and underdeveloped. We are also concerned that less funding is going towards schools and as a result the quality of teaching and opportunities for student development, especially those who could benefit from accelerated opportunities, is deteriorating.
Explained above, except for the taxes issue. We seem to have a state-wide problem in both electing and hiring people who don't have a clue about balancing a budget. They use the taxpayer like an ATM. Every mistake they make is compensated for by squeezing us harder. I am now exploring South Carolina, because I have just about had it with the regressive mentality that pervades this state and its cities and towns. You are killing small business with taxes and regulation, all because balancing a budget is apparently something too difficult to accomplish. Our ordinances, on both the state and town level, are archaic and haven't kept pace with changes in society.
NK's Town Council seems to only be interested in development. They ignore the people who protest, and find ways to help out their friends (the developers). It's sickening, and I often question why we stay in this town. I chose Municipal services because we don't have a lot of services, and those we have, we seem to be losing. Water service is under constant decline and I worry that at some point we will have to find an alternative.
Ver concerned with commercial development outside what was the urban services boundary. Traffic is becoming a problem in NK. Empty storefronts along route 1 all while there is development being pushed in other areas.
Schools have to be the priority. Maintain them! Taxes are so high for such a small town. Who "finds" a million dollar "windfall"? Heads should roll! Fill the empty buildings along Post Rd before tearing down our trees & use the developed areas wisely. Quonset should hold more industry. 403 is built, use it.
There are enough houses in this town, and the more huses, the higher the taxes to fund everything else.
I worry about the empty businesses in NK and how difficult it can be to start a business here.
This Affordable Housing Boom is a farce. Why do we need so many duplexes? Get rid of the school Super. He is an IDIOT and has does not treat his teachers very well. RIPTA in one word SUCKS! I have to walk at least 2 miles to get a bus.
We are concerned for underfunding of NKPS and increased property taxes. We also worry about over development of "McMansion" residential developments.
#1 reason was because NK was not over-developed like Warwick or parts of Wakefield. We loved the character of the town - rural, small villages and water access.
Residential development: the newest developments are destroying the rural character and small-town feel that I loved so much growing up here. We are in danger of becoming Warwick with a higher price tag. Taxes are prohibitively high, yet we are not covering all of our needs adequately. I see a lot of waste of money and resources, and when we truly need something like a sewer system, we are unable to fund them without ridiculous tax hikes. I've noticed in the last few storms

that we do not have adequate emergency shelters. In the aftermath of the winter storm a few years ago that left us without power or heat for nearly a week, we could not find a place to go to that was not just as bad as freezing in our own home. Perhaps we expected too much, or perhaps we were just ignorant of what the town has in place already. (In which case, maybe we just need a public service ad campaign?)
Post Road is dead,taxes is part of the reason we live on less than an acre of land(2015) as compared to over 10 in the 1960's and I don't want some worn out rescue personel giving me medical care.(I've had 2 heart attacks and my wife is on Oxygen 24 hours a day.
Taxes are out of control. Every year they go up and our services are nonexistent! I'm a runner and we walk our dog. But to get to any safe run- walk-frieldnly place outside of our neighborhood, we have to get in the car. We need sidewalks!!! Seriously–sidewalks!!!
I didn't chose 3
They are going down hill.
Do not want the character of NK to change
North Post Road is a complete failure, there is not Municipal Services. The condition of the schools are deteriorating. Taxes are higher than most surrounding communities. Large residential development that encourages children raise taxes.
I am concerned about overdevelopment in certain areas that will negatively affect our small town feel and neglect of the Post Road business area.
Having parents and grandparents who came from NK, I have always wantd to live here. I love the historical aspects of the town, the natural beauty and and the harbor and boat.
We would not like to see the town become over developed
Seems like town council is ignoring the prior comprehensive plan and building where it benefits them or their friends. Also, bad relationship between TC and school committee threatens schools.
The town now has "dying" areas - like Post Road – that they are not investing resources in -- and it becomes an eyesore – and now they are seeking "new" places to develop, instead of repurposing what has already been developed for commercial area. Green space areas are shrinking. Schools are overcrowded and underfunded.
Because all 3 are contributing to higher taxes every year
We deserve trash pick up for the amount we pay in taxes and outrageous hours for the transfer station.
Some of the recent developments with smaller lot sizes and condensed housing remind me of developments in Warwick/Cranston. I do not want North Kingstown to turn into Warwick/Cranston. Rt. 1 commercial area is an eyesore and something needs to be done with it. We have one of the best school departments in the state but lately I feel like the town council has been asking the school department to make budgetary sacrifices to cover the increased costs of the rest of the town departments. At some point this will come back to bite us.
Commercial development is going in to our scenic residential/farm zoned districts and Post Road looks like Detroit. Taxes keep going up and municipal services keep disappearing.
We are losing that small town feel with all the new development. This town is becoming Warwick. If I wanted to live in Warwick then I would already live there. Instead of building new businesses let's utilize all the empty spaces we already have in town.
Commercial development: rt1 has plenty of empty storefronts/properties while new stores are being

built on rt2/102 near walmart. Would hate for NK to end up like Warwick with some nice neighborhoods being choked by commercial development. We don't need less of it just more focus. Would be nice if the town was less car centric -which is as much about changing people's attitudes as anything else.
NK is beginning to look more like Warwick each day. We allow new construction for banks and fast food restaurants while historical buildings and businesses remain vacant due to zoning issues.
Starting to price people out of the market.
Taxes are killing the retired people! New residents are never happy!
Our town has greatly changed since I was born. It is beginning to feel more like Warwick than the corner of South County. Character continues to dissolve. Do we need two Wendy's within five minutes?
We need a town administration that responds to the concerns of the citizens.
Taxes are high for older people, esp. for those who have lived here for a long time and want to stay, age in place.
necessary for tourism and jobs
It is not more development that concerns me, but poorly conceptualized development. Where the transformation of Quonset has proved successful, the failure to redevelop Rt. 1 and instead lean on green space development bespeaks a failure of leadership. The town planning bylaws hope to turn an existing strip mall (Rt. 1) into a walking space, making it undevelopable, forcing developers to develop green spaces, making them unwalkable. The plan's idealism is misplaced, and the town government substitutes fatalism for realism in responding to the challenges posed by this failure of planning.
Huge factors for aging population.
I hear taxes are too high and they cut school funding which should be a no no also we need more transportation that works more often and more accessible to the people who do not have cars in Davisville complexes.
We need to make sure that schools are properly funded and not give in to tax activists whose main concern is cutting funding and not quality of education. Re: municipal services, it's not clear to me why we don't have town trash pick-up, etc., as other jurisdictions have. I worry about the next big hurricane, sheltering, etc.
This what concerns me. The Town offices are not friendly and businesses cannot grow here in town. Taxes are not applied properly especially when new assessments are made.
obvious
It seems like every open space is now being developed and turned into another bank or housing development. This overdevelopment detracts from the rural character that drew our family to NK. Commercial development belongs at Quonset or in other locations already zoned for this. I'd like to protect some of the open space we have left and would gladly support the town buying land to protect open space and maintain its rural character. I have no problem driving to Warwick or other towns for big box stores. North Kingstown should remain a rural, residential community.
As a retired couple we'd like to stay in North Kingstown but the taxes are a definite drawback. We live on a fixed income and have no "raises" in yearly salary except for small increases in Social Security.
Our taxes are very high for very little in the way of service. Our street does not get plowed very well

at all. The school are way underfunded and they are the biggest reason people move to NK.
There is a majority of the town council who bullies citizens and the other town councilors. It is fully evident in the town meeting videos. Their actions to close out the citizens and manipulate the town for their own agenda. The former president publicly stated via public internet social media board confirming such intentional behavior. Taxes seem to be outrageous for the services rendered in comparison to other towns in the state as well as in comparison to towns in other states. The current town manager is not either capable to manage appropriately or is part of the corruption to keep the citizenry in the dark on exactly where town monies are being used or held. The town manager just happens to find $1.4 million? What other monies are being withheld in a secret account? Why this town manager continues to be allowed employment is irresponsible of this town council. Alternative modes of safe transport would decrease the demand of individual car use flooding our roadways and causing great wear and tear on our road systems; public works, police and fired depts. Safe bike paths and internal bus transport makes sense and is sound fiscal planning.
More homes are on the market in the village than any other time since the turn of the century because people cannot manage taxes, are impacted by a decline in support services and most importantly, government enforcement of rules lacking common sense. Ergo, elderly and retired are not able to handle rising costs to live in NK/RI.
Development that erodes the unique character of our town is NK's biggest threat. Ever increasing taxes will force many to move. I may be among that group.
Taxes are high. I would be willing to pay higher taxes (and I wouldn't complain about the current tax rate) if we got more for our money in return from the Town. We don't even get garbage pickup! I know so many people who would use the MBTA if it ran more frequently in the evening and on weekends. Not everyone wants to use the train to commute to work. Many want to use it to get to better entertainment and dining options in Providence and Boston - but we can't do that on weekends.
High taxes may not allow us to stay in our home. I am concerned that NK will become overly commercialized and turn into a zone similar to Warwick.
Taxes are crazy here (and not too many services to boot!(and the taxes are crazy because the schools are out of control with spending
Not enough funding in the public schools for the arts program and other extras. No sunday hours at the library. More bike access and bike lane.
The taxes are way to high, we need town garbage pick up and more activities for the tween age group
I feel this town has grown to the point it is no longer a small rural town and that is the main reason I moved here when I got married. I also liked the neighborhood elementary schools which did save on busing expenses. That too was another reason for my settling here in North Kingstown.
This is where the problems are
the leadership of this town is awful! We need all new administration in every single dept!
There is a high level of dysfunction in the town leadership. Between the town council and the school committee, they are slowly eroding the things that initially drew us to NK.
too much open space being lost, taxes too high, need better access and integration of transportation choices

ised my family in Wickford and admit that the loss of Ryan's Market and Wickford Elementary has left the village feeling more like a little tourist destination than a real community. I think that NK really needs to focus on finding an anchor for Wickford village. I also worry that increased residential development will make the town feel more like a strictly suburban community rather than the rural, residential mix that most of us find so appealing. On another note...I work at Quonset point and would love to be able to ride my bike to work, but the few times I have ridden up Post road, I felt like I was taking my life in my hands...A more bicycle and pedestrian friendly poost road would be great!
My biggest concern is post road. There are no sidewalks, bike lanes or walking lanes and the road is too narrow for even proper automobile traffic. I would like to walk or use a bicycle more but it is just extremely dangerous now. I am frustrated by the amount of development in quonset but the short section of post road (apx 1 mile) still has no bike path or sidewalk of any sort. Post road could be a beautiful boulevard but it is so far from that now.
I have a tremendous concern for the commercial development of this town. My family is not pleased with the commercialism, especially on rt. 2.
I am concerned about the class/character of people being moved into HUD housing. They need to be screened more thoroughly. Many are lieing to get in.
Residential development, because there is far too much section 8 housing in our town. Reading the police report almost half of the incidents are with people in/from those areas. Speaking to people who work in schools it is clear that their children they make up a disproportional amount of the special needs students. They place an unfair burden on our police and schools, and are a big reason why most of the educated residents move away and don't come back after college. Commercial development, because the big box stores (Kohl's, Walmart, Home Depot) make up another significant portion of our arrests, and because they put an unfair strain on local businesses. Post road a ghost town because businesses there could not keep up with the competition from these mega corporations. Any issues with municipal or school funding could be solved with the elimination of section 8 housing and the resulting scale back in police/education resources. Post road is an embarrassment. The town should buy / seize the vacant properties, demolish, and then auction... but with significant restraints on the type of development (sidewalk front businesses with parking in the back instead of stripmalls). The town could also benefit from a bike lane on this road. I believe the town is doing a good job with industrial development. There are a lot of good jobs in quonset point, which is attracting working people and their families.
Properly done, new development is good. but it must not sprawl all over. The Town has done a good job in recent times attempting to focus new development in those areas that can support it (e.g. Post Road plan). Alternative transportation can add to quality of life and reduce the need for significant road capacity expansion and congestion.
Taxes are going up but facilities/services are not improving. A group of parents had to give up loads of their time and had to fight to get Full Day K funded; that is unacceptable. Some basic municipal services that we had in Warwick (where we came from) are not offered here (e.g. garbage pick up). And playgrounds need updating; again, a group of parents had to fundraise in order to improve a neighborhood/school playground that was unsafe; again, that is unacceptable. The Town should be providing these basic services, especially with a budget as NK's.
Stay focused on the schools.
I'm concerned that the schools are strapped for $ and teachers/staff have to deal with the

uncertainty of not knowing what there will be enough funding for next year.. I'm also concerned because so many people in NK fight against school funding. I also worry about my home's value. We've been in it for almost 9 years - our first house - & it has lost a third of its value. Wondering how all the new housing developments will affect that. Why would someone buy our older home with all those new options?
Post rd. Is a disaster. empty and abandoned, it's disgraceful. Maybe a tax break could be offered for businesses rolling to inhabit empty buildings? And please, stop with the banks! It concerns me that taxes keep increasing with no step up in town services.
Post road corridor is a disgrace and frankly embarrassing. We need to encourage businesses to want to build in n.k. instead of making them jump through hoops. We also need to support our fire and police services instead of continuously trying to cut from them.
i see the town cut funding for services that we need and put it towards things we don't need
Concerned about taxes increasing and services decreasing
Most impact on character of town.
All I have to do is look at the large wind turbine near Staples, and wonder why this was allowed to happen? I understand that people have their rights to develop their properties within current zoning laws and guidelines. The Urban Service Boundary made a lot of sense to me, as it also was influenced by the water resources, which are limited in North Kingstown.
The residential development is turning the "small town" into a city like place.
Post rd. is an embarrassment with all of the empty businesses. Would be nice if you could bike to Wickford (that's if the stores were ever open when I could shop there.
Taxes are high, too much section 8 housing, the school system is so over populated, people are starting to put their children in public schools.
The Town Manager and Town Council majority have a negative attitude towards fully funding Economic Development. The Town Manager and Town Council majority did not make any effort to lower the tax rate The Town Manager is disrespectful, unprofessional, and is an embarrassment to the Town. My greatest concern/ fear is that the Town Council majority doesn't do right by the Town and boot him!
PUBLIC SCHOOL FUNDING - We are concerned that the schools have been chronically under-funded (especially over the past 5 to 6 years) and that we will see an erosion of the quality of schools and a corresponding decline in student performance. ALTERNATE TRANSPORTATION - If we could change one thing about the town (other than better funding for the schools), it would be to make it easier to get around WITHOUT using a car. We need more bike paths and walking paths that connect key parts of the community.
too many empty store fronts all over town
concerned that we do not have full day kindergarten, taxes too high, do not like new big subdivisions being built
They will directly affect my family.
My number one concern is the future re-development of Post Road. I feel that this area is a complete eye-sore and waste of good business use for our community. I have bought into Reynolds Farm and therefore my awareness to what is going to go on in this area is of utmost importance to me at this time. I also have a school aged child, who we currently send to private school. While NK boasts one of the best school districts in the state, I still see a lot of areas for improvement,

especially in Primary through Middle School. I have more confidence in the High School education above all else.
Municipal services generally trail those offered by even the town's neighbors. It is difficult to safely bike or walk from Quidnessett to Wickford, and while the MBTA Wickford Junction station is an excellent facility, its utility is limited by scheduling and the current rail infrastructure in Rhode Island. It is my hope that both the filling out of the QDC and the sewer installation will begin to restore neighborhoods around and north of Quonset.
North Kingstown should develop the waterfront as a means of financial income to the town. Does the Chamber of Commerce have a plan to entice companies to come to the Quonset area. The new "Dave's" shopping center seems to be working, but Lowe's didn't make it, and I'm surprised that the hotel is still open. The conservation mentality gets in the way of future development.
I think there is misinformation on how a town such as NK can achieve smart growth without impact tax payers. By adding residential development in the wrong places, it will cost tax payers more money to provide infrastructure than you get out of new taxes. We also do not need to become the next Route 2 in Warwick with commercial and industrial development. The Town tries a road diet on Route 1 while also trying to boost commercial and industrial development; these actions are at odds with each other.
They keep building all these stores, when there are so many empty now. And the seniors can't even get a brake. In order to get a cut in taxes you have to have to make next to nothing in order to live. How is that possible. If you have lived in this town for 35 or years you should get something for paying taxes all those years. Now People on Camp Ave have to pay sewer tax on top of our property tax, so they could build Reynolds Farm Development. Because it is all ledge and can't have septic tanks. They should collect Taxes from businesses on the base.
I am very worried about predicted and actual sea rise and the impacts on Wickford and coastal neighborhoods. I don't think we are realistically addressing these looming impacts. I am also concerned about sprawling commercial development -- at Rt 2/102, Wickford Junction, Post Rd.
Comments relate to previous question and to following question. think challenge re residential development is understanding what kinds of residential development we need given changing demographics. think we may have sufficient sf housing but may need more compact, multi-family housing suitable for seniors and adults (hopefully many young) without children. Re commercial development, I suspect we may have sufficient commercial area, which is why I checked keep the same level below. Focus needs to be on redevelopment. I would hate to see more land consumed for commercial development while Post Road properties stand empty. Am hoping there is room for more industrial development in Quonset. I chose to list 4 above because I believe that the issue of hazard mitigation re climate change/flooding/sea level rise needs to be an overarching consideration in all of our planning.
See above.
Public education is one of the main reasons why we live here. We want our children attending NK's high-performing schools. We live in a quiet and private locate despite being close to Ten Rod Rd. We would be incredibly upset if there is commercial/industrial development in this section of NK. Clearly, many businesses on Post Rd. (esp. north of Quonset) are empty and it devalues that area of NK. Any services we require, whether it be groceries, shopping, home improvement needs, etc., are within a short 5-10 min drive. It's unnecessary for the SAME types of shops to be on our doorstep. What we DON'T want is more traffic on Ten Rod, failed businesses similar to those on

Post Rd., or a Rt. 2 (Warwick) type of atmosphere.
Without public transit many people are left behind eg the elderly, the disabled, the kids to young to drive a car, people who cannot afford a car or had their license revoked. Public transportation makes cities desirable to live and work in and allows disabled people some independence. In regards to commercial and development I see a pattern of neglect in already developed areas in town, however we start building in formerly rural areas. I'm worried about the "sprawl" of commercial buildings down RT 2 while at the same time buildings ait emptny on RT 1. And the we have Quonset sitting empty.
I am very concerned woth development in the 102/rt2 area and the effect it will have on my property value. I live on Plain road.
There has not been enough funding for the public school system.
There are already many vacant commercial properties/buildings located in North Kingstown so I do not see the need to continue to create and build new sites. As for residential, we have limited resources with the current amount of homes in North Kingstown. We have water restrictions during the summer months and are only allowed to water lawn twice a week. If there is additional residential/commercial development it will create a shortage of water supply as well as emergency services.
These questions appear badly constructed. Concerns about too much or too little? Taxes are too high and getting worse. Failed projects such as Wickford Station are my concern for commercial development. RI has the wrong approach. Our leaders think they need to pick the winners and losers--and tell the businesses where they need to go (Post Road). Instead, concentrate on lowering the taxes and streamline the approval process--lessen regulations and restrictions. Fight the current misguided "windpower/green" power initiatives which do little but raise the utility costs and make it too expensive to open a business in RI. In other words, set conditions for others to take the initiative....
They impact my quality of life
commercial and Industrial development could keep taxes lower.
I do not believe that the 24hr shift for FF is safe for them or us. and not fair!
New development needs to stay in the areas already developed
It is deplorable how low the annual funding increases have been for the public schools. My youngest daughter is feeling the full effects of the strained budget. As a 1st grader her classroom is overflowing and unfortunately the superintendent has no intention to remedy the situation which means that as a 2nd grader she will be penalized again. Young children benefit most from smaller class sizes. Kids are falling through the cracks. Not all the parents have the luxury of being able to be in the school to see what happens and be heavily involved. I'm appalled how the resources are primarily going to Fishing Cove, Forest Park and Quidnesset.
I have children in the schools and sports. I don't understand why this town is so divided when it comes to youth sports. Why have two soccer organizations and two baseball leagues. When you could combine and work together for the kids.
The taxes are too high for the services we get or should I say don't get. Commercially there is not too much. All new construction seem to be banks. Wickford stores close too early. We need to strive to pull people in not turn them away. Think East Greenwich or Wakefield. The train station is a joke. Do you realize how many families would use it to go to Boston on the weekends but they

can't because it's closed. And firget about going South to NYC - it doesn't even stop to let you go south. NK is ridiculous and getting worse instead of better.
Worry the schools are underfunded and stretched thin. I worry that the town is try to "industrialize" or overdevelop - resulting in buildings being empty; stores being empty; sections of town looking like they are "dying" - while new areas are being built.
The schools have a great reputation as being some of the best in the state but it seems that the Superintendent is reacting to problems and issues instead of being proactive to keep the schools at their current status. It seems that the town had it in mind that the way to increase taxes was to build more stores and not build more homes to attract more people. I am glad to see they have seen that this is not working and they are starting to build more neighborhoods.
property taxes are making it more difficult to afford staying in nk
I'm concerned with "affordable housing." We have too many people who don't pay taxes. We also need to fund our schools better.
Again a sound school system that affords options for all interests for students is paramount. I don't like to complain about taxes but the town offers little extras in services for the taxes paid, particularly in the LACK OF CARE GIVEN TO THE PARKS. Post Road is a commercial development ugly mess in many stretches. Post road needs to stay 2 lanes in both directions as well. Can you imagine one lane for the Air Show or other events? I can't even believe that was proposed at one point.
In my opinion taxes are fairly high. The funding for kindergarten is set for this year but what about following years? I would not want to see taxes sky rocket it is hard enough for a single mom. There are tons of developments around us which means more animals with no homes. It is difficult to let my kids go outside due to the huge amount of wildlife since the woods have been cut down.
Commercial development -- number of empty storefronts in the north end of town Public school funding and Municipal services – spending cuts may negatively impact services
Moved here from Cranston. Liked the rural character of NK. This character is slowly being diminished. Things like the proposed Rolling Geens development are not an asset to this town, development of the Post Road area should be a priority not the rural areas of town.
We have high taxes in NK without municipal services.
Explained above. Keep the industrial development at Quonset and Davisville. Use already existing strip malls for more commercial development. If housing, no more low income.
We need to continue to adequately fund our greatest commodity....our children. They deserve the best public education has to offer. Real estate values need to hold - the school system is the biggest draw for young families moving to NK.
They are the three things we don't need more of.
We need more sidewalks! Post Rd. is a ghost town with so many empty storefronts, and it's very ugly. We need to make Wickford on par with downtown EG...there is no good reason that it's not.
The excessive development of of industrial/commercial entities are overloading our roads, underfunding our tax base, and overtaxing our public services. Way too many new residential housing additions are doing the same, or worse. As we add children in large numbers to our schools, taxes to support education increase at a disproportionate rate to residents ability to fund teachers/union contracts. Large number of non taxpaying renters.
I would like to continue to live in North Kingstown but am worried about the many retail shops in

Wickford and Post road that remain empty. The residential development should remain stable not to overcrowd the schools and industrial development should be managed properly not to negatively effect the town
NK could have a beautiful waterfront if they only supported Wickford. Shops, restaurants, the marina...all there but we do nothing to promote it. Also, the town needs recycling everywhere, including schools and public places like playgrounds. Our school system is failing, partly because of mistakes at the state level, partly because of the influx of Title 1 students and partly because of lack of real leadership at the top. It's all for money, not for the kids. This used to be a great town.
I am concerned that the town doesn't understand the value in investing in schools. Having great schools is a major draw to having families stay in a community. I am also concerned about all of the empty commercial buildings on Post Road. I think it would be great to develop plans to revitalize this areas.
I am always concerned about some residents' wanting to cut school funding when I believe it is of major importance. I worked in South Kingstown for 40 years. It would have been nice if I could have taken public transportation rather than driving my car.
Public schools and a vibrant commercial activity foster demographic diversity - both key to a healthy community ecosystem.Toss in a local "watering hole" for us locals and visitors to round out the village.
Taxes are much too high for the services received. Pay to throw trash and recycle certain items? That makes no sense! No sprinkler systems for new houses? Who did the match on that one? Running sprinklers non stop uses a lot more water than utilizing sprinkler systems. Can't wait to go back to Burrillville!
I believe that there is a direct need for funding at the schools(specifically in technology), the increased commercial development in the Wickford Juction area (and Rte 102/2) has become a concern (what about all those empty buildings on Post Rd? and you are spending money for sewers????). And lastly, our community needs more recreational FIELDS for sports (flag football, soccer, lacrosse) other than baseball and softball. Once ballpark fences are up, not multi purpose. Lastly, it would be great to have a bike access from the west side to town. Sidewalk on stony lane??
Taxes fund development; and thoughtful residential and commercial development is necessary to manage the tax rates, which allows the town to thrive as a good place to raise a family.
I don't like seeing all the empty storefronts in Wickford. I'd like to see more use of the train station -- weekend service
I am disappointed to see the the rural areas be tapped for commercial development while so much of Rt 1/Post Rd becomes wasteland. Taxes are becoming a growing burden, though I know they support much of what I enjoy and use. I fear one day not being able to afford living here anymore. Public transit is non-existent getting from the west side of town to the east without a trip to Providence and a transfer. RIPTA Flex service not available in NK.
I think we need WAY more commerce. There are not enough restaurants and shops. Wickford is so sad and pathetic. We do most of our dinning out in Providence, East Greenwich and Cranston. Also the public schools need more $! Where are our taxes going if not to build up main street and our schools?
I love living in North Kingstown, but there needs to be more restaurants and a lot more clothing stores. There are many stores in Garden City In Cranston that would work well in North Kingstown.

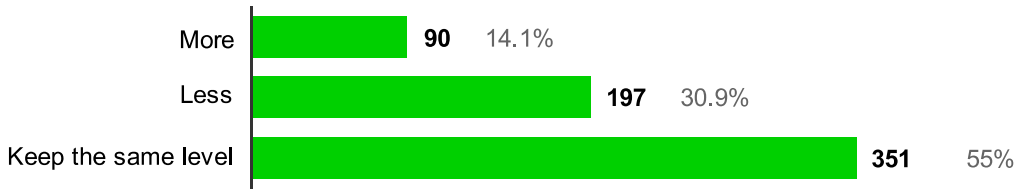
Post Road from Essex Road down to Wickford needs to be developed with commercial businesses, so families don't have to keep going to other cities to shop for clothing. North Kingstown is losing revenue by underdeveloped commercial spaces.
I think there is enough commercial business and I don't want to pay more in taxes
I'm afraid of over development and loosing our small town status
I would like to see better public transportation between the train station, Wickford and Quonset. We have 3 great assets that are not connected. Better biking and walking lanes would help or Uber to drive people between the places. I don't want to be one of the highest tax rates in the state. We need to stay competitive and make it affordable to live in NK.
While I am in favor of job development, I would hate to see our community cluttered with (even more) strip malls. Small businesses are one thing, but big box stores encroach on local, small business development in addition to being an eye sore. I am comfortable with the current state of our industrial development and public school funding seems to be a state-wide concern. Not just NK. I would love for our district to stay competitive.
Taxes are very high. Reasonable per student spending on school, compared to other RI cities and towns but our educational system is feeling the crunch- programs are in danger. Commercial development is a concern because it's haphazard, spread out, not planned in clusters of development.
It is concerning seeing new residential developments going up around town, knowing that school capacity has been an issue in the recent past. Also, the commercial development is frustrating. NK must now have a branch of every known bank, and now a second Wendy's being built. I support commercial development, but the recent development has proven redundant. Commercial development should be breathing new life into our town, not giving us more of what we have enough of. Trader Joes, Panera Bread, or some other family restaurants would be nice.
They are all related. Increasing nonresidential tax base will increase funding for schools and lower residential taxes.
If I could have chosen more, I would have. As I drive around town I see many empty, previously used space that now, is a waste. North Kingstown keeps allowing new lots etc. to be built leaving the empty ugly mess. Schools are steadily going down the drain. Administrators and politicians are putting themselves before the children and it is disgusting. Taxes keep going up while residence paying them get less and less. How about all the new family friendly neighborhoods being built. You made a mistake when I was still in school, not to build a school in slocum. BIG MISTAKE!!!!! By the time my kids went to school both Hamilton (I live 2 minutes away on Tower Hill road) and Stony were so full my kids had to go to Fishing Cove. My daughter went to Hamilton, then wickford, then back to Hamilton all because the lines kept being changed while you shuffled numbers and closed schools. Now that all of these new houses are going up, where are those kids going to go to school? You have closed two, one is a terrible place that no one wants to send their kids to and employees want to run from, and that leaves you with only 3 and two of them are overcrowded. Seems like a big problem.
Small business is critical to the growth and prosperity of a community and small business is not doing well in NK.....need to promote small business, industry, positive growth....NOT tattoo studios, adult stores, gun shops, all within one mile of each other....good folks are going to move out of town leaving a lot of trouble. Education is critical....Quidnessett elementary and the north end of town has become a drain for the area. We need to redraw school lines so these kids have a fair

chance at a good education for all. Much more to say.....
The schools need more money. Support the arts in our schools. Our infrastructure is a mess. Water main leaks all the time. Hire more people for them. Getting around NK without a car is a joke. God forbid anyone shovel the sidewalk on Route 1 in the winter. It is disgraceful.
Taxes are too high in RI in general. We need to create efficiencies and shared services would be a good start. There is no need to have so many individual organizations supporting our small geographic area. As for commercial development, there is a real opportunity to have a significant impact in the town by brining in the right types of businesses to Quonset and the Post Rd. redevelopment. Places like South County Commons and Chapel View have become magnets/destinations for people from all over the state based on the businesses in their footprint.
I'm concerned about the lack of development along post rd. We love development going on at Quonset! Concerned about high taxes. The schools do not get enough money for their programs, too much goes to teacher pay and retirement and the last few years the town has not approved any increases. I'm in the PTO so I know what some schools could really use. Take WMS they could have used new computers but instead it was decided to take down the tennis court that's been in terrible shape for 20 yrs! When the principal was asked what he preferred he wanted the computers. He was ignored. Our road is almost 40 yrs old and needs to be paved or at the least repaired. The neighborhood has asked the town for help but we keep being ignored. And why do plows only plow the center of the road when it's a two lane road?
We could have better restaurants, the increase of public housing in our area might affect our schools, and I don't like our public school funds going to charter schools when we already have great schools
Post Road looks like the Gaza Strip and we have cheesy stores there. This area needs development and a full overhaul. With more useful, maybe a bit upscaled stores. Schools need to keep up with technology (i.e. the tablets the kids will be getting) but not forget about the basics, arts programs and sports that still need funding. Let's teach kids a second language EARLIER than 7th grade, not only teach key boarding but also remember writing in script is important. Wish we had a town where more services were within walking distance and maybe a bike path across town for safe riding/walking
Too much affordable housing brings in people who increase the cost of education and police, thereby, taxes.
rhode map ri because we don't need bad parents with bad children corrupting our schools, overwhelming the police department and living off our tax dollars
North Kingstown is a beautiful coastal community that needs to be protected. Environmental concerns are related to septic systems pollution. Taxes - who is not worried about taxes. I would like to note that I would support more bike paths in the area.
If schools continue to lack support we are looking at relocating to towns that are more supportive of schools such as SK and Portsmouth. We are also concerned about increased traffic with each new house that is built
Another dumb question
-Public school funding has a direct impact on the students, of course, but also on the real estate value and quality of the town. -As everywhere, taxes keep going up, my paycheck does not. -We need to focus on rebuilding Wickford village and the Post Road business district.

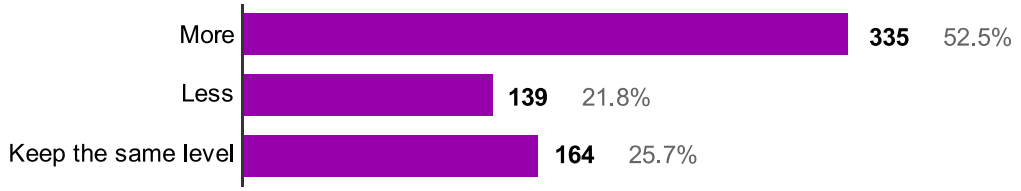
I am concerned that North Kingstown is getting too crowded, and maybe too commercial.
Obviously I don't want higher taxes with nothing to show for them from the town. I also don't want commercial development on empty land when there are multiple empty buildings all over NK that could be utilized...i.e biomes moved into the old furniture building on Rt 1.
The roadways are in tough shape. Route 1 is a cluster and unsafe for any form of alternative transportation outside of a motorized vehicle. The "repairs" that are taking place seem to be making the roads worse and not better. Access to the business' on Route 1 is compromised. We could use restaurants that serve things other than pizza.
They are most important to me;
It's becoming more like Warwick every day
We have commercialized enough.
All are important to the town
We need a West Bay bike path in the worst way. I see the success of the East Bay and we have disconnected segments here.
Taxes are very high, I believe there is overfunding/inefficient use of special education funds without consideration for the majority of kids who do not have special needs. Why does every special education student need an aid when there are tons of talented children who need technology and more challenge?
The northern end of town is becoming much too over-developed. Post Road has been gradually moving towards more of a "Route 2 Warwick" feel for several years now. It is very frustrating to see continued construction and the increase in traffic with no end in sight. Enough is enough.
There seems to be a huge push for development. I think we need to preserve the open space we have and emphasize the walkable neighborhoods and great lifestyle this town provides, without filling up every empty space with more strip shopping.
I'd like to see more commercial development, particularly around the Wickford area which could have more restaurants to bring in needed revenue. Our taxes are much higher than others, yet our services in some instances are not as good. Ryan Park, for example, is not kept up at all except by those who volunteer to maintain the fields. Far lower quality than sports complexes in other (poorer) towns.
I feel the town council is giving too many permits for development which will change the small-town feeling of NK.
Most effect on our lives at present
Commercial development such as big box stores, can turn the town into "anywhere USA", and diminish the character of the town. Real estate taxes are at a peak from my view and require far too much of our savings.
Too many and too high taxes can smoother the bugets of hardworking and retired people. I hope that in a time of need there will be an emergency preparedness plan in place whether it be a huricane, loss of electricity or even something beyond the ordinary list. Because I am new to this State I don't have the connections I was familiar with previously. It's always reassuring that our drinking water is plentiful and good.
Taxes are too high and growing. Schools are overfunded–their facilities are excellent and our town workers work in falling down buildings and many roads are in bad shape.
Would love to connect the areas of town with some sort of safe, affordable public transportation

(electric trolleys?) so we can decrease local driving and allow kids to be more independent to get around town themselves
The property taxes are high. Post road needs improvement to attract more business. There should be more sidewalks in certain areas.
Too much low income housing will be a drain on public resources, schools and increased taxes which will force middle income earners out of NK.
You get what you pay for-we need to pay for a high performing school system to keep it there. Transportation-I can walk to train and would take it more often if there were more frequent trips south from providence at the end of the work day. I feel like my kids have not had the independence that I did growing up where there were sidewalks to walk to friends houses and roads you could bike on. There needs to be more thought put into transportation around NK for those who dont drive (teens, elders, etc)
Virtually no commercial or Industrial development going on in Town. Need a larger commercial tax base.
This town is becoming much too commercial. We pay an awful lot in taxes and do not get really any services. Basically, we get fire, police and snow removal and our street for snow removal is usually last and never thought about until the very end.
Commercial development is spreading all over the town, leaving too many vacant properties along Post Road. I favor containing the spread to core areas. We need to maintain the schools- both the physical plants and the quality of educational services provided.
Commercial development, or, more properly re-development, is crucial to broadening the tax base. The town shouldn't be known widely as NO Kingstown for the regulatory quagmire that exists.
Not well managed
I am extremely concerned that there is a concerted attempt to change the face of North Kingstown and line the pockets of developers in an attempt to increase the tax base. We have empty store fronts up and down route 2 yet it there are those pushing for development of rural areas that would, in my opinion, destroy the character of our town eliminating the benefits of living here. I have a lack of confidence in our municipal services and their ability to handle these expansions. I am not interested in making NK another Warwick.
I am very concerned about run away school funding that just keeps increasing every year raising our taxes. Taxes are too high!
mainly concerned about potential effects of climate change and preparedness

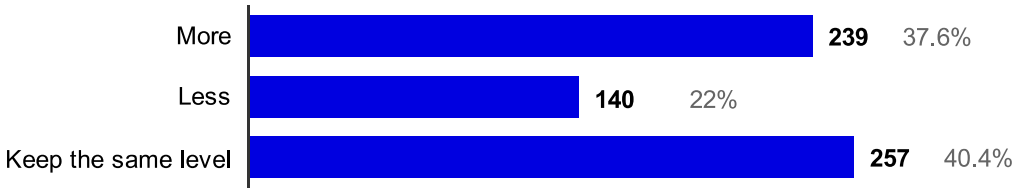
Residential development [Do you think we should have more, less or the same level for each of these areas of concern?]



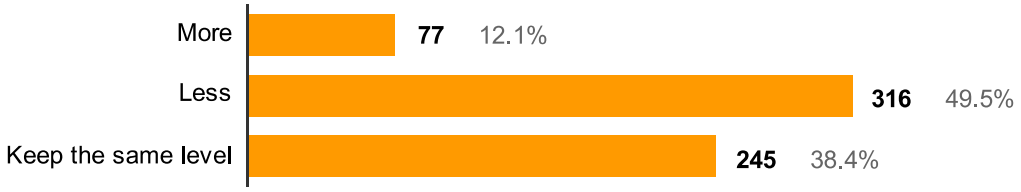
Commercial development [Do you think we should have more, less or the same level for each of these areas of concern?]



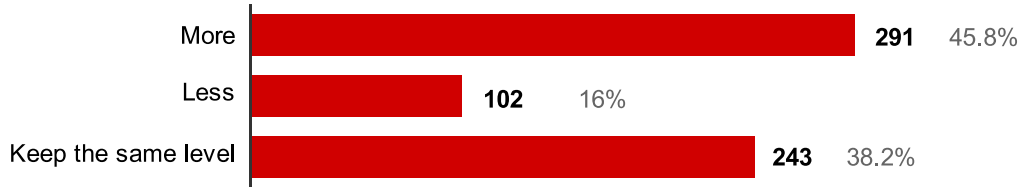
Industrial development [Do you think we should have more, less or the same level for each of these areas of concern?]



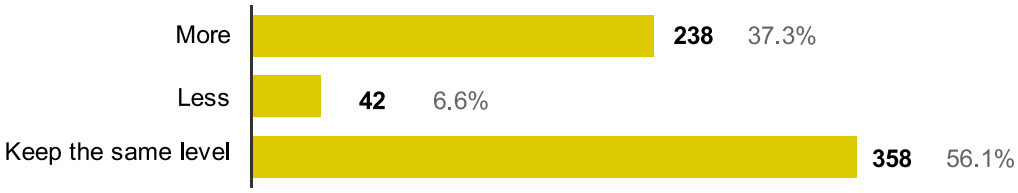
Taxes [Do you think we should have more, less or the same level for each of these areas of concern?]



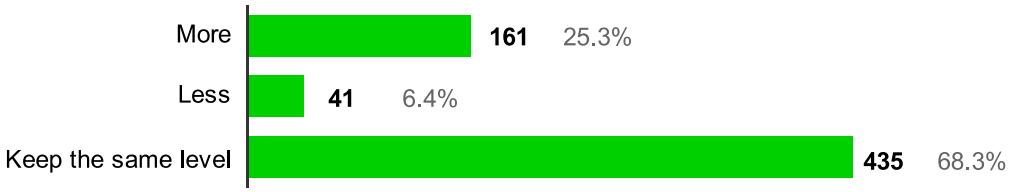
Public school funding [Do you think we should have more, less or the same level for each of these areas of concern?]



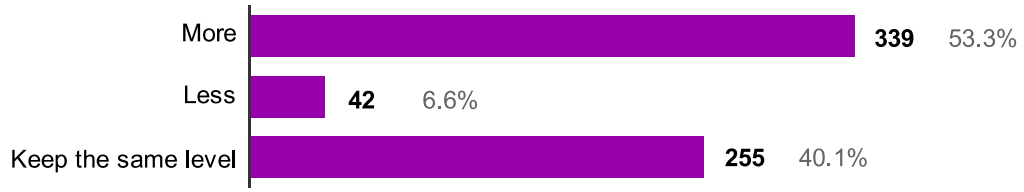
Municipal services [Do you think we should have more, less or the same level for each of these areas of concern?]



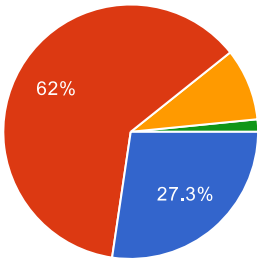
Emergency preparedness [Do you think we should have more, less or the same level for each of these areas of concern?]



Alternative modes of transportation (public transit, walking, biking) [Do you think we should have more, less or the same level for each of these areas of concern?]



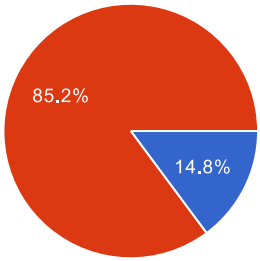
Overall, how would you rate the quality of life in North Kingstown?



Excellent	**176**	27.3%
Good	**399**	62%
Fair	**59**	9.2%
Poor	**10**	1.6%

Business Owners

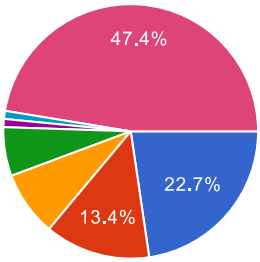
Do you own a business?



Yes	**98**	14.8%
No	**563**	85.2%

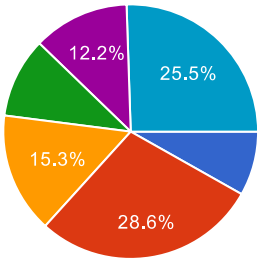
Business Survey

Where is your business located?



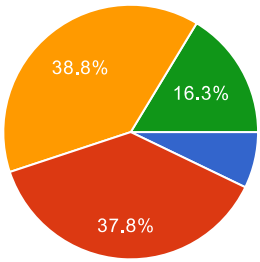
Wickford Village	**22**	22.7%
Wickford Junction/Route 102	**13**	13.4%
Post Road (north of 403)	**8**	8.2%
Post Road (south of 403)	**6**	6.2%
Frenchtown Road	**1**	1%
Quonset	**1**	1%
Other	**46**	47.4%

How long have you owned a business in North Kingstown?



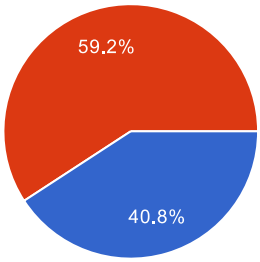
Less than 1 year	**8**	8.2%
1-5 years	**28**	28.6%
6-10 years	**15**	15.3%
11-15 years	**10**	10.2%
15-20 years	**12**	12.2%
More than 20 years	**25**	25.5%

Overall, how would you rate North Kingstown as a place to do business?



Excellent	**7**	7.1%
Good	**37**	37.8%
Fair	**38**	38.8%
Poor	**16**	16.3%

Do you employ other people?

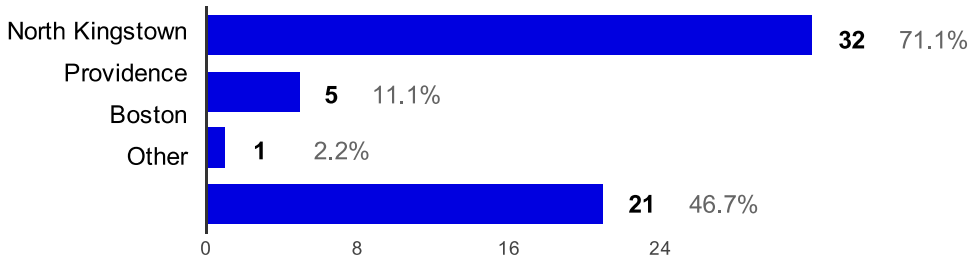


Yes	**40**	40.8%
No	**58**	59.2%

How many people do you employ?

0
1
2
3
8
30
15
-2
4
5
17
14
7
22

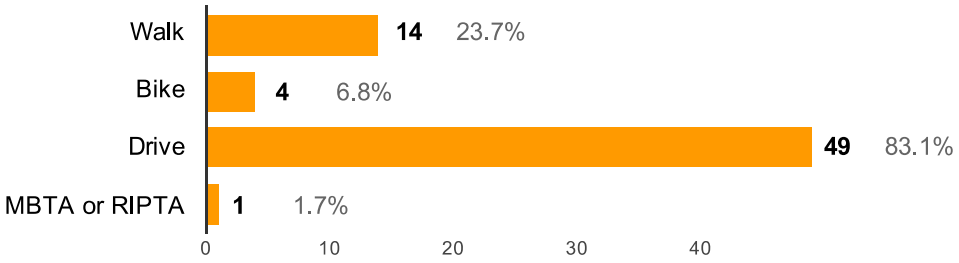
Where do they commute from?



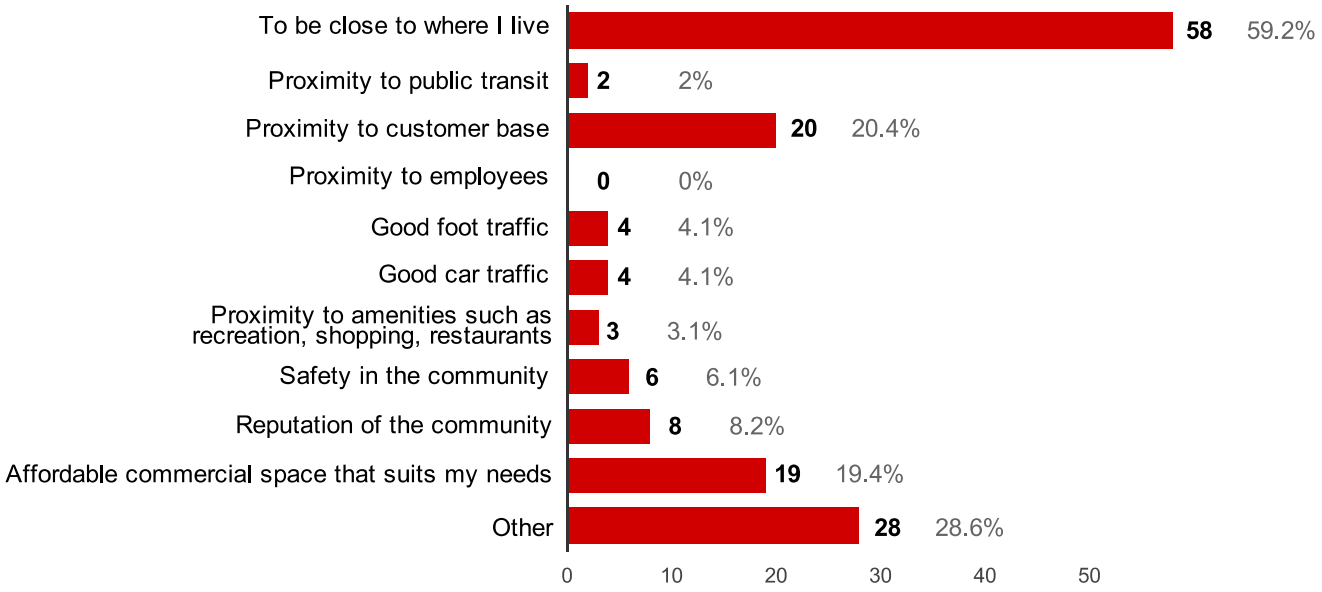
What percent of your employees live in North Kingstown?

100
0
25
50
1
20
30
2
10
-100
-1
75
70
85
61
80

How do you and your employees get to work?

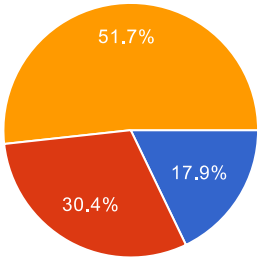


What are the main reasons you decided to open your business in North Kingstown?



North Kingstown's Future

Do you think North Kingstown is...



Improving	**118**	17.9%
Staying the same	**201**	30.4%
Declining	**342**	51.7%

Please elaborate on your answer.

Love that sewers are coming to Wickford.
The school seem to be improving.
full day k
The sewer plans for wickford will help it compete with Main Street in East Greenwich
This town has everything or should I say HAD everything. Great schools, good people, good neighborhoods, Walmart, Home Depot, And great builders adding charm and style to the town Port candidates running for office. Emptiness is everywhere! Roads stinks! Taxes too high for what we get! Schools are dirty and need maintaining now!
Wickford and Post Road declining however sewers may help improve them. Not much advancement in renewable energy. Need to do more with sea level rise and climate change adaptation...work in progress. Schools still great. Open space preservation still strong.
Special interests and elected officials that do not listen to resident concerns
Comprehensive plan is killing our town
Taxes are fine public municipal services are declining fast Post rd is a ghost town. The are 30+ pizza places but no real food places except Greggs and PCFP
Look around, it's pretty dumpy these days.
We're at a tipping point in NK's history. We should continue to focus our efforts on redeveloping Quonset and Post Road, but stop looking to develop other parts of the town. We need to keep the small town, rural feel. Don't turn NK into Cranston/Warwick.
There is nothing to do for youngsters and young families here. Everything is geared to older generations. The music that plays in town is great for over 40 but kids need some attention too. A full time rec center to engage kids on weekends etc even a bar that has live music on weekends would please the crowd. Gillians is great if you have a car but you can't walk there without risking your life!
Relatively high taxes with little to no effective town services.

It's always evolving. Sometimes things are good, sometimes not so hot, but that's the nature of the economy and life in RI. Change the Post Road zoning back to General Business (or some form thereof) and skip those ridiculous Horsely Witten plans that the town wasted all their money on. I could have designed better plans in 15 minutes for free (so now you know it's KarenLu).
Taxes keep going up and services continue to decline, Ex.. $6000+- in taxes and not even any town trash pickup..
Stagnant economic development which threatening the town tax basse.
Too many empty store fronts and neglected properties. Poor condition of roads, sidewalks and curbings.
No businesses. Post Rd is a ghetto to put it nicely.
Quonset shops has not helped business on Post Rd, We needed to have different types of business moving to Post Rd. not Pizza Shops, Gas Stations, Banks and Nail Salons. Step back and look at the closure of Lowes they were given a bill of sale by QDC and did not back them with the draw they said they would have. Now given the new homes that will be built in Reynolds Farm and other development of homes on Post Rd the Lowes Store would have had a better chance of staying open. Built 5 years to early.
Lack of transparency by TC; horrible TM;
Corrupt town council and town manager are really damaging the town.
Sewers! Rail station!
Not attracting business post rd empty Need to better find our schools and slow residential growth
There are so many topics to discuss - where to begin? Our town council has its program backwards - our town manager should answer to the council, not the other way around. Fix that so there is faith in the process.
I elaborated on this in a previous answer but to summarize, the town has more low income housing than any other surrounding town, we are drawing people from other towns to live in North Kingstown low income housing which is unfairly burdening the citizens of North Kingstown. The previous comprehensive plan calls for the southern end of town to remain rural, preserving the farm lands there, and establishing the Post Road area as the commercial center. the town government has changed the rules in order to make the Wickford Junction area the town center, and in doing so have disadvantaged both the north and the south end of town.
This town was affected Quonset Point closing in the 70's and recovered and then started on the road of DEVELOPMENT that was not organized or controlled. Post Road is an eyesore with all the empty and rundown buildings while an undeveloped part of town is being approved for a residential/village type development. Wickford Junction has never been fully occupied due to costs. The train station is a joke, MBTA with few runs that do not make it convenient to commute to Providence or Boston, no weekend service. RIPTA has so cut back on runs it is impossible to have many citizens use the bus if they don't dirve to a park and ride..hmm that pretty much leaves the senior citizens in this town waiting and hoping that they can catch a ride on the little town bus or a friend to go to the store or doctors offices. Fix what is broken and leave the rest alone while planning carefully for development and the costs to the taxpayers. Old advice, but "Use it up, make it do or do without"!
If Post Rd does not develop correctly and in a timely manner, population will continue to decline.
Increased Section 8 housing, Declining school system due to poor funding, road conditions, high

taxes, Increase of town budget with no visible improvement in services; give me my monies worth.
I think we are at a tipping point where NK can choose to either improve or decline based on its decisions in the next few years. The use of TDR and location of commercial and retail along Post Road is consistent with moving resources to areas that can support them. However, the reduction of this road from 4 lanes to 3, appears contrary to that. At the same time, the continued lack of listening to residents who do not want commercial outside of the USB is very concerning and has major potential to irreversibly change the landscape and character of the Town; the fact that this road is continuing to be 4 lanes (plus turning lanes) to the Rt 2/102 split further encourages traffic and reduces the rural appeal.
When only 53% of the townspeople show up to vote in a major election, it makes a loud statement and not a pleasant one. They have thrown up their hands and now adapt a "why bother?" attitude, because they know they will be delivered the same old, same old. Unfortunately, their absence from the voting booth pretty much creates a self-fulfilling prophecy.
The government seems out of sync with the residents. Every election its the same outcome: 3 republicans get elected and control the agenda. The funny thing is that my republican friends in town also dislike the people who are elected.
Too much "insider" political pandering. Home values declining. Nothing wrong with my septic system; why should I have to connect to town sewage system?
Schools are in decline Senior housing is improving Roads stop the flooding Respect our police Respect our Firefighters STOP losing tax income! Be more transparent & use simple logic not all your political BS. Please
Road infrastructure is declining, public safety is not completely adequate, emergency preparedness is virtually non existent
I see no change for the better, but I also see no change for the worse.
It seems that some people on the new Town Council are engaging the public through social media to get involved in the community, and that's a good thing. Information is flowing more now than at any other time I've lived here and I feel more informed and connected. So much so that I'm getting involved and creating a public event in NK for the first time (something I did a LOT of when I lived in Newport).
We are starting to loose our character. Too many regulations.
Not many signs of growth, especially along Post Road corridor. Infrastructure has not improved significantly. Schools still struggling to have budgets fully funded.
Too much new development. People vote for more open space and the Town Council encourages more development. The town defies the express wishes of the people.
In some ways we are declining; suburban sprawl, destruction of the town's character, and continuing development while we have a strip of empty businesses along parts of Post Road. In other ways we are improving; establishment of more parks and public recreation, great recreational and arts programs for residents, the new senior center, and our attempts to be more responsible with our waste water.
Brown Street and Main Street can't agree on anything.North of the State Police Barracks has always been the dumping grounds for anything Wickford or Saunderstown won't take,so I think everything is about the same.
Nothing gets done in terms of improving the quality of life for tax-paying residents. Post Road is a

mess, despite promises, studies, plans to improve it. There are more empty store fronts each year, and every year our taxes go up.
Tax increases every year.
In order to be one of the best communities in the state to live you have to be willing to invest in schools, municipal services and have a strong commercial base. This means that you may not be able to have the lowest tax rates and be willing to pay a little more to continue to be ranked highly which will pay dividends in terms of property values and quality of life.
less funding, shady business with town council decisions, more low income housing coming in, more apartment complexes coming in
I want it to stay the same. That is my concern that it will change and not be the place I chose to raise my family.
Post Road north is a disaster
The failure of the majority of our elected officials to listen to the informed public is disheartening. Newer residents don't care to dredge up the politics of the past; we want to focus on the current state of affairs and the future. I'd like our elected our officials to do the same.
as far as I can see, it still has much of the same charm and the town folks are still as warm and a bit eccentric as I remember them as a child. I truly love it here!!!
We are not happy about the prospect of the new "village development" at Rte 102 and 2
Certain town council members are using their positions to benefit themselves and friends. Keep development on route 1 rather than route 2 north/west of route 4. Route 1 is a disaster. Fix that before allowing massive commercial development or cluster developments in other areas.
Too many vacant commercial buildings. No enough tax base to support services that would improve quality of life.
Post Rd is stagnant or deteriorating; no efforts to improve the look, functionality or health of it. Too many attempts to destroy the rural character of the town, especially the s/western end w/ development. Has been way too much siting of low income residents in NK, which is hurting our tax base and burdening our school system w/ excessive special services. Seems NK is now a mecca for the urban centers to relocate too. As a policy this is overburdening the town financially. We can only handle so much affordable & low income housing. Taxes increasing every year, no effort on the part of the town to reduce costs and keep taxes lower.
Just look at Post Rd in NK vs Main St in EG.
North Kingstown has a lot going for it. It is a beautiful rural town but still offers it's residents retail conveniences without being a route 2 in Warwick. It has an excellent school system and community. It has access to some of RI's best natural resources. It also has a shining example of industrial success. Quonset is a model for the rest of the state but I believe that is where NK's industrial growth should be concentrated and the rest of the town should maintain it's rural character. I also believe Post Road is an eyesore and needs to be fixed. It is the "center" of our town and is a reflection on our community. There is no cohesion to the development and it is a mish mash of strip malls. The development on the road needs to be consolidated and the rest of the space turned back into open space.
East Greenwich is vibrant and hopping right over the border. Cant see past the vacant signs and dilapidated buildings in NK.
As stated previously, I don't want to live in Warwick.

Wickford and post rd have more stores closed then open.
see previous answers regarding new buildings and development while current vacant structures are unused and deemed unusable due a myriad of "red tape" factors
Higher cost of services/taxes, declining infrastructure.
For sure....just take a ride down ghost road if you dare to ruin your car on poor roads. Vacant businesses . poorly governed. High taxes. No sewers.
We are glad that sewers are coming to Wickford because it is a ghost town with lots of empty storefronts. We don't think it was fair to only put the burden of sewers on commercial property owners. The Wickford residents should also have sewers - why do they get to pollute the bay? We are worried that between the Hussy bridge work then the sewer disruption, plus increase of property taxes which will increase merchants rent, all will contribute to more businesses not being able to make it in Wickford.post Rd needs major help - all of the towns focus should not be only on Wickford. The town should beautfy the town parking lot - it's a dump now and could really be a vibrant and useful area (make better and more use of the docks to encourage people to visit by boat). If the town could buy one piece of Wickford property, buy the part of the parking lot that Job Lot owns so the town owns all of it and can control and beautify the area.
Post Road traffic is worse, and losing one travel lane as is planned seems like a bad decision. Although it works on Rte. 2, Post Rd. gets much more traffic. I would like to see bike path extended, and no more low income housing.
Commercial development is haphazard and neglectful of character. Models of development that maintain character present throughout the country, and as close as Massachusetts, are seemingly ignored. I no longer feel like part of Souyh County of my youth, save when I am on the water in my kayak. Sense of community has declined as well. Commercial and residential properties need to be redeveloped rather than building in open space.
We need a more responsive local government that takes care of the infrastructure through the entire town. Roads and bridges are deteriorating. Should also finally do something with the Old Town Hall rather than leave that to continue to deteriorate as well.
Because very little is happening that can effect improvement. The development of Wickford Junction along with expanded commuter services could bring people with more money to spend on housing in NK. Our schools are very good. We could be more like Conn. Where people live in the small towns and commute to work on the train.
I live in Wickford, we have several houses that are on the market, our street is in total disrepair and no one seems to be looking into it.
Some aspects have declined since the 1980s, when I went to high school here; other aspects have improved. The loss of the Navy base and the general migration of commercial business from Rt. 1 to Rt. 2 has hurt, and the town has not adapted well as the business climate improved with the increasing property values and arrival of families with more disposable income. Instead, development in already development areas has been forestalled by unrealistic town bylaws and has been allowed to proceed underregulated in greenspace, increasing sprawl without maximizing existing resources.
This is a tired community and getting more tired. People have no money and the town does not have enough money. historically, the Town has treated business poorly. It seems that more attention is placed on the schools and not enough on economic development. I see no near-term solution. The entire situation developed over decades, and it is not going away via some magic fix.

The town today reflects the attitudes of townspeople, so perhaps that is the place to start. State-level policies and taxation have driven business out, and North Kingstown is greatly affected by these state-level policies.
Seems to be less political infighting and more being accomplished by local and state gov'ts
roads are a mess. So many vacant buildings. Wickford needs a major overhaul with sewers and more restaurants and night life and activities to draw people in. I drove through the little town of Pawtuxet the other afternoon and it was just bustling with activity. Many restaurants and bars and wonderful little shops. It's sad to see Wickford all closed up for the night by 5pm!
Lack of retail and commercial development. Rte. 1 is a disaster. Retail stores are leaving. Too many empty shops in Wickford.
It's progressing. It just needs to build in areas that truly need it
The new housing development is declining tending to meet the state requirements of affordable housing. Because of the attitude of the Town Hall businesses do not want to come to this Town. It seems that the Town does not want commercial or industrial businesses. Will see what the sewers will do for the Post Road and Wickford Village. My guess is nothing.
just look at post road
Half of post road has empty stores
From when we moved here 15 years ago, I have seen a decline in the rural character of the town. Honestly, it's depressing to see what used to be an open lot turned into yet another bank or credit union. Post Road between Camp Avenue and Wickford has changed quite a bit, and seeing the land torn up for the two housing developments there is disheartening. I drive by the new development across from the Town Hall every day, and while the houses that are being built are attractive, it looks ridiculous how they are jammed into such a small lot. North Kingstown is losing some of its rural nature and charm.
I see dedicated people trying to do a good job. Keep listening to the people and I'm sure you'll learn a lot.
I think times have changed so ordinance should change to allow more employment
The funds in the town are not adequately divided between the school and the town. Eventually, this is going to start to show and people will move.
Many of the businesses in the Post Road district are closing, while other areas are being developed for no apparent reason. The train station is not being used effectively. A huge amount of money was wasted on lawyers for the fire department rather than settling with them. These are all signs of a town in decline.
We need to provide more opportunities for students on all levels
Town sewers are necessary before you can do any serious development of any kind. Should have been done years ago when EG did it.
It's getting too crowded, need to slow down growth. Fill some of the empty stores before new are built.
under the current town management and town council, the town continues locked in standstill with very little progress and progress that is being made is due to outside driving forces. need a new town manager and hold accountable the current town council members engaging in bullying behaviors.
It's sad to see so many businesses closed.

Let's focus on the Wickford area. Historic homes are in decline with peeling paint, empty storefronts, and a decline in business traffic. Wickford/NK panders to newcomers who make promises and then bow out (Alex and Anni, Providence developer on both school and other projects). Voting down and then not continuing to attempt to find other sewer options and polluting the harbor and waterfront. Real estate holdings show a a plethora of properties on the market, club and association membership (Histwick) struggling, events like the annual village art show showing a decline in attendance.
Taxes are very high an the cost of water continually rising. This is the first town I have lived in where I have to pay to have my household trash collected. I pay over $11,000. a year in real estate taxes for my home and then have to pay to have my garbage collected. I appreciate the historic character of North Kingstown and its location on the bay, but I am not sure how much longer I can afford to live in this community and in Rhode Island in general. Thank you for the opportunity to share my thoughts.
Quality of life is diminishing versus the expense of living in NK due to sometimes reckless development, lack of regard for historic resources, reduced municipal services. A bright light is the addition of full day kindergarten.
Please see my previous answers. Additionally, it's really hard to not compare the quality of life in East Greenwich and South Kingstown (especially Wakefield) with the quality of life in NK. Main Street in EG and Main Street in Wakefield are hubs of activity, are arts and cultural destinations, and have great places to eat. With very few exceptions, NK is a cultural and culinary wasteland, and while Wickford is attractive, it doesn't even come close to the appeal of the other communities I mentioned. I lived in Wickford (adjacent to Hussey Bridge) for almost ten years, and while it's a very pretty village, it caters to tourists and the well-to-do. It does not have the same level of activity or attraction as EG and Wakefield do. Wickford basically closes down every day of the week at dusk, has a high commercial vacancy/turnover rate, and never changes with the times. Not so in other similar communities. And NK as a whole is the same as Wickford.
Post Rd is depressing. So many businesses have closed. Wickford seems dead next to East Greenwich. Of course it'snot as large as EG, but there is little to draw people to Wickford (unlike the draw EG has).
I love it here, the people are wonderful and the town is a very scenic place but the taxes are a tremendous burden. Not sure how we will ever sell our house with such high taxes. I don't think the town is necessarily "declining", but it isn't getting better, and there are a lot of empty store fronts on Post Rd and in Wickford - too many.
I was a resident for over forty years until my husband and I realized we couldn't afford the taxes on our home once we were both on disability. So we had to move. The decline I am referring to is mainly on Post Road. Businesses have closed without others replacing them, making the area seem a virtual ghost town.
Town has a lot of vacant retail, on post road, Lowe's and in the Dave's plaza. We need to stop new construction and use/ upgrade what is existing and looking run down. We need more activities for tweens and teens so they don't turn to vandalisim.
It is getting way too crowded and too many low income people are moving in
Fire service is poor, schools and recreation grounds are not well maintained. Taxes are high for what we get. No trash pick up, poor roads, poor snow removal, over taxed under utilized area.
With the leaders we have now the town will never move forward

See previous answer. Leadership needs to grow up!
look at post road and the village businesses
There is no sense of order and a lack of service the taxpayers deserve
it appears that the town is not appreciating the fact that many people are attracted to North Kingstown for it's natural history and rural communities. The encroachment of commercialization without regard to the deterioration of post road does not appear to make sense to those of us who live in town. The focus should be on returning businesses to post road and not inviting them to rural parts of the town.
Quonset business is helping with more jobs - this is good for the economy
There is far too much section 8 housing in our town. Reading the police report almost half of the incidents are with people in/from those areas. Speaking to people who work in schools it is clear that their children they make up a disproportional amount of the special needs students. They place an unfair burden on our police and schools, and are a big reason why most of the educated residents move away and don't come back after college. The big box stores (Kohl's, Walmart, Home Depot) make up another significant portion of our arrests, and they put an unfair strain on local businesses. Post road a ghost town because businesses there could not keep up with the competition from these mega corporations. Any issues with municipal or school funding could be solved with the elimination of section 8 housing and the resulting scale back in police/education resources. Post road is an embarrassment. The town should buy / seize the vacant properties, demolish, and then auction... but with significant restraints on the type of development (sidewalk front businesses with parking in the back instead of stripmalls). The town could also benefit from a bike lane on this road.
Land use planning has focused development so the character of NK has not suffered. Hopefully that will continue.
The look of Post Rd is an embarrassment, it may as well be Warwick. Empty storefronts throughout town attest to the sad business climate in NK and also in RI.
Getting overbuilt and too controling to live here
I think the TC should be comprised of delegates from the different districts in NK. As in one from quid, one from slocum, etc. I fell that the current TC is at odds with each other, which us hurting productivity.
Quonset Industrial development for businesses has been great. Retail stores and restaurants are poor.
I don't think the town council is addressing the needs of the community. Example - you won't provide exemptions for small doggy daycare but you do not have a limit for how many dogs an individual can have. You show concern for water contamination, but you allow auto salvage yards to operate near bodies of water.
Crime rate is rising. Too much turnover in rental property. Not N.K. fault.
There's a lot of commercial development happening that doesn't seem to be moving in the right direction - like the new Wendy's at the Stop and Shop Plaza. And the large housing developments such as Reynolds Farms doesn't really seem to match the small town community that makes NK so special.
We need more business like restaurants an Applebees or texas road house and LESS banks and nail salons

More vacant spaces, no new businesses, poor impression for potential investors. Wickford closed by 6:00 PM and Post road dark by 9:00 P M. Look at East Greenwich and South Kingstown.
Post Road corridor declining; attempt at changing rural character very concerning!
wickford should be more active like Main Street in east Greenwich or downtown mystic ct.
For the taxes we paid there are not a lot of services. No trash pick up, no sewage connection. Wickford is cute, everything closes early. For all of our dinning we go out of town. It's sad to drive down Post Road and see how empty it is.
The amount of shopping development is awful especially with all the empty buildings. Very unhappy and concerned about this!!!!!!
North Kingstown is losing its "rural feel" and downtown Wickford is clearly distressed as bigger businesses along 2 and 102 and Post Road. Additionally, the Post Road commercial area continues to see little or now development.
I really can't answer...as the question is too broad.
Vacant buildings. Along Post Road
Post rd looks awful, wickford looks awful with all of the closed businesses.
Too much low income housing
Post Road looks like Detriot with all the empty buildings.
Town Manager and Town Council majority should stop suffocating control and making it about them and listen to the desires of the citizens. We could be a primary place to live, work and visit. We should definitely develop our waterfront and make it more boater friendly. We should develop Wickford Junction and make it more like Garden City, and take the lead to attract more high-end stores and expand the train schedule so people can make use of it. We should plant trees, flowers, clean our dirty streets and dirty government.
Over the past 10+ years, I have seen improvements in key areas of town (route 2 / route 102 area), improvements along route 1, plus additional development (residential and commercial) in a variety of locations around town.
I think there is currently a good balance in NK
The town council is a mess and our taxes do not need to keep getting hire. Our politicians have no idea what they are doing.
Making a comparison to other places I've traveled for business and leisure, North Kingstown, like many localities in Rhode Island, feel like they're in hibernation compared to communities in the South, Mountain West and West Coast that have healthy combinations of entrepreneurship, newer residential stock, political will to embrace innovation, and an energy that I simply don't see in this community.
We've seen improvements as far as shopping is concerned, but do not see any new businesses making an impact as far as employment or helping the town tax base.
I think NK is trying to improve, but I don't see a commitment to any one objective for a sustained period to achieve success. First it was Quonset, then it was Post Road Corridor, then it was Wickford Junction, now it is sewers for Downtown Wickford. None of these thrusts seem to be sustained.
I find alot of People moving out of town due to the taxes. And Wickford closes up so early people come to shop and find everything close up. There are alot of shops in Wickford that are empty. Because of silly rules they have.

Many Wickford businesses are closed. Post Rd. is unattractive and we are putting in commercial spaces that are "anywhere USA" like the development at Wickford Junction. And more is planned for Rt 2/102. I am sad to see North Kingstown lose its unique and lovely character.
See previous answer. Warwick creep continues.
Town seems to be in an uproar over minor issues not all things are broke
Implementing Full Day Kindergarten was a success, and much needed, this past year. However, I'm embarrassed to drive along Post Rd. It's a ghost town. Some of the big businesses are convenient (e.g. Home Goods, Home Depot), but many small businesses are taking a hit. We need a good restaurant in Wickford to draw in a younger crowd. There are so many families in North Kingstown, and Wickford (as well as surrounding areas) doesn't necessarily cater to that population. Main street in East Greenwich is hopping most weeknights. I know the current sewer and water lines presents a problem, but my family would spend more money in that area if there was more of a draw.
No progress on job development, the increasing school budget without adequate services for children with learning disabilities and language programs in elementary and middle schools. The lack of public transportation. The windmill debacle. Lack of leadership and transparency in the town.
it seems that residents are looking to improve - i.e. sewer projects, Quonset, schools
Again due to the seemingly unplanned and non-consideration of tax payer wishes! It seems that the town council listens only to certain groups and ignores everyone else!
Too much residential and commercial growth. We don't need to be the next Warwick.
Need to improve the business climate within the town: permits/licensing; taxes; sewers for Wickford.
I have lived in North Kingstown for 25 years, I am disappointed in the direction the town has taken to allow wind turbines to be built so close to residential homes. The town manager should not have approved this eye sore for our town. They do not belong in a residential areas. There are many vacant commercial buildings that should be utilized before allowing new construction. There is not enough water supply now and by increasing residential and commercial development will cause many problems in the future.
Taxes are too high, driven, in part, by the bloated public school system. For example, the NKSD has 22% more administrators in the last five years DESPITE losing 8% of their students in the same period. Utilities are also up, driven by counterproductive activists/green energy initiatives. Property values are also down. Bottom line: Look at all the busnisses closing/stores available on Post Road. Check our demographics–NK is hemorrhaging the younger people and the middle class--yet we wish to accelerate this by more of the same. See the slanted question that follows for more of the anti-business idiocy.
There are vacant commercial buildings (post rd.) and developers want to build. This well effect our water table, traffic, population and more.
Taxes are high. Many vacant retail stores in strip malls. Development of retail stores are non existent and should encourage merchants to relocate to NK.
The stance on public safety tells me that you have a grudge and not looking in the best interest of the community
The growth potential is there. There is little action and things take a long time to get going.
Please see my answer above about the public schools. Many, many families choose to move to

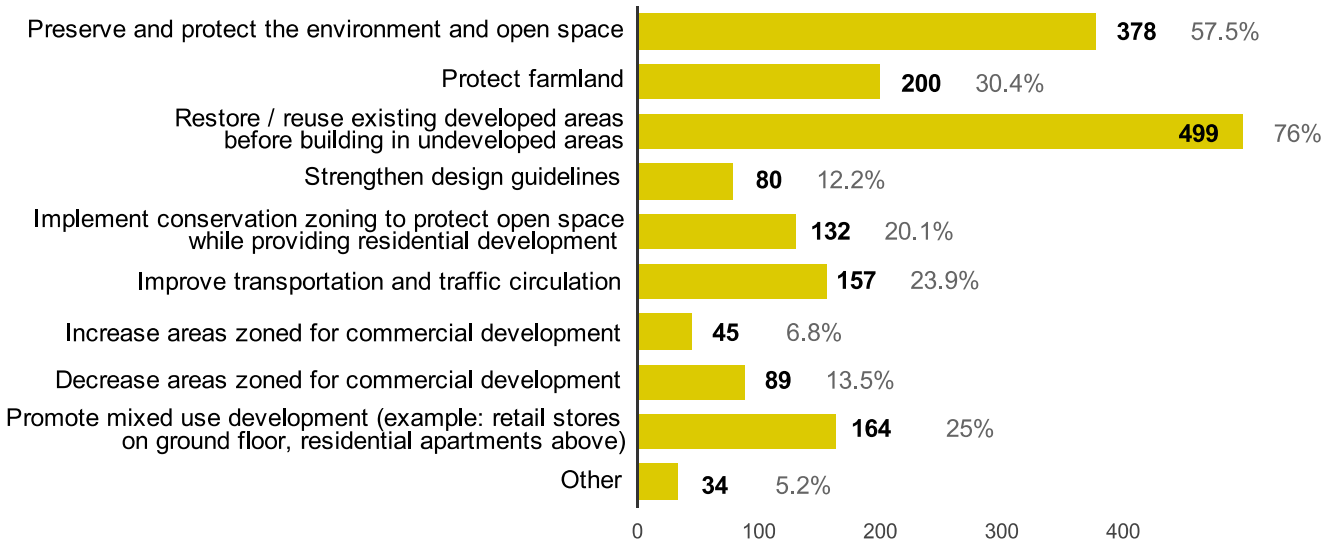
NK for the schools. If you do not increase funding and do not provide the level of education that NK has had for years then families (like ours) will choose to move to other towns. In addition our recreation department is in a very sad state. The benches at the playground are literally falling apart. The bathrooms at Wilson park disgusting and could use sprucing up. There are limited programs compared to SK. Again, it's all a priority and funding issue. Tennis courts are in bad shape and there are no indoor tennis facilities in this town at all. Why aren't foreign languages taught? There could be community classes for that. The lack of rec programs is really sad. Not just for the children but for adults as well. And how many more banks, pizza places and nail salons does this town need? How about a Felicia's type place? Would love to see bike paths and sidewalks. This town has a long way to go.
I had hoped that NK would beautify route 1, which is a very ugly stretch of road, but it hasn't. I do like the bike path tho and really would love for it to be extended south further.
Needs to stop all this silly infighting and deal with more of the important matters.
Increased traffic, increased presence of commercial buildings, declining resources for the schools
I think NK is probably staying the same. I think the school system is declining. Our youngest child actually left the public system for private, despite being a life-long proponent of public schools. I think much of it is due to common core and the move towards standardization and testing at the expense of the arts, physical activities (which kids absolutely need for their best learning) and fostering curiosity and love of learning. Teachers seem unhappy and all 3 of my younger son's teachers retired at the end of the year he had them. The long day (getting home at 4:30 for an elementary school kid) was really hard on him. Most young kids are the early risers. Ridiculous to have them start later than the exhausated teens in high school who could really use the extra sleep and stay later in the day. My friends whose kids attended NKHS over the past decade say that the kids who attended 5 or 6 years ago had a better experience than those who attended in the past 2 or 3 years. They say the teachers seem demoralized with common core and other changes. I tend to think this is true. I also dislike that there is so much WIFI when wired routers would have been safer and cheaper. I think the school system was very irresponsible in not looking at the current researching coming from schools like Harvard and Stanford that show serious concerns with intensive EMFS from WIFI. I have not found the school system to be at all receptive to addressing the issue.
We need to keep the small town feel. Way too many housing projects.
It is bordering on declining given the substandard condition recreational areas have been left to in the past few years.
I don't think we are keeping up w technology in our town offices. We need to bring in more business and keep our family run businesses running. Wickford lags behind EG in terms of after five business.
I think North Kingstown is trying to improve. They have bike paths and walking paths to help fitness. They have fairly good school system compared to the rest of the state. I am looking forward to see changes.
Moved here from Cranston. Liked the rural character of NK. This character is slowly being diminished. Things like the proposed Rolling Geens development are not an asset to this town, development of the Post Road area and continued growth in Quonset should be a priority not the rural areas of town.The new Wendy's does not appeal to this rural side of town.
Still high taxes and fighting at school meetings.

The main roads in North Kingstown except for 1A are ugly.Post Road is dumpy looking and so is Ten Rod Road.Wickford is a gem that has not been discovered yet. The old Ryans market should be a whole foods.
Post Road and Wickford are ghost towns! Depressing driving up post Rd. and so many empty store fronts in Wickford! We need to expand the bike path too! So much potential!
Post road needs a face lift. We need to provide a town that businesses want to move into all the vacant buildings. Sewers will all Wickford business owners to establish more restaurants. Take a look at Main Street EG- It's thriving.
Look at all the For Sale signs and closed shops on Post Road. Its terrible. The roads are horrible as well.
Too much Low income housing
Things that should be improving are Post Road development, increased business in Wickford.
Declining successful businesses, deteriorated roads, disconnect between town officials/members, poor service at town hall clerks office, too many abandoned buildings, poor utilization of port.
Over several years we have less services and higher taxes. The addition of bike paths are a plus as well as the newer high school.
Small town feeling is gone; we have become Warwick.Commercial development may be good for state, but NK: not so much. Our roads are in perpetually pathetic condition (NOT just from this winter), and roads are not adequate to support increases in traffic fueled by excessive residential & commercial growth. Real estate taxes are disproportionate, and commercial "tax break deals" are below par. Car taxes are inconsistent. Education is continuing to ask for MORE $, student enrollment is dropping, and the education system we're funding garners better wages/benefits than the average taxpayer supporting them.
many empty stores in Wickford and Post Road Store fronts are old and outdated we need some businesses to remain here and thrive
Already stated
I think more needs to be done to support our schools and businesses. I also feel that sidewalks and bike paths should be added to our streets and neighborhoods.
When I moved to NK Quonset Point was closing. I have been very pleased to see the continuing improvement in the quality of life despite losing the Navy.
There are insufficient services for the taxes we pay.
I am thrilled to learn NK is revisiting it's mission statement (comprehensive plan). It seems that the town lacks no vision for the future. Many feel that this town was good enough for them growing up, therefore why does anything need to be changed? Not looking to change the feeling of the town, but it's stagnant. The fact that we have built a beautiful Beechwood Center that cannot be used by anyone other than seniors, and closes by 5pm is absurd. How about weekend trains from Wickford Junction to bring people to Providence, to connect to Boston?? It's like there are good ideas, but then the use is limited and not thought out. No vision.
Schools are great. Unfortunately lack of proper commercial, particularly restaurant, development is inhibiting the growth and sustainability of the quality of life people are looking for in South County.
Empty Wickford Storefronts concern me
The new bike path is a notable improvement.
education

There are fewer businesses and fewer jobs. Why can't we build a Target where the Lowes was? Why must I leave NK to get all of our needs met?
I live in the north end.. Kings wood drive area. Post road is a disgrace and embarrassment . It is completely different at the southern end. In the north end I feel and have complained for years about Steven Campo, from R.I. Green. He has turned his properties on post rd and 23 Austin road into a dumping ground!
Due to the lack of development on Post Road and lack of commercial businesses(I.e. Clothing stores) we are not competitive with other towns and are losing revenue because I need to leave North Kingstown to do most of my shopping.
To many homes per acre. The development on Boston Neck Rd is an example
There are great opportunities but I see the same faces on the boards that keep movement stagnant. We need to gather new ideas and act on them to bring more tourists to town and more businesses that will help with our tax base. Quonset is a model of success for the State but we don't engage the people who work there to get involved in our community and shop in our stores. We don't provide transportation for workers to get into the business park. Wickford has great potential once the sewers are added, we need people who want to bring in tourists and have creative ideas on how to make Wickford a destination to be working on committees to drive positive change.
I see solar panels along side the bike path in Quidnessett! This, for me, is not just community improvement but environmental awareness. I've lived in a variety of areas of RI (Providence, Pawtucket, Cumberland, etc) and no town that I've ever lived in fixes things as fast as NK. North Kingstown offers a nice balance between maintaining tradition and "old school" values while keeping up with the times. After the flood, I noticed that there was improvements done to our neighborhood drainage.
Post Rd development is non-existent. Wickford village is slowly dying. Too many obstacles in this town to do business. Town never recovered from the navy leaving back in the 1970's.
I do not have enough space. People in power need to stop abusing the system. There needs to be more for people to do without paying an arm and a leg. Not everyone here is dirt poor or filthy rich. You are forgetting the bred and butter of NK, the working middle class!!!!! Wake up NK.
As previously stated, the Town is headed in a negative direction. Adult stores, gun shops, tattoo studios all within one mile of each other on one of our main streets....disgusting! Let's get some beautiful small business, promote positive small business's for the town? LOWER TAXES FOR BUSINESS. Stop the drain in northern end of town. Redraw the school lines, Quidnessett elementary doesn't have a chance to thrive....free and reduced lunch ratio is too high. REDRAW LINES
Have you LOOKED at Post Road in the North end of town? It is like Detroit. Make it EASIER for people to stay in business.
Cost of living continues to rise. I am not sure this is specifically an NK issue but more likely a RI issue. Our taxes are too high, our services are too low and there is no good plan to promote new businesses to locate in the state. There are many better options elsewhere. Eventually, the people with options will take them and RI will be stuck with those who have none.
It's a great town to live in and we are happy to be here. The quality of life has been consistent
Need a place for the older kids to hang out and have fun. Do something with the Wickford Market

so they can go there after school for meetings (as an alternative to the library), food, fun. Do we really need a Wendy's with everything the population knows about fast food???
There are too many vacant commercial spaces throughout the Town, and especially on Post Road.
Too much big box growth. Loosing the town feeling.
taxes go up every year, and we are a community where there is a lot of income
I have read plans to improve education and see development however I am very concerned about the abandon buildings
This is based on what I read in the Standard Times re the town audit and the current infighting among town council members.
high taxes and empty business buildings everywhere. NK is not welcoming to new business- makes it very difficult.
Taxes too high
The growth of Quonset has been an exciting opportunity to bring more people to NK to support surrounding businesses and our tax base. The replacement of NKHigh was also a big improvement.
Other than development at quonset, I do not see anything else
I see all these vacant stores (especially along Route 1), yet I see more development in other areas like by Home Depot where it's already a traffic issue. I'm always backed up at the Route 2/Route 102 intersection by Home Depot. The town is becoming more and more like Warwick every day!
Losing the small town, rural feel. Feels like we are turning into Warwick or Cranston.
Looking around at areas like Wilson Park make me sad. Some of the equipment just needs a coat of paint! The town beach needs a face lift too. It should be a beautiful area but looks worn down and it doesn't look well kept. These are supposed to be some of the most beautiful spots too!

What is the most important action the Town of North Kingstown should do to manage land use?



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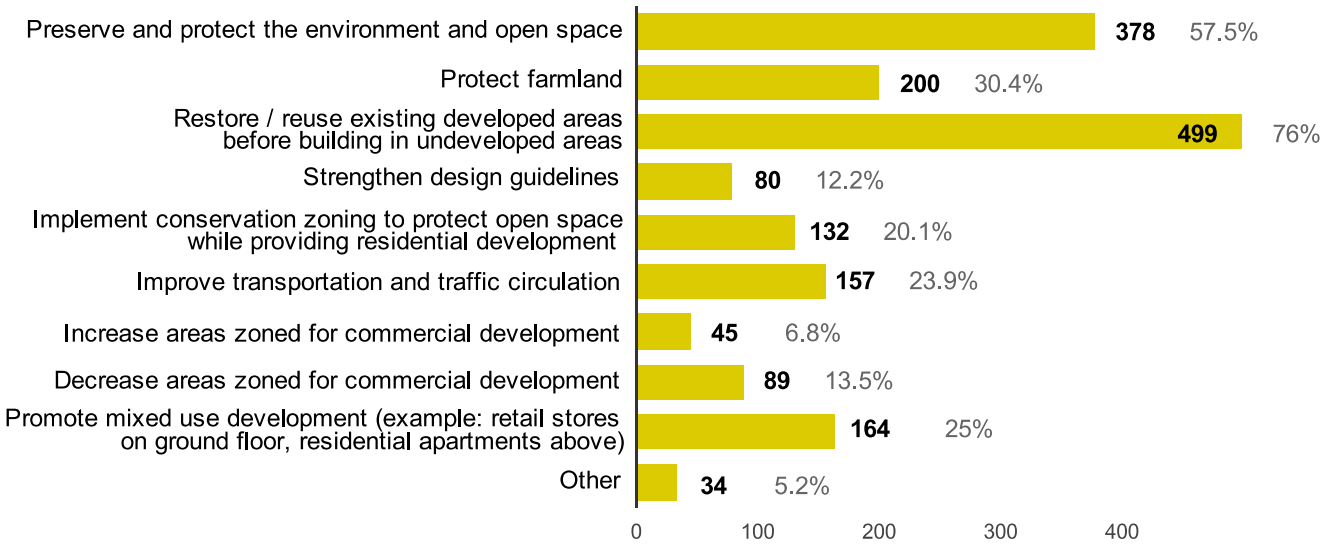
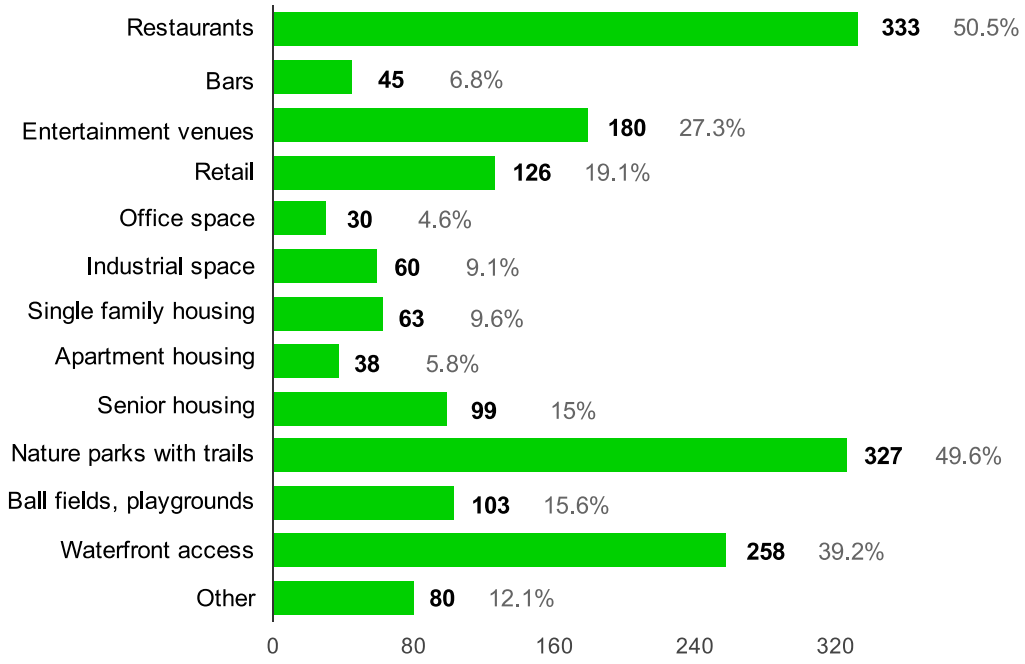
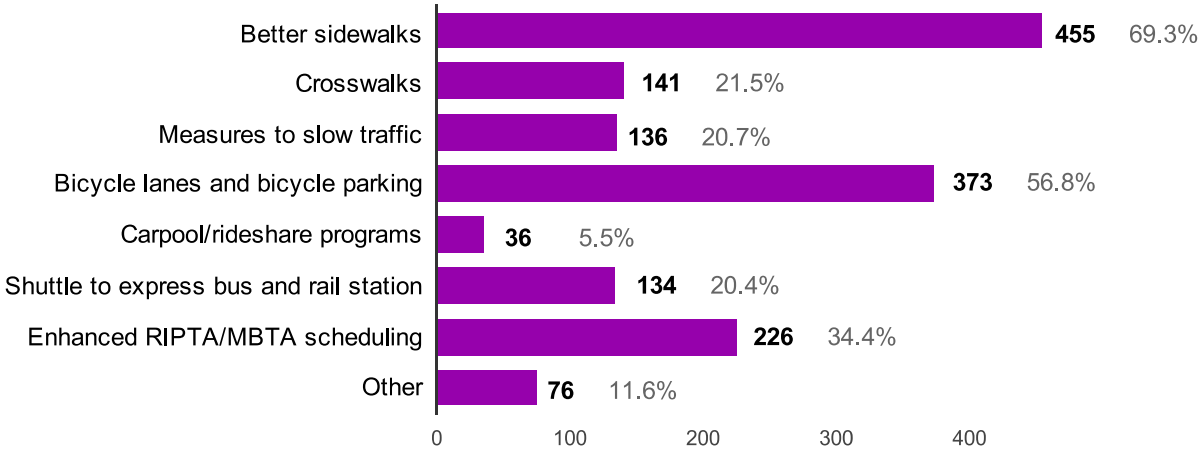


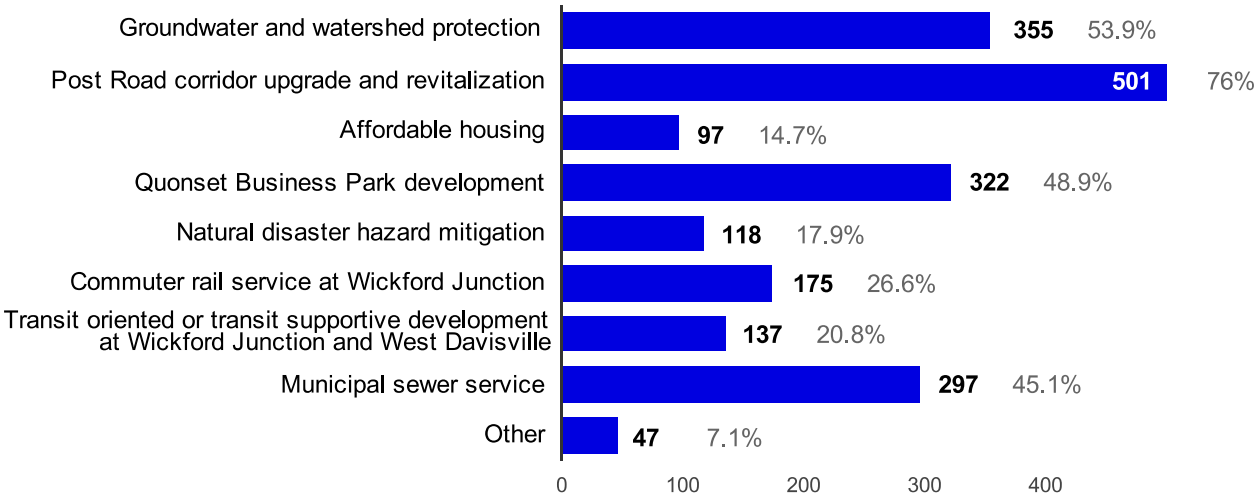
What kind of development would you most like to see more of in North Kingstown?



What improvements would you most like to see to encourage walking, bicycling and transit use in North Kingstown?



The 2008 Comprehensive Plan identified the following as key areas. Which of these do you think are still priorities?



What additional key issue(s) do you think the updated Comprehensive Plan should address?

open government easily to understand information available to citizens positive collaboration between different departments implement a community policing outreach program
Get businesses to come and stay in NK get their tax money, now Stop driving them away!
Utilize existing business - commercial districts
All
We need bars and food places like warwick and EG and Gansett ... this town is basically a ghost town and 90% of the time we go out of town to eat
It would be interesting to see more effort be made into turning Wickford into a real artist community. There is a lot of potential in our tiny, historic downtown area. How can we encourage more galleries and restaurants to move into the many empty storefronts? Our priorities should be on the continued redevelopment of Quonset and Post Road, but I think our efforts in those two areas will help stimulate Wickford as well.
Putting together a better survey! Someone in the town should read the questions as if they had just moved to NK.
The obsessive focus on preserving economically non-viable historical buildings is severely restricting the opportunities for development.
Wickford village revitalization. Many small shops have closed lately, with no replacements. NOTE: the question above does says "Check all that apply" but does not allow more than 3 choices. Either change the requirement or change to "Choose up to three" like all the others.
Protection of villages on the National Register (and no digital signage in them, particularly in Lafayette's mill area/Bailey's car dealership).
Keeping the state out of local community control
Increase in school budget requirements while student populations decrease.
Installation of more sidewalks
If we build more housing like Saw Mill Square we will not burden the schools or services. Businesses will start to develop around these housing areas due to the fact single and professional couples spend more money on restaurants and retail. Bring in the professional hard working people not section 8 and watch post road explode in the right direction. This plan means tax money with very little tax burden. Just my 2 cents.
No more low income housing.
zoning needs to be changed to prohibit giant houses in older residential areas. 35 feet is too high,

building right out to the lot line offsets is bad.
Alternative energy options for municipal facilities and operations, leading by example for residents and businesses to follow. Preparing for increases in sea level and impacts from storms and other severe weather/natural hazards. Improved walkability between town amenities.
The tendency of officials to ignore the plan and come up with new development concepts to get around the existing plan (example: cvd concept)
All of the above are important, but it is vital that it be done with care and consideration of the future of the town. I think that NK is at their goal of affordable housing and should be making sure that residents in THIS town are given priority in any "affordable complex" within the town limits, far too many have had to leave their town and friends to enter into affordable housing., Better oversight all around.
Limit, reduce, stop section 8 ("affordable") housing. Remember, the school buildings belong to the TOWN. You need to treat them as assets like the library. Kids inhabit those buildings and you do as little as possible to keep the buildings safe for all. Don't move "historic" buildings unless you have a final resting place for them.
It should ensure that the commercial development is focused within the USB and encourage farms and residential areas to remain as such. It should do what it can to protect the water sources and protect the rural character.
Reinforce the fact that elected officials are serving at the pleasure of and on behalf of the taxpayers of North Kingstown. We want open, transparent government in which we have a voice. We want a balanced budget in which we see salaried officials willing to make the same kinds of sacrifices we are in our daily lives, via pay cuts if necessary. And always have them remember that "power corrupts." The taxpayers are not peons to be looked down upon. We have some very bright people in this town who resent the "our way or the highway" attitude of some of our elected officials.
Restrict commercial development to inside the urban boundary. NK is too busy outside of route 1.
Fix Post Rd It's ugly! Not inviting. It's our main road after all. Put the parking behind stores Plant trees Level old / awful buildings Look at the State Police Building, THAT should be the look/feeling we go for.
Increase the upkeep of Town buildings. There are many Town owned buildings that are antiquated and in dire need of being modernized.
I just feel that Quonset is a perfect venue for bringing in businesses. Therefore, bringing in jobs.
I'd like to see the town beach area cleaned up and better utilized, for public events perhaps. And the concession stand used, along with better parking and sidewalks. It's a hugely underutilized area and one of the beauties of this town.
#1 Protection of our water supply. Protection of open space.
Adaptive reuse of empty buildings in the commercial zones.
The commuter rail service is not going to make it without the expansion of the schedule, nights, weekends, middle of the day,and sporting events.Apartments over businesses is fine but lets not dwell on reinventing Pawtucket.
To keep the Town under the control of the Town, and not federal give such as more affordable housing. We already have more than other towns. Senior housing is fine.
Improving Post Rd businesses.
Rolling Green inside deal

Don't develop north/west of route 4 along route 2. Stop cluster developments with small lots. There is enough low income housing.
Concentrate business & retail on the Post Rd corridor and stop spreading it away and up Frenchtown and Rt 102. Keep those areas rural. Improve the appearance, accessibility, reuse, remove cumbersome and nonsensical requirements like 2nd floors on businesses. Get the state to improve the road, finish the sewers, open up QPD to more amenities besides industrial and business use to complement the businesses - ie, more restaurants, coffee shops, covered walkways and seating areas....
Listen to the people and find new ways to communicate and involve the public. Consolidation of services like fire and police with other towns. Protect current and long standing landowners (residential or business) from unwanted new developments or developers. Adhere to the plan and don't twist it or modify it for special interests.
sewers are also crucial to town development
We have a beautiful waterfront location: use it to bring more people here to live work and visit.
Character preservation at critical points in town, eg 102 and 4 intersection. Park development, eg behind state police barracks.
More development of Quonset. There is a beautiful view and beach there. Conference center, boutique hotel, similar to the one proposed for Wickford Elementary School. Definitely more rail service and development at Wickford Junction. Please! Look into developing Wickford El as condominiums. It is perfect for those of us who are older, and want to stay in town. I know they would all sell in a heartbeat. Please! Give us a place in town to live!
Emphasis on maintenance of infrastructure, e.g. roads, bridges, pipelines
Youth programs, funding and places to house a center.
I think the Comprehensive Plan should address land acquisition to protect what's left of North Kingstown's open space; having a plan any for new housing, and focusing any new commercial development where it already exists.
No one uses the Wickford Station. Parking is just to expensive and the trains do not run all the time. The ball fields need to be better taken care of - not build new one.
Eliminate all commercial development EXCEPT Post Road--that is the main route through North Kingstown and the impression most have of North Kingstown is Post Road, and it is in shocking decline. All resources should go to revitalizing and beautifying this stretch of road. Too much time and too many funds have been wasted elsewhere.
Again...complete town sewers from quonset to and including Rte 4.
Need to remove the current town manager and vet an innovative, intelligent, personable and successful town manager.
The area has rapidly declined since 2008 and with more people leaving the area stop focusing on the train for now. Why is WAKEFIELD and other areas showing growth while NK declines?
Please see my previous answers.
Restaurants in Wickford!
get commuter rail service on the WEEKENDS when people will use it to go to Boston. Right now, that train station is a waste of our money - really disappointing.
The Wickford Junction train station is underutilized as merely a commuter station. This train station should be open for all railway service.

Control of taxes and getting rid of car taxes
put school and town services at Wickford Elem. - the first try was not a real try. don't rent/lease space, own it.
Make NK a connected town via bike paths and lanes. Establish post road as a boulevard.
Sea level rise -- plan for decades ahead. Eventually some developed areas will likely need to be abandoned. Where will those displaced activities go? who will pay?
Use of the exisitng Post Road spaces that need to be redeveloped and used. Priority for long time NK residents in any affordable housing, quit importing from other towns and states. Improve existing infrastructure of town service, streets, sidewalks, water supply Get the Town Council and Town personnel to quit ignoring grants and federal monies away due to lack of action and applications on their part. How much money did the town lose on Wickford El bond that could not be used due to closing the school? How much is the sewer project going to cost taxpayers when the Town authorities did not pursue federal funding when it was available? Why has the old Town House project not been completed, it has nothing to do with the sale of Wickford El, it sits on another lot! The Wickford Stone, money was approved in December, get the gazebo built in Updike Park and THEN explore the idea of re-doing the Library Park. Make sure that you aren't losing parking in the village. Does this stone even have to be in the "downtown village"? Look at what worked in the town when the Navy pulled out and revenues dropped. New isn't always better!
Absolutely change the Post Road Corridor Plan to make it more attractive to new business development.
Planning that will promoted mixed use of development and housing in areas that can expand these features already in place. An open process that encourages inputs from all parties, for these small decisions have very long term, unreverseable consequences.
Taxes
Follow thru, implementation, and an action plan and time line. We really don't need to spend money to update the plan. There hasn't been much that has changed as far as needs and vision goes. We strongly need to add Economic Development staff to manage the implementation of the plan. Otherwise, it's just another expensive plan.
1. Need to improve ability of all residents to get around without the use of a car (walking, biking, public transit, shuttles, etc) 2. Need to anticipate and plan for the impact of climate change-related hazards (sea level rise, stronger storms, etc) 3. Need to construct a long term plan around school facilities, many of which are older and in need of update. Develop a long-term facilities plan that includes the possibility of consolidating schools.
continue to prevent more windmills in neighborhood areas like DePasquales, it is a huge eyesore and detracts from property values with no benefits to public, the wetland violations he did to install it counteract the enviromentally friendly aspect of wind energy
Municipal service/procurement consolidation Wickford/town center commercial development Supportive commercial services/residential redevelopment on Post Road corridor
reuse of existing buildings before new ones are built
The businesses in Town should pay Taxes just like everyone else does.I understand that a lot of them get a brake. And Seniors should get a better brake in taxes if they have live in Town 20 years or more. And make sure the money that is for schools for maintaining them is use where it is needed. There is a lot of waste.

Climate change - specifically sea level rise
farmland protection and farm viability, comprehensive consideration of business development that incorporates realistic assessment of market conditions
again, see previous answers. Smarter development.
Maintaining zoning so that businesses cannot be built west of Rt. 4 (Rolling Greens Golf Course area). Work to rebuild Post Rd. before adding new construction.
Commercial development in currently undeveloped area. Affordable housing for the young and the old Creating venues to attract more money spent in town. Eg movie theater or stage in Quonset.
Control commercial development!!!
More of the same central planning ideas/failures. How did Wickford Junction pan out? Sewers make sense, but not on the back of just the businesses–this can accelerate the abandonment of Post Road. Affordable housing? Target affordable housing for seniors being taxed out of their homes--much better for the community as these seniors actually pay taxes and have less need for school services/special ed/police and courts–thus allowing NK to keep taxes lower.
repurposing vacant commercial structures
Stop the development at the corner of Rt. 2 and Rt. 102
Better Sidewalks
Upgrade recreation areas; attract more businesses (why do businesses chose to go to EG instead of NK?)
Extend bike path south.
Looking at the effects of WIFI, cell towers and other telecommunications and making sure we are not trading convenience for health. The research seems to indicate we are--so let's at least look at this before adding more of this stuff. Do not Allow/ install SMART meters. They are likely dangerous both in terms of health effects and in terms of security. many people are sensitive to them.
historic preservation to maintain the character of the town
Opposed to Rolling Green Development !
weekend service from wickford junction
Commuter service at Wickford Junction would be great if they ran to NYC and on weekend. Families and those wanting to visit NYC or Boston on the weekend could take advantage. Ridiculous to only run during the week.
Finish the goals and objectives from 2008!!! More transparency to the public. Ensure properties within the town are kept clean and updated, both personal and commercial.
Need weekend service at Wickford Junction
With all the brain power working on this, it would seem that the architects of NK's comprehensive plan are capable of problem-solving the actual funding of community wants, needs, and union contracts...with something more original than the same old "raising of property taxes". Really. With a bit of ingenuity, and a lot of commitment to change, perhaps the 'new & improved' comprehensive plan could become, well, new & improved? Our forefathers did it, and so can we.
Make plans to include trash collection. Allow for free recycling for items that we currently have to pay for. Less micro management if single family homes (i.e. Proof if septic emptied, sprinkler systems etc.)

Empty Wickford storefronts
Better connectivity between the Wickford Junction Train, Wickford Village, and Quonset to provide transportation and education about the resources that are available. I would also like to see Post Road develop in a way that supports the growth of Quonset (support business-industrial/commercial, and restaurants) With 10,000 people coming to work in Quonset, there has got to be a way to get them in the community and financially supporting our town.
Overall, I'm very happy with the leadership in NK and the results of the plan. Because I am a working mom with young children, it is difficult for me to devote time to paying attention to the politics and improvement strategies of our town leaders. I have no further suggestions at this time but thank you for doing this survey and thank you to those who are making things happen in our wonderful town! From a happy tax payer: keep doing what you're doing!
Having been involved in previous CP processes, I believe it is important for planners to ultimately be responsible for making the changes that will best help ALL residents of North Kingstown, not just those who are vocal and/or able to attend meetings. If the planners see a need but there are no residents advocating for that need, it should still be considered a need and given a fair assessment. Thank you for seeking resident opinion with this questionnaire.
Commuter rail need to run more in NK if you want people to use it. It's tough when you can't get home because the wickford station closes. Also, the cost is to high and times terrible for families to use. Build it right and people will come. Do it half assed to save money and it is just a stupid waste that will end up shutting down because people won't use it.
Education.....we are not headed in a positive direction. No more affordable housing!!!!!!'!!!!!!!!!,
STOP tearing down our woodlands. We need to make it EASIER for businesses along the Post Road corridor to stay in business. Work on our infrastructure before it completely disintegrates. More entertainment. NO MORE pizza joints and banks.
I'm not sure I know enough about it to comment. Keeping businesses in Wickford would be one. Thank you for doing this survey, it's a GREAT idea!
Continue funding sewers
Improving the community center
The increasing cost burden of low/mod residents on education and public safety. If you build it, they will come. But it is not for NK residents. People move here from out of town and increase the burden on existing residents.
seniors get too much, bring in more family oriented business, like warwick has, skating, indoor bike, there are a lot more families here know as opposed to seniors so yo should plan around keeping their business here, retail shopping, quahog festival, build parking on post rd and shuttle them to diff venues...stop with the affordable housing already, way too much
I would think the sewer would keep bay cleaner
All of the above issues identified as key areas are an excellent start. I believe that the bike lane/bike paths would be a great addition to the above list. I would like to see business development that would promote and attract talent. RI has wonderful colleges and universities. Collaboration with higher education, businesses and the Town to promote and bring in companies that will create higher level jobs will only enhance our community and state.
revision and curtail sprawl along post road; continue to develop villages
Revitalization of Wickford Village. Perhaps the sewer service would accomplish this....

less residential development
The town needs to invest in its future. Get more young families to set roots here. Improving playgrounds, schools, and making walking to town events an option will be a start.
West bay bike path
Sea level rise.
Limiting residential and commercial development.
Tourism...encompassing those on foot, car and boat. We have a huge boat population in summer and fall and nowhere in town for them to get provisions (for those without a car, this is a HUGE complaint)
Affordable housing for SENIORS. Efforts to make the Town Business Friendly!
more sidewalks. less low income housing.
Well meaning as it may be the development guidelines, especially along Post Rd. are far to restrictive. There is absolutely no new commercial growth on Post Rd. and it's not coming as long as those restrictions are in place. The Post Rd. corridor has nothing to offer at this point except vehicle trips per day. Low density, Low to moderate income, visually an eye sore, physical restrictions such as rail road and utility easements, wet lands and now development guidelines that are financially burdensome. Requiring mixed use then for the most part forcing the developer to buy development rights and include a high percentage of affordable housing units to attempt to make it financially viable when in fact it is just another financial burden.
Limit the spread of commercial areas. Leave the residential areas as purely residential. We have enough vacant commercial/retail space along Post Road, Frenchtown Rd., and in the village of Wickford. These areas should be considered before allowing any more building of big box or strip mall type development.
Make NK more business-friendly, including updating and reducing regulations, simplifying and expediting administrative processes, and reducing taxes Increase supply of small, multifamily housing across a range of prices to rent and buy Diversify and improve quality of retail commerce
Cohesive planning and permitting
Our plan was recently evaluated by the Department of Health with an eye toward promoting health. Healthy places = vital places. I would like to see some of the comments in that report addressed. The Planning Department has that report.
effects of sea level rise
PICK VERY FEW HIGH PRIORITY OBJECTIVES AND DO THEM WELL, NOT MANY WHICH WILL NOT GET THE ATTENTION NEEDED TO IMPLEMENT.
Aggressive program to attract businesses to occupy vacant stores and existing commercial properties. (Everything old is new again.)Participate in the statewide drive to create a RI "brand" identity which would market the state to new businesses and tourism. Within this, create a unique identity which would define and promote North Kingstown.
enhance police presence/response in outlying areas.
Sanitary Sewers throughout Wickford Village and West Main Street.
Mixed use and increased density to encourage villages. Decreased lot sizes in some key areas to encourage village like development, utilize rental housing above shops. We need also to increase the lot sizes of areas of rural development such as to 10 to 25 acres or more, and group those lots together in to encourage rural areas. Provide better walking and bike paths within the villages and

leading out to the more rural areas. 2 acre zoning makes a lot of small lots with houses dotted in them eats up a lot of open space.
Develop affordable single family housing neighborhoods that encourage community and includes parks, waterfront access, biking and walking amenities. Preserve some open space land. Develop mixed use business and residential living. Encourage/promote environmentally friendly public transportation that all residents can access easily.
Acute need for condos.
If you want Wickford to be the economic engine for North Kingstown, then help us out! It was not the lack of sewers that stopped business development in Wickford, it the zoning, parking requirements. Unless the town and people who live in Wickford change those two things, sewers won't change anything, except hurt the business that is already there, struggling to survive.
I am so tired of hearing about affordable housing. I know some say we are "under" what is required. You mean to tell me that EG has the amount required by law? Don't mobile home parks count as low income housing? And what about the rooms in the motels that are now rented for low income? ENOUGH with the low income housing!
I think the village of Wickford should be addressed so as to maintain and support its unique character. I do not think overdevelopment is the answer for Wickford. We do not want to lose its charm!
Wickford Harbor waterfront upgrade. Access to Allen Harbor land adjacent to the Quonset bike path. Upgrades to golf course. Finish Post Road.
I would like to see a light at the corner of Brown St. and 102. Lots of people my age (older) are living here. I have been driving for over 60 years. Never have a seen a corner like that one and I forget to watch for zoomers coming out of Brown St. and I also forget to be a zoomer myself when I am coming out. It is such a unique situation!!! I hate it.
More support of commuter rail service, solar and wind energy
More business friendly environment and redevelopment of Rt. 1 with incentives for attractive, walkable shopping and entertainment venues.
Use and revitalization of buildings and property that is in disrepair - closed businesses and town properties like Wickford elementary
Pedestrian friendly development. Zoning that supports neighborhoods not developments that feed to rt 1.
West Bay bike path extension to attract young people to the village; ie. Make Wickford a "destination"
Quonset is the key to our town's health. We need to utilize it to the fullest. Post Road is our main road and is horrible. It needs to be improved.
Focus on QDP and surrounding for commercial Industrial development and let residential & rural be the target!
Consider the use of sewers in more areas, especially in commercial areas, to encourage restaurants, laundromats, and car washes to open.
The MBTA and RIPTA schedules are horrible. I would take RIPTA to work (I have free RIPTA from my employer) but it is inconvenient. I would take MBTA to either Providence or Boston but again the schedules are inconvenient especially on weekends. If I got employment in Boston I would have to move out of North Kingstown. Also, the cost is not low enough to warrant taking either

mode of transportation. I realize that most of this is completely out of your control, however perhaps you can lobby for these enhancements. I hear these concerns often from others who live in North Kingstown and surrounding towns.
Address the parking by non-residents along Wright Lane behind the town beach parking lot. It's effectively narrowing the roadway and ruining the grassy area along that stretch.
Let's just start with the above issues
Protection of open space and farmland.
Responsible commercial development in Wickford. How about a nice bar or coffee shop. But they need bathrooms, and that requires sewers. How about doing something about rundown houses in Wickford instead of hassling people who want to fix up their houses with archaic regulations. Cleaning up Post Road would be nice too. Thanks for the opportunity to comment.
Capitalizing on our greatest public asset – the bay
Smith Castle is a valuable asset to our community. I would like to see more support for the facility and more use of it as a resource for tourist development.
Long term - if, as many scientists believe, there will be incremental rises in the sea level, we will have to address that issue. I have seen the tide already inundate the NE corner of the town parking lot - what will the future hold?!
ensure communication and collaboration between all interested parties
Recreational facilities: tennis courts, ball fields, turf field at the high school to increase available fields.
Safe walking/biking
How can we utilize the beautiful harbor in Wickford
Town is establishing too many "development nodes". Let's get downtown Wickford back to vibrancy before promoting the Post Road Corridor, Wickford Junction, Rt 2 - 102 area, etc.,etc..
Get rid of/demolish the dilapidated house on stilts rotting away near the playground by the library. It is an eyesore, and a hazard and soon, someone is going to get seriously hurt fooling around near it. Don't waste any money on restoring it. NK town history for the most part is trivial. Don't waste tax dollars preserving this useless relic. Investment in the town beach would be great, improve the playground, beautify the grounds with flowers and nice walkways. Plant more shade trees. Improve the parking if possible and try to block out the "non-relaxing" views of the waterfront industry in the distance. Maybe even move some of the rocks that say "keep off".
Strengthen zoning so residential areas are left for quiet enjoyment - no commercial permits in residential areas. Safe dedicated bike trails and foot trails (not just a lane marked off major roads).
Greenway and pedestrian walkways interconnecting the community The rail service at Wickford Junction is not complete in terms of access via RIPTA and weekend schedules that would make this mode of transportation attractive to a broader audience.
Expand nature preserves. Extend the Rt 1A bicycle route to Quonset. Concentrate commercial development. Some of the outlying development syphons business from Wickford, which, although struggling, supports a unique business community.
Does the town receive any compensation for hosting Quonset Point Port? If not, can it do so? Post Rd., north of state police barracks, requires beautification!
In my opinion and based on the people I know the only reason people that are at the age of starting families are moving to NK (and didn't grown up here) is because of the school system or because

they are in the boating industry. If the town hopes to have people use the commuter rail to get to jobs outside of the town... then apartment and condo style housing needs to be located very close to the train stations and a bike lane on Ten Rod Rd. to connect Wickford Junction to Wickford Village. I would assume the town is not looking for transiant residents but people who buy houses and stay a while, but transiant residents bring ideas, and may even have more money to spend on entertainment and specialty services. I have so many ideas of alternative housing developments beyond the typical culdesac with 400k homes. Many of the people who were caught coming out of higher education at the time of the recession ended up living with their parents and are still there in some way or another. I'd be happy to share my thoughts with the town. Also,everyone knows restaurants are crucial! But I know its a process to get the sewer issue solved. If people eat and drink they come into town early to run an errand or they stay in town late to walk by the water and make mental plans to come back. Everything is experience based even if it doesn't seem to be at first. If people come into town to do one thing and it was a good experience they will think about the place again when they are looking to do something else. Thank you for listening.
Upgrade athletic facilities; ball fields, basketball courts, soccer fields. Especially Signal Rock
HUD should screen more thoroughly - People are renting there that should not be. Taking housing away from those who really need it.
Learn communication skills amongst the town residents and town council. The town council and school board need to work together.
Sewers in Wickford. Save the bay.
bury cables
Walking/Biking Paths along National Grid rights-of-way to connect the town residential areas with each other and commercial areas. Imagine families on bikes riding from Stony Lane to Walmart (short), Shady Lea to Ryan Park (medium) or even "The Glen" to Rome Point/Chaffee Nature Preserve (long) without spending the whole time struggling to stay out of winding roads with now bike lanes or sidewalks.
Build up West Davisville. Get Lowes Back Revitalize all the empty commercial buildings on Post Road Keep growing Quonset. Get Pawsox into Quonset!!! LOl
What is more important than protecting our vulnerable aquifers?
You need a master plan for our schools. We are getting older and school population is shrinking. We don't need 5 elementary schools and probably don't need 2 middle schools. Fishing cove is wonderful, but it is PRIME residential real estate. We have old schools (except the HS) so it's either figure out a way to smartly build a new school that can pay for itself by closing others or we'll be paying a lot of rehab 75 year old buildings so please include school infrastructure as a MAJOR priority. Also, we need a new town hall so let's be smart and build a single Town hall and School Administration complex (I suppose if we need to revitalize Post Road, put it there) and let's start now thinking what to do with the old town hall and any schools (ie. Wickford MS, etc.) so we don't get stuck with another Wickford Elem white elephant..
Is it possible to work with the state of RI, DOT the constant Boston like traffic jams on Rt 4 going north in afternoon especially in summer. I,often need to get from Newport to Providence for business meetings at 3 or 4 and find it faster to,go up east main to Fall River that try to access 95...the back-ups have become epic and incredibly frustrating,and,occur at 3 lights in NK (albeit on state road). I worked in Boston for 8 years and took commuter rail out of Attleborough, then Warwick in in final year Wickford...love the alternative,transportation,and if I worked in Providence

would take the train as much as possible. The schedule is terrible for just trying to get to the City for one meeting mid day...
Affordable housing - let's not become Barrington that fights any and all affordable housing developments. Let's be a town that supports and cares about housing that everyone can afford - seniors, new graduates, young couples just starting, formerly homeless, low wage workers, etc.
Water availability.
Amtrak must run on the weekends to Boston. Have a summer shuttle into Wickford. Review outdated signage restrictions etc to help businesses succeed. Roads need to be improved - especially on West Main Street in Wickford. Post Rd and Huling are terrible now - all torn up, poorly put back together but hopefully repaved after work is done (paved AGAIN! I should add...) Quonset and Davisville are such a resource - could have big outdoor concerts or fairs there and still not intrude on current businesses. Mixing business and entertainment isn't so bad, plus accessible by water too (think Newport Jazz Festival and such).
I hope the comprehensive plan will help to make NK a unified community. Meeting the needs of growing families and the over 55 population. The community center needs a serious make over. It's location is amazing and sits right next to the brand new senior center. The town rec department could offer so much more if they had a new and updated facility. I love NK, especially Wickford. We need to invest in what we have and make it better.
Eliminate any emphasis on commuter rail service. That train in Wickford is colossal waste of money and the losses should be cut. Thr ROI on that rail service is embarrassing.
Reduce the affordable housing
Sawmill pond.
cleaning up saw mill pond
We have enough low income apartments Ban smoking in public areas would be wonderful, some cities are doing so. I am pleased that Kings Grant has not allowed people to smoke I the apartments, however, it is an ugly site to go by each morning and see the street lined up with people smoking. It would be better if there was a courtyard in the back for them.
to promote revitalization of post rd town should offer low interest rate loans and other programs to help the owners upgrade their businesses and property.
The train at Wickford junction should run on weekends
We believe the plan should include more stores and restaurants. It would also be nice to see some family friendly venues. Post Road should be a priority. It needs to be built up and more welcoming. There is NOTHING in this town. We need to go to every other town to shop, eat and entertain ourselves.
How much residential and commercial development can be permitted without major infrastructure changes (wider/faster roads, extra lanes, more stop lights) and without obliterating what residents actually move to NK for, which are a slower and less stressful pace of life, a healthy life style with places to walk and appreciate the natural beauty of the area, less traffic congestion, and village atmosphere with historical charm.
Let's not let the developers ultimately decide what NK looks and feels like!
Please maintain new development growth but cannot be done at the expense of leaving unused developed land to sit idle. moving retail business to new areas, leaving old areas languishing is not improving our town. This may mean saying no to current land owners who want to build something

new, but the town needs to change it's approach in getting idle areas active again, work hard with current business/property owners on this and the town will be greatly enhanced. Lack of a quality approach to improvement is what will drive myself and others out of town.
Inclusion of arts and culture infrastructure, especially strong libraries as outlined in the book, Bibliotech, by John Palfrey. Expand Wickford Art Festival from two day marketplace for 200 artists run by Wickford Art Assn to a one or two week long event run by town and Wickford Art Assn. (Keep two day marketplace but add more related festivities in July each year.) Significantly upgrade Wickford to make it a better destination by formulating and implementing a plan and program that includes a strong landscape architecture component. So-called rune stone should not be showcased until a scientific panel reviews further and provides conclusions based on evidence. The comprehensive plan should rank priorities in each of the chapter areas mandated by state law.
More accessible and friendly town hall. In town transit system.
Residential services, schools, technology direction / strategy.
They should put in side walks along Post rd. I see to many elderly people walking in the road and with the traffic on post rd it isn't safe. Years ago I remember see a plan about updating Post rd which never came to be. We have all these empty buildings in town. They should worrying about using them be fore building others and the old become an eye sore.
Quonset already exists- so all commercial and industrial development should take place there. Make this town pedestrian friendly by not just building sidewalks and cross-walks- but being mindful of the kind of development that fosters pedestrian traffic. I value living in a place with public spaces that elicit emotion-pride- Wickford villiage does that for me. The bay, the buildings. Will a new development off Rt. 1 do that to others? I don't know- but someone should. What separates this community from all of the rest?
I'd like to see them stop poo pooing every idea that comes through for Wickford. We're starving for activity down there in a cute town that should be hopping. For God sakes you can't even get an ice cream cone in town in the summer!
North Kingstown has several historic villages other than Wickford that could be fabulous (and more affordable) places to live if they were rejuvenated into small walkable communities. This could involve reviving the areas in these villages that were previously used for small businesses and small offices, and adding other "anchors" that make small villages great places to live, such as small day care facilities, walking trails, small parks, cafes and other community-related facilities. Young people are becoming increasingly interested in living in walkable communities, and rejuvenating the villages in NK with mixed-uses would be very attractive to young people, and also recognize and protect our historic villages.
Better hours and Weekend hours for commuter rail.
mixed use developments to promote sustainable usage
Reduce new retail development
Emergency preparedness (a reverse 911 system).
We need to improve the main roads such as Post Road so that it is safer to navigate for cars, pedestrians, and bikers.
Safety protocols taken in our schools. Cross guards for our children walking. Post Rd revitalization is key to encouraging business while maintaining a small town feel.
School funding More appropriate school start times Less taxes

Side road / neighborhood streets repair and maintenance.
Sidewalks!
Listen to the residents! Fix our historic municipal buildings! Actually follow an agreed/voted on town plan. Stay away from the big box stores!!!!!
Always amazes me that we have 2 Junk Yards just yards away from a town aquifer. Makes me wonder how long it will be until that well is contaminated? On the note of water, why so much chlorine?
more public transportation available
Smart development based on vision for town- walkability, community, growth Leverage Quonset for industrial development before other lands. When I think about North Kingstown's future- I want to see the town grow while retaining what makes it special. This town has the gift of the harbor and bay and villiages on it that are special.

14. GAP ANALYSIS 2016

North Kingstown
Rhode Island

Gap Analysis

Area/Process: Business Licensing and Reg. Date: 27-Jul-16

#	Gaps	SPA	Due	STATUS
1	Write Business Owner Emails	LD	30D	
2	Develop 1 electronic emergency contact form for police and fire	GW	30D	
3	Check with solititor to confirm it is 'OK' to email license	JA	30D	
4	Write Legislation to permit business registration with Solicitor	JA/LD	90D	
5	Present ordinance change for moving holiday and junk renewal dates to June	JA	60D	
6	Work with IT to verify email filters will not prevent messages from Viewpoint	GT	30D	
7	Present ordinance change to mandate business registration including home for new a fee of $25 for renewals a fee of $5	JA/LD	90D	
8	Present ordinance to enforce business registration with penalty	JA/LD	90D	
9	Update website	IT/LD	60D	
10	Create business license/registration workflow for Viewpoint	GT	TBD	
11	Train staff	GT	TBD	
12	Implement ability for town clerk to accept credit cards	JA	60D	
13	Research/Implement minimal tax threshold for tangibles (increase from $280 to $1000)	JA	90D	
14	Review requirements for town council as licensing authority	JA/LD	30D	Complete
15	Add Kiosk to Town Clerk Office	JA/GT	60D	

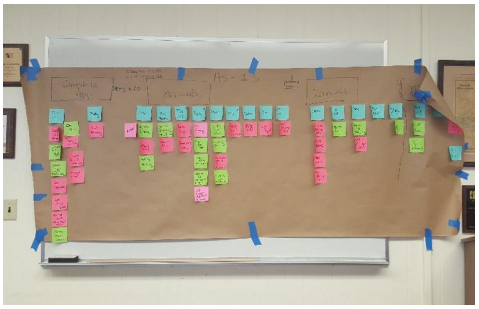
15. LEAN FINAL REPORT 2016

RI Municipality Initiative – Streamlining Business Licensing
North Kingstown, RI

July 2016

The Town of North Kingstown contracted with Exceeda to streamline their business licensing and registration process with the new standardized business license application form to be implemented throughout the State as part of the E-Permitting project. Additionally, as part of this project we educated the staff involved in business licensing about Lean and Process Improvement. The project goal was to improve the customer experience for businesses in the Town by reducing redundancy, duplication of effort and unnecessary delays in processing, approving and expediting applications for business licensing, registrations and renewals.

During 4 working sessions we developed a 'current state' map of the process that identified how the business licensing process works today. We then developed a 'future state' map to remove wasteful steps and improve the process for both the customer and the employees of the town. A 'Gap Analysis' was also provided that identified the steps required to move from the current state to future state.



In the future state of the process, we successfully eliminated several unnecessary forms, redundant information requests, extra processing steps and eliminated the need for the business owner to visit multiple departments within the Town. Some highlights of the proposed new process:

- Improved Interdepartmental visibility to all Town departments throughout the process
- Developed a culture of 1-stop shopping for business owner - Business can complete the entire process online. They call also utilize a kiosk at the Town Clerk's office.
- Reduced the number of different license forms from 20 to 1
- Consolidated the police and fire emergency contact form to 1
- Reduced the Business owner's required Town department visits from 2 to 0
- Consolidate license and registration renewal dates so business owners get 1 renewal for all licenses instead of multiple renewals throughout the year
- Reduced paper and mailing costs by implementing an electronic/e-mail renewal process
- Implement a Business Registration process to improve the tangible tax base, safety, and economic development efforts of the town

In addition to implementing a simple, standard form for business licensing, we successfully designed a new process that will greatly improve the experience for any business coming to North Kingstown and aide in creating an environment that is centered on being business friendly. Additionally, town employees and existing businesses will benefit from a more stream-lined renewal process.

16. GLOSSARY

ACCESS MANAGEMENT: The process of providing and managing access to land development while preserving the regional flow of traffic in terms of safety, capacity, and speed. (Woodburn, Ore.) City regulations of access to streets, roads, and highways from public roads and private driveways. Regulations may include but are not limited to restrictions on the siting of interchanges, restrictions on the type, number, and location of access to roadways, and use of physical controls, such as signals, channelization, and raised medians. (Beaverton, Ore.) A set of policies and standards that manage the number and location of access points (driveways) on the public road system. (Wayne County, Ohio)

ACCESS MANAGEMENT PLAN: The plan to encourage and advance the development of access management policies, guidelines, and procedures.

AFFORDABLE HOUSING: Housing that has a sales price or rental amount that is within means of a household that is moderate income or less, as specified in RIGL 42-128-8.1(d)(1). Only that affordable housing which qualifies as "low or moderate income housing" is credited towards meeting the ten percent goal of the Low and Moderate Income Act. (NK Zoning)

AGRITOURISM: A type of tourism that brings people to agricultural-based operation, mostly farms and ranches. Vegetable picking, apple picking, and other seasonal picking events are some examples of agritourism.

ALTERNATIVE TRANSPORTATION OPTIONS: Commuting in any way other than driving alone. Examples include biking, walking, carpooling, and taking public transportation. (gogreeplus.org)

ARTVENTURE: ArtVenture is a four-week long activity by North Kingstown Art Council. Essentially, an outdoor scavenger hunt activity, ArtVenture will allow artists to create unique handmade art that will be submersed into the surrounding landscape, to be found by members of the community. (NK Art Council)

BIODIVERSITY: The variety of life and processes which includes the diversity of living organisms, the genetic differences among them, and the communities and ecosystems in which they occur. (United States Fish and Wildlife Service) Includes genetic diversity within species, a community, and a full range of biological communities. An area is considered biologically diverse when it includes rich and stable populations of native species that are naturally distributed across the landscape. (Monterey County, Calif.)

BUILD OUT ANALYSIS: Illustrates the form and pattern that development can be expected to take under a continuation of current trends and the manner and degree to which this form and pattern are contrary to planning goals. (State of New Jersey). A planning tool used to estimate the impact of cumulative growth upon a town's land area once all developable land has been consumed and converted to the uses permitted under the current regulatory framework. (Center for Rural Massachusetts, University of Massachusetts)

CARBON FOOTPRINT: The amount of greenhouse gases and specifically carbon dioxide emitted by something (such as a person's activities or a product's manufacture and transport) during a given period. (Merriam-Webster)

CIP (CAPITAL IMPROVEMENT PROGRAM): A proposed schedule of all future projects listed in order of construction priority together with cost estimates and the anticipated means of financing each project. (NK Zoning)

CLIMATE ADAPTATION: Efforts and strategies to acknowledge and prepare for climate change projections. Main issues that arise often are sea level rise, increase in temperature, and changes in ecosystem.

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. Also defined in plan p.178.

COMPETITIVE ECONOMIC HUB: A center of activity or interest or commerce; A place of concentrated activity, influence, or importance.

COMPLETE STREETS: Complete Streets are designed to provide all users, including pedestrians, bicyclists, motors and transit riders of all ages and abilities with safe and convenient access and mobility. Complete Streets depend on context and may include: sidewalks, bike lanes, public transportation stops, safe crossing opportunities, medians, pedestrian signals, curb extensions, and narrower travel lanes. Also defined in plan p. 67.

COMPREHENSIVE INTEGRATED TRANSPORTATION PLAN: A comprehensive integrated transportation plan looks at all modes of transportation available for citizens, and creates a plan that will ensure the various transportation options support each other. The plan also prioritizes the implementation actions to coincide with the town's TIP (Transportation Improvement Program) for state and federal funding. (Golden, Colorado)

CONSERVATION DEVELOPMENT: A type of land development project which utilizes certain site planning techniques as set forth in the subdivision and land development regulations in order to conserve open land, protect site features and provide flexibility in the siting of structures, services and infrastructure. NK Zoning, also defined in plan p. 90.

DEMAND MANAGEMENT TECHNIQUES: Adoption of policies or strategies to manage and regulate the high demand of water. Water demand management techniques involve two main activities; the improvement in technical efficiency of water use and the efficient allocation of available water. (Dziegielewski, Southern Illinois University Carbondale, Universities Council on Water Resources, 2003)

DENSITY BONUSES: The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location (California Planning Roundtable). The granting of the allowance of additional density in a development in exchange for the provision by the developer of other desirable amenities from a public perspective (e.g., public open spaces, plazas, art, landscaping, etc.). (Peoria, Ill.) A minimum density increase of at least 25 percent over the maximum residential density. (San Juan Capistrano, Calif.) Dwelling units or non-residential square footage permitted in addition to the permitted density or intensity within a zoning district. (Concord, N.C.)

DESTINATION BUSINESSES/RETAIL: Retail businesses that generate a special purpose trip and that do not necessarily benefit from a high-volume pedestrian location. (California Planning Roundtable)

DEVELOPMENT RIGHTS: The right to develop land by a land owner who maintains fee simple ownership over the land or by a party other than the owner who has obtained the rights to develop. Such rights usually are expressed in terms of density allowed under existing zoning. For example, one development right may equal one unit of housing or may equal a specific number of square feet of gross floor area in one or more specified zone districts. (California Planning Roundtable) One of a series of rights inherent in fee simple ownership of land, similar to mineral rights. Development rights represent the potential for the improvement of a parcel or unit of land measured in dwelling units. (Island County, Wash.) The rights, along with others such as mineral rights and water rights, that are commonly associated with real property ownership. Development rights, subject to local, state, and federal regulations, provide the legal basis for property development. (Monterey County, Calif.) The potential for the improvement of a parcel of real property, measured in dwelling units for residential uses or equivalent dwelling units for nonresidential uses, exists because of the zoning classification of the parcel. (Concord, N.C.) A legal claim (authority) to convert a tract of land to a specific purpose by construction, installation, or alteration of a building or other structure, or the legal claim to excavation or filling for mining. (Temple Terrace, Fla.) The right to develop property. This right may be purchased or transferred. (Larimer County, Colo.)

ECONOMIC REVITALIZATION/DEVELOPMENT FUND: A fund to provide loans to businesses investing in projects that retain or create a significant number of private-sector jobs (https://esd.ny.gov/metropolitan-economic-revitalization-fund-program); finances projects and programs that create and/or retain jobs, improve the local and/or regional tax base, or otherwise enhance the quality of life in the community. EDF gives priority assistance for physical improvements in support of job creating/retention and downtown/commercial center revitalization. Historically, EDF has funded a range of economic and community development projects. (http://www.mass.gov/hed/community/funding/economic-development-fund-edf.html)

EXTANT HISTORIC STRUCTURE: Existing, still remaining, structure.

FLOOD RESISTANT PROGRAMMING AND PUBLIC SPACE: Strategies to prepare for potential flood in a public space. Some examples include building floating walkway and raised/modular/movable structure. Landscape buffer design can also be implemented to naturally absorb the flooding water in a public space.

FOOD SYSTEM NEEDS ASSESSMENT: An evaluation tool to measure the assets and needs in communities, municipalities and regions with regard to food security, productive capacity of the land, and economic development. Food System Needs Assessment can be used in creating a common understanding of the food system and a shared vision for developing a more sustainable food system. (Tufts)

GIS: A geographic information system (GIS) is a framework for gathering, managing, and analyzing data. Rooted in the science of geography, GIS integrates many types of data. It analyzes spatial location and organizes layers of information into visualizations using maps and 3D scenes. With this unique capability, GIS reveals deeper insights into data, such as patterns, relationships, and situations—helping users make smarter decisions.(ESRI)

GREEN INDUSTRY: economies striving for a more sustainable pathway of growth, by undertaking green public investments and implementing public policy initiatives that encourage environmentally responsible private investments. (http://www.unido.org/greenindustry/green-industry-initiative.html); green industries do have some defining attributes: sustainably produced inputs; minimal use of virgin raw materials; production processes that minimize the use of water, energy, and materials; production processes free from harmful toxins; reuse and recycling of solid waste streams; substantial reductions in emissions or effluents of harmful greenhouse gases and pollutants; and products that are built for longevity and durability (http://www.wri.org/blog/2011/08/encouraging-green-industry-innovation)

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. Also defined in the plan p.125.

GREYWATER: Wastewater obtained from domestic sinks and tubs, but excluding that part of the plumbing waste stream that includes human wastes. (Volusia County, Fla.)

GROWTH AREAS: Areas intended to accommodate the State's anticipated growth needs through 2025. They include both (currently) developed areas that are suited for maintenance, infill, and reuse, as well as (currently) undeveloped areas that are suited for new development. Growth Areas fall into two categories: 1) areas within the urban services boundary, shown as two map categories – Urban Development and Sewered Urban Development; and 2) centers, both inside and outside the urban services boundary. (LU2025)

HOME ENERGY AUDIT: A home energy audit, also known as a home energy assessment, is the first step to assess how much energy your home consumes and to evaluate what measures you can take to make your home more energy efficient. An assessment will show you problems that may, when corrected, save you significant amounts of money over time. (Department of Energy)

HOUSING TRUST FUND: A housing trust fund provides locally targeted assistance to develop affordable housing through low-interest loans, transfer of development rights, payments in lieu of taxes, or gap financing. Revenue sources may include local real estate transfer taxes, real-estate fees and penalties. Also defined in plan, p. 88.

INCLINING BLOCK WATER RATE: Sometimes referred to as inverted or increasing block, the inclining block rate structure is designed such that the cost per unit of water increases with consumption. The objective of such a rate structure is to discourage unnecessary water use by reducing both average and peak water demand, thus making it an important tool in a broader conservation plan. A properly designed inclining block structure will not necessarily increase all customer bills. For those users whose usage pattern is reflective of average water use for the associated user class and who do not have a large peaking factor, the cost of water should remain the same or decrease (in the absence of increased overall revenue requirements). By increasing the charge per unit of water over a certain threshold, those users whose average usage pattern is higher than the average for its user class and/or who help to create the peaking effect will incur higher charges as a signal to indicate the cost of expanding the system to account for the users' level of water use. The objective of an inclining block rate design is to generate revenue that reflects the cost of increasing the supply and collect such revenue from those that create the need to consider expanding supply. Ideally, this concept would result in a reduced monthly bill for users such as "lifeline" users, who require service at a minimal level. (AE2S Nexus)

INCLUSIONARY ZONING: A municipal and/or county planning tool to require a private market projects to subsidize affordable housing units.

INUNDATION: An overflow of water, flooding.

LEAN STUDY: A study to improve the customer experience for businesses by reducing redundancy, duplication of effort and unnecessary delays in processing, approving and expediting applications for business licensing, registrations and renewals.

LOW IMPACT DEVELOPMENT: An approach to development that aims to protect water quality and watersheds by using or mimicking natural processes to manage stormwater locally. LID techniques include preserving or recreating natural landscape features and reducing impervious surfaces. Residential LID practices include rain gardens, green roofs, rain barrels, and permeable pavement. Also defined in plan, p.90.

LOW OR MODERATE INCOME HOUSING: Affordable housing (as defined above) which is subsidized by a federal, state or municipal government subsidy to assist its construction or affordability, has that affordability assured for at least 30 years through a land lease and/or deed restriction, and complies with certain other requirements as specified in RIGL 45-53-3(5). All low and moderate income housing units are "affordable housing" as herein defined, but only those low and moderate income housing units which meet the further requirements of article XXII of this chapter are credited towards satisfying the obligations of a development under this chapter to provide for inclusionary units. (NK Zoning)

MIXED USE: The inclusion of more than one general type of land use within a single structure or site development as they are grouped in the land use table under article III. For the purposes of this ordinance, all mixed use projects shall include a residential component that is fully integrated into the site or structure in a way that enables residents to easily access non-residential amenities. (NK Zoning)

MIXED USE CORRIDOR/MIXED-USE DEVELOPMENT: The development of a tract of land or building or structure with two or more different uses such as but not limited to residential, office, retail, public, or entertainment, in a compact urban form. - OR - A project which integrates a variety of land uses including residential, office, commercial, service, and employment and can result in measurable reductions in traffic impacts. (San Juan Capistrano, Calif.) A proposed development that includes primary non-residential and primary residential uses on the same development site. (Concord, N.C.) A tract of land or building or structure developed for two or more different uses such as, but not limited to, residential, office, manufacturing, retail, public, or entertainment. (Schaumburg, Ill.)

MS4 PERMIT: The 2003 MS4 (Municipal Separate Storm Sewer System) General Permit requires MS4s to identify all structural BMPs (Best Management Practices), and develop schedules for inspections, cleaning and repair of structural BMPs, detention/retention basins, storm sewers and catch basins with appropriate scheduling given intensity and type of use in the catchment area. The MS4 must at a minimum incorporate all permit requirements and maintenance specifications of the particular BMP. Maintenance schedules must address issues related to the performance of BMPs observed during their inspection. The operator must make changes to the frequency of maintenance of structural BMPs when dry weather surveys of outfalls and inspections of the system and BMPs reveals that the maintenance frequency is not adequate. The operator must maintain records on inspections and maintenance performed on structural BMPs. (RIDEM)

MULTIMODAL TRANSIT HUB/FACILITIES: (Transport Hub) A place where passengers are exchanged between vehicles or between transport modes. Public transport hubs include train stations, rapid transit stations, bus stops, tram stop, airports and ferry slips. (Wikipedia); connect many different types of transportation; connect transit (regionofwaterloo.ca).

NON-POINT SOURCE POLLUTION: Sources for pollution that are less definable and usually cover broad areas of land, such as agricultural land with fertilizers that are carried from the land by runoff, or automobiles. (California Planning Roundtable) Generalized discharge of waste which cannot be located as to a specific source into a water body. (Concord, N.C.) Any source of water pollution that is not a point source. (Temple Terrace, Fla.)

NUTRIENT LOADING STANDARDS: An agreement to measure and regulate the quantity of nutrients entering in a given period of time. If added to water, nutrients, mainly nitrogen and phosphorus, can act like fertilizer that causes excessive growth of algae. Often, nutrient loading can be caused by lawn fertilizers in urban areas. (NOAA)

POCKET PARK: A park located on a small-sized land.

RECEIVING AREA: A zoning overlay district eligible to receive development rights through a major land development project review. (NK Zoning)

RENEWABLE ENERGY: Energy that comes from resources which are naturally replenished on a human timescale such as sunlight, wind, rain, tides, waves and geothermal heat. (RI State Energy Plan)

REPETITIVE LOSS PROPERTIES: A Repetitive Loss (RL) property is any insurable building for which two or more claims of more than $1,000 were paid by the National Flood Insurance Program (NFIP) within any rolling ten-year period, since 1978. A RL property may or may not be currently insured by the NFIP. Currently there are over 122,000 RL properties nationwide. (FEMA)

RESILIENCY: The power or ability to return to the original form (dictionary.com); the capacity for a socio-ecological system to: (1) absorb stresses and maintain function in the face of external stresses imposed upon it by climate change and (2) adapt, reorganize, and evolve into more desirable configurations that improve the sustainability of the system, leaving it better prepared for future climate change impacts. (Wikipedia)

SENDING AREA: A zoning overlay district eligible for establishing development rights that may eventually be transferred to a receiving area.

SENSE OF PLACE: The constructed and natural landmarks and social and economic surroundings that cause someone to identify with a particular place or community. (Wisconsin Department of Natural Resources) The characteristics of a location that make it readily recognizable as being unique and different from its surroundings and that provides a feeling of belonging to or being identified with that particular place. (Scottsdale, Ariz.)

SILVICULTURE: Silviculture is the art and science of controlling the establishment, growth, composition, health, and quality of forests and woodlands to meet the diverse needs and values of landowners and society such as wildlife habitat, timber, water resources, restoration, and recreation on a sustainable basis. This is accomplished by applying different types of silvicultural treatments such as thinning, harvesting, planting, pruning, prescribed burning and site preparation. Intermediate treatments (thinning) are designed to enhance growth, quality, vigor, and composition of the stand after establishment or regeneration and prior to final harvest. Regeneration treatments (harvesting) are applied to mature stands in order to establish a new age class of trees. Regeneration methods are grouped into four categories: coppice, even-aged, two-aged, and uneven-aged. (USDA)

STORM SURGE: Storm surge occurs when the low atmospheric pressures created by large storms pulls up a bubble of water above the height it would usually be expected. When the storm moves over the land this bubble is dragged along with it, forcing water to move from a starting point at sea level up into the topography of the surrounding landscape. How much water is forced onto the land is a function of the amount of low pressure the storm has created, which is in turn a measure of the strength of the storm. How far the water moves inland is an interaction between the amount of water being carried by the storm, the type of topography in a given area, and the height of sea level at the time. So, the storm surge from a very strong storm that arrives at low tide in an area with very steep topography might move less far inland than a weaker storm that arrived at high tide in a place with shallow topography. (Statewide Planning)

STREAMLINED PERMITTING: Allowing the process of permitting and licensing to be simple and clear for business owners and/or developers by a municipality.

STREET SAFETY PLAN: Strategies to enhance the safety of street users, especially pedestrians, through traffic enforcement, speed limits, and street designs. Street designs can include multiple efforts including and not limited to, narrow vehicle travel lanes to shorten the distance of a pedestrian crossing a street, adding bike lanes and bumpouts.

SUSTAINABILITY: Conditions under which humans and nature can exist in productive harmony to support present and future generations.(USEPA); the quality of not being harmful to the environment or depleting natural resources, and thereby supporting long-term ecological balance (dictionary.com)

SUSTAINABLE: Community use of natural resources in a way that does not jeopardize the ability of future generations to live and prosper. (California Planning Roundtable) The finite capacity of any place to support human activities, given a set of impacts that those activities have on the place. Once capacity is reached, the impacts of additional growth or activities harm the integrity of the place and impair its ability to function as intended. (New Jersey State Plan)

SUSTAINABLE PATTERNS OF DEVELOPMENT: Development that maintains or enhances economic opportunity and community well-being while protecting and restoring the natural environment upon which people and economies depend. Sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs. (State of Minnesota)

TOTAL MAXIMUM DAILY LOAD: A Total Maximum Daily Load is the calculation of the maximum amount of a pollutant allowed to enter a waterbody so that the waterbody will meet and continue to meet water quality standards for that particular pollutant. A Total Maximum Daily Load determines a pollutant reduction target and allocates load reductions necessary to the source(s) of the pollutant. (EPA)

TOWN CHARACTER: The image of the area as defined by such factors as its built environment, natural features and open space elements, type of housing, architectural style, infrastructure, and the type and quality of public facilities and services. (Brunswick, Ohio)

TRANSFER OF DEVELOPMENT RIGHTS: A legal covenant that protects the subject land in perpetuity from development beyond any development rights reserved subject to the underlying zone at the time the covenant is signed and grants enforcement of the covenant to the county. (Thurston County, Wash.) The area within which development rights transferred from a TDR sending area can be used. (Thurston County, Wash.) In a TDR program, the designated zones to which development rights may be transferred from property in a sending area. (Ocean City, Md.) An area designated by the ordinance as appropriate for development beyond the target density through the transfer of development rights. (Concord, N.C.)

TRANSIT-ORIENTED DEVELOPMENT: Moderate and high-density housing concentrated in mixed-use developments located along transit routes. The location, design, and mix of uses in a TOD emphasize pedestrian-oriented environments and encourage the use of public transportation. (Community Green Line Planning Project, "Putting Neighborhoods on the Right Track," Chicago) A mixed-use community within an average 2,000-foot walking distance of a transit stop and core commercial area. TODs mix residential, retail, office, and public uses in a walkable environment, making it convenient for residents and employees to travel by transit, bicycle, foot, or car. (California Planning Roundtable) Moderate- or high-density housing concentrated in mixed-use developments that encourage the use of public transportation. (Wisconsin Department of Natural Resources) A development of high-density mixed land use that uses a transit facility as a focal point and thereby seeks to encourage the use of public transit. (Chicago, Ill.) A form of development that maximizes investment in transit infrastructure by concentrating the most intense types of development around transit stations and along transit lines; development in such areas is designed to make transit use as convenient as possible. (Palo Alto, Calif.) – OR- The area within a one-quarter-mile radius of either public streets identified by [maps and ordinances] as having the location, mix of densities, mix of uses, and development patterns that can generate sufficient bus ridership to support a frequent and consistent level of bus service (as typified by a 10- to 15-minute frequency of service); or (2) existing and proposed trolley stops and major bus transfer centers that have been approved for development by the transit development board with identified, available funding. (San Diego, Calif.) An area near a metro transit station, not located within a central business district, that has been designated as a transit station development area by an approved and adopted master plan or sector plan. (Montgomery County, Md.)

URBAN SERVICES BOUNDARY: A general bound of the areas within which public services supporting urban development presently exist, or are likely to be provided, through 2025. Within this urban services area, most land is served by public water service and many areas have (or will have) public sewer service available as well. Public transit service is generally available, with high-density corridors providing frequent headways. These fully serviced areas should be regarded as a scarce resource, that absent significant constraints, should be developed (or redeveloped) at higher intensities and densities so as to optimize the significant public infrastructure investment. (LU2025)